FORWARD INTO THE PAST: GARDEN CITIES
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Foreword

This booklet, prepared initially for an RTPI conference in May 2014, celebrates the emergence and development of Garden Cities. From a historical commentary provided by articles kindly reproduced from the 75th anniversary of the RTPI, this booklet illustrates the large scale planning and masterplanning work for which David Lock Associates has an international reputation, deployed in the UK in promoting whole new communities and small new towns, and the large scale “sustainable urban extensions” that have been favoured for existing towns and cities in areas too timid to start a new place that will provide them with good building land for years to come.

Now the housing shortage in England is reaching its long-forecast crisis, there is fresh talk in all three main political parties of another new town programme, and the Government published *Locally Led Garden Cities* in April 2014 to start the ball rolling.

The ghost of the previous Government’s *Eco Town Prospectus* haunts this launch: although that Prospectus appeared to offer speed and action, there was simply no comprehension of how to get planning permission for an Eco Town other than the normal long march through a 7–10 year Local Plan cycle. Our company’s Marston Vale Eco Town for O&H Properties was officially classified the best private sector proposal, but the mangled processing nationally and stodgy response locally meant that we sadly had to advise our clients to withdraw the offer.

This time, with Garden Cities, the DCLG starts in the right place, which is with local authorities. But the time scales are such, and the meagre funding (and its stated role) so limited, that it can safely be forecast that any Garden Cities that come out of this will be new settlements or major urban expansion schemes that are already in an Adopted Local Plan, or in an emerging Local Plan that is close to Adoption. For any locality spontaneously to ask for a Garden City when it hadn’t previously thought about one, and for it to be progressed outside Local Plan procedure, is not realistic.

We hold the view that we shall need the New Towns Act before this housing crisis is over, to do things properly, but some new Garden Cities to be getting along with in the meantime is a really good idea. The need for urban regeneration and well planned town expansion schemes do not go away, but by themselves they are not enough to meet the people’s needs for a decent home, in a beautiful environment, where there is work and a high quality of life.

**David Lock CBE**  
Strategic Planning Advisor, David Lock Associates
Garden Cities of the Past
In 1898 Ebenezer Howard published 'To-morrow: A Peaceful Path to Real Reform' which described a new community fusing the merits of town and country life and hopefully eliminating their defects. The First Garden City was founded in 1903 in Hertfordshire. Sceptics looked at the experiment as a Utopia, an impossible dream, a nowhere; The Times was crisply succinct: "The only difficulty is to create such a city, but that is a small matter to Utopians". Yet a few years later the town was built.

Howard's objective had been to advance social reform by means of the Garden City. By the middle of the first decade of the new century many supporters saw the Garden City as a desirable end in itself. Some of the Dramatis personae, noticeably Thomas Adams, who had been Howard's general factotem and subsequent stage manager of Letchworth in its early years, and Raymond Unwin, the principal designer, were responsible for stimulating the interest of government in applying the procedure to the laying out of the town.

The salient points which underlay company flotation, site selection, infrastructure provision and housing, industrial and commercial development in the First Garden City at Letchworth still hold valid lessons today. After all, no producer would attempt a major revival without familiarising himself with the original.

The simplest and oldest ideas are the best. Howard effectively based his unique combination of proposals upon the simple fact that development of land greatly increases its value. The speculators game, turned to community benefit by the original Company constitution was sound at the time but subverted in the 1950s. This provoked the necessity for special legislation to vest the estate in the Letchworth Garden City Corporation.

Despite the sceptics, Howard had something for everyone – co-operative and private housing, free enterprise and co-operative industry, Utopian idealists and practical men. Through the efforts of Thomas Adams, Ralph Neville (Chairman of the Garden City Association) and enlightened industrialists, the dream was translated into reality.

Howard was determined to press for the development of a prototype and in his book stated that it would be futile to await state action. He cited the development of the railway network and queried whether any would have been built if Parliament had been called upon to set up a state body first. In this respect Howard's model cannot be followed today. He did not have to deal with regional guidance,
structure plans and local plans and most of the sites considered by the Garden City Pioneer Company would now be classed as Green Belt or rural priority areas.

Although the concept of a new ideal community sounded revolutionary, it was to be brought into being by well-known techniques using landlord covenants over lessees to secure a high quality of development. It resembled “town planning” in its Master Plan and development control but it differed fundamentally in that it was exercised by the landowner and not by a democratically elected local authority.

The process of evaluation of the various sites included an assessment by Adams and Unwin and canvassing of manufacturers to learn whether they were locationally mobile. The Letchworth site was surveyed in detail by Howard Humphreys and a report prepared on its geology, water supply and suitability for industry. The limited competition for the layout plan was won by Parker and Unwin. Howard accepted that his diagrams were schematic: “the plan must depend on the site selected”. He does not appear to have resented the fact that Parker and Unwin produced a very different image for the Garden City than would have resulted from a more literal attempt to realise his diagrams.

The professionalism of Parker and Unwin extended to the drafting of the Company’s own Building Regulations, the preparation of detailed street and block plans and the operation of what would be regarded now as a strict aesthetic control policy, with negotiation over detailed design. This continued after Unwin had left for Hampstead Garden Suburb in 1906. Parker remained as the consultant to the First Garden City Ltd until his retirement in 1943. Sir Frederick Osborn credited Unwin with the “democratisation of design” and the pre-1914 areas of Letchworth reflect this strongly.

Adams persuaded the Company to host the 1905 Cheap Cottages Exhibition, a remarkable undertaking which leased sites to developers and attracted 60,000 visitors to see “Garden City in the making”. The publicity
value was enormous at a time when the Company was overstretched in providing basic infrastructure. Likewise Cottage Societies, offshoots of the Co-partnership movement and the equivalent of today’s Building Societies, were encouraged to build in Letchworth. Howard himself was founder of one that still bears his name – the Howard Cottage Society – and the standards of design and layout have rarely been excelled.

Imitation is the sincerest form of flattery. The lessons of Letchworth and Hampstead Garden Suburb which commenced in 1907 were evident as early as 1909 with the passage of the Housing and Town Planning Act. Unwin’s powerful advocacy of Garden City standards, through the wartime Tudor Walters Committee, led to the state subsidised local authority built and managed housing of the 1919 Housing Act and subsequent legislation.

The passing of the 1909 Housing and Town Planning Act indicated recognition of the desirability of limited intervention to secure the development of land with some concept of amenity value. The creation of the process raised the question as to who was to be responsible for its operation. Architects, surveyors, and municipal engineers were the principal actors and each auditioned through holding public conferences. It was Thomas Adams who founded a new Institute in which all who had skills in town development might gain their equity cards for the new activities. This was the Town Planning Insitute and 1989 witnessed the 75th Anniversary of its inception in 1914.

Many of those involved with the concept, planning and building of the First Garden City were founder members of the RTPI. Thomas Adams, the first President, had been one of Howard’s most enterprising recruits to the Garden City Association in 1901. He soon showed his flair for public relations and became the first Estate Manager at Letchworth. Barry Parker and Raymond Unwin were both Founder Members. Unwin became the second President in 1915, whilst Parker served his term in 1929–30. Courtenay Crickmer and Geoffry Lucas, architects who contributed greatly to the early environmental success of Letchworth, both appear on the May 1914 membership list. Herbert Warren, the solicitor who found the Letchworth site and whose firm skilfully negotiated options with adjoining landowners was a founder Legal Member. Ebenezer Howard himself, and Ralph Neville, who was the Chairman of the Garden City Association and then First Garden City Ltd. were both Honorary Members.

If the development of the First Garden City stimulated a fresh interest in the process of town development, town planning was not the prime purpose of Howard’s campaign. As Beevers has reminded us in his recently published critical biography, Howard was first and foremost a social reformer. Social reform engaged the complex workings of this intellectually tireless inventor. Thus, the first 1898 title, ‘To-morrow: A Peaceful Path to Real Reform’, is more closely related to his central purpose than the better known, ‘Garden Cities Of Tomorrow’, under which the script re-appeared in 1902.

Howard felt the need to provide a fresh demonstration of the concept in 1919 when he embarked upon the Second
Garden City at Welwyn. This may have represented a challenge to the 1919 Addison Act which municipalised the Garden City by placing a statutory duty on local authorities to provide working class housing for rent through the incentive of a generous state subsidy. Recognising the different circumstances of the Welwyn site, 15 miles nearer to London than Letchworth, the promoters billed it as the “First Satellite City”. It lasted less than a decade under its original constitution. After 1928 it became a more conventional form of estate development and was taken over by the State New Towns Programme in the first flush of post 1945 planning euphoria.

Howard had been intensely critical of government as a vehicle of reform. He stated that it was long after perceived need had been identified that watered down legislation emerged from the parliamentary institution, whose prime activity was to uphold vested interests. The intervention of government through the 1909 legislation was not viewed as an unmixed blessing. One of Howard’s younger acolytes, C.B. Purdom, accountant in the Letchworth Estate Office, scathingly dismissed Hampstead Garden Suburb, the pioneer of planned suburban expansion and Unwin’s finest planning achievement, as “the weakening of good garden city wine by the water of town planning”.

Purdom, who had worked for Howard and Osborn as Secretary of the Howard Cottage Society, founded the New Townsmen Group of the Garden Cities Association during the First World War to press for a strategy of decentralisation to a ring of satellite towns. This concept was developed through the Ministry of Health’s Unhealthy Areas Committee and subsequently by Unwin in his Greater London Regional Plan of 1929–33. The Council for the Preservation of Rural England declared itself in favour of the satellite strategy as the natural complement to the Green Belt. Osborn worked assiduously to enshrine the Garden City concept in government policy via Abercrombie’s Greater London Plan of 1944 and the New Towns Act of 1946. Howard’s original idea of 1903 was thus revived and the ring of First Generation New Towns, including three in Hertfordshire, was developed with massive state subsidy, to international acclaim, over a thirty year period.

Today circumstances have changed but there are growing numbers who wish to see a revival. In recent years, with a decline of the state New Towns Programme and state subsidised local authority housing, many have looked towards a revival of private development of New Towns in the South East. Prince Charles has commended the Garden City lifestyle. Perhaps the time is set for a revival of private initiative. If it can be controlled without opening the floodgates of sporadic building and sprawl, the Garden City model still has a lot to offer for the twenty first century.
The Town & Country Planning Association (TCPA) has been leading a campaign for a new generation of garden cities as an essential part of a portfolio of solutions to Britain's acute housing crisis. The re-invigorated campaign began in earnest in 2011 with the publication of 'Re-imagining garden cities for the 21st century' which brought together the pragmatic lessons from the garden cities and new towns, examining these in the context of the Government’s planning reform agenda and the tough financial circumstances faced by both the public and private sectors. Following initial support from the then housing minister Grant Shapps MP, the three years that followed saw significant political momentum on the issue, with the National Planning Policy Framework referring to the 'principles of garden cities' and the leaders of all three main political parties showing their support for a new wave of garden cities. But with a lack of action on delivery of the high ideals and intentions promised, it was left to the TCPA to fill this gap by producing a suite of documents designed to make these ideas a reality. This included exploring the barriers and opportunities to bringing forward large scale development ('Creating garden cities and suburbs today: policies, practices, partnerships and model approaches – a report of the garden cities and suburbs expert group'), guidance for councils ('Creating garden cities and suburbs today – a guide for councils'), guidance for communities ('How good could it be? A guide to building better places'), technical guidance on specific issues such as long-term stewardship ('Built today, treasured tomorrow – a good practice guide to long-term stewardship'), and exploring what the legislation for a new programme of garden cities would look like ('New Towns Act 2015?').

Fast-forward to 2014 and the 14th April, when two years after the Prime Minister first announced his support for a new wave of garden cities in Britain, the long-awaited 'locally led garden cities' prospectus was launched. The prospectus invites expressions of interest, on an ongoing basis, for proposals of 15,000+ units that demonstrate 'local support', 'scale', 'connectivity', 'robust delivery arrangements' 'commercial viability' and will favour sites with a 'high proportion of brownfield land'.

The TCPA welcomed the prospectus and was delighted to see the garden city principles listed in the document, their presence being further endorsement from the Government. Much of the supporting text says the right things about being ambitious, innovative and 'delivering inspirational new garden cities fit for the 21st Century'. When first
mooted, the prospectus offered an opportunity for the government to drive forward a new programme of garden cities as an essential contribution to efforts to meet the annual need for over 240,000 new homes. A competition of this nature was never going to be an ideal approach, but carefully handled and with the right policy and financial support, it had potential.

However, with a lack of locational criteria or strategic approach, and no requirement for expressions of interest to demonstrate how their project will apply the garden city principles, no new funding and lack of clarity on how the programme will work with existing planning processes, achieving the prospectus’ ambitions will be more than challenging.

**Setting high standards for new garden cities**

We know that a programme of garden cities is a once in a generation opportunity to achieve beautiful, inclusive, high quality and climate resilient places, and that the garden city principles are more relevant now than ever. Through publications such as the ‘New Towns Act 2015?’ we have set out what the legislative framework of a new generation of garden cities might look like and the key issues that need to be overcome to get there. In addition to the modernisation of the law, a new programme of New Towns which follow the principles of garden cities would require important policy support and a detailed financial model. With a lack of legislative or policy requirement to adhere to the highest standards for new garden cities it is the responsibility of the Association to define what the garden city standards are and encourage local authorities and the private sector to meet these high ambitions.

The Association has prepared ‘Creating Garden Cities Today: A Practical Guide on Standards’. This document reiterates the high standards of the Garden City model, exploring the indivisible and interlocking nature of the garden city principles, which have been included in their most basic form in the prospectus, and explaining what they mean and some of the tools available to achieve them.
"Given the scale of the housing crisis we cannot meet our current and future housing needs on a plot by plot basis"
New Towns Act 2015?

AN ACT TO ENABLE SUSTAINABLE DEVELOPMENT THROUGH THE CREATION OF NEW TOWNS BY MEANS OF DEVELOPMENT CORPORATIONS, AND FOR PURPOSES CONNECTED THERewith

"I should like to encourage the corporations to be daring and courageous in their efforts to devise the best way of living."
Lewis Silkin MP, New Towns Bill debate, 1946

TOWN AND COUNTRY PLANNING ASSOCIATION
A challenge for an incoming government

Local plan processes provide a real opportunity to bring forward new communities at a range of scales using garden city principles. However, in the absence of a strategic ‘larger than local’ approach, we will not get the scale of development we need in the places it is needed most, the need for more and better housing must be set in the national context of housing demand and need.

Over the last two years the Prime Minister, Deputy Prime Minister and the Leader of the Labour Party have all articulated their support for a new generation of garden cities as part of the solution to the nation’s housing crisis. However, the question of how to deliver high quality and comprehensively planned new communities, which can take over 30 years to deliver and transcend electoral cycles, has not yet been properly addressed at the national level. This is, of course, because it involves addressing the difficult and politically sensitive issues of consent, land value (and compensation) and ensuring high standards of development within environmental limits.

Significant policy challenges remain, primarily around the balance between centrally designated New Town sites and local consensus. The TCPA is currently exploring the detailed financial models necessary to make new garden cities a reality, and undertaking a research study looking in more detail at lessons from the New Towns. This work will be published later this year and is already feeding into the work of The Lyons Housing Review, as the Labour party explores how to best reach its target of 200,000 new homes per year by 2020 through a new programme of New Towns.

Given the scale of the housing crisis we cannot meet our current and future housing needs on a plot by plot basis. This is why in the run up to the 2015 election the TCPA will be calling for all three major political parties to make a manifesto commitment to delivering beautiful, well designed and inclusive new communities; with affordable homes and new jobs in places people wish to live and work. We need brave political leadership and we hope that our campaign will help show central and local government how a step change in delivery can be achieved, working in partnership with the private sector, without losing focus on people and quality to create places that truly merit the accolade of garden cities.

Find out more about Garden City principles and the TCPA’s campaign at http://www.tcpa.org.uk/pages/garden-cities.html
Garden Cities of the Future
It began with an article I had written in the early 1990s about the need to abolish Green Belt policy: Green Belts had been invented (in 1899 and again in 1935) long before there was a comprehensive planning system, and there are now many other ways in which open countryside could be protected, and the edges of towns fixed, in statutory development plans. Tony Kemp, the Chief Executive of Blue Circle Properties, had just published the same argument. We met, and the journey to what was to become Ebbsfleet began.

It may be forgotten that the Channel Tunnel Rail Link (now called HS1) came in two stages. Arup’s engineers had forged a route from Folkestone up to North Kent, from where the Eurostar ran into Nick Grimshaw’s fabulous terminal at Waterloo on ordinary train tracks. The second stage of new built fast line was to run from North Kent, under Forest Hill, and thus to Waterloo. This was proving unpopular with the locals, as there were many houses to be demolished on part of the route.

The need to regenerate the “East Thames Corridor” had been brewing in South East regional planning circles for some time, and now a fortuitous alignment of the stars occurred. Mark Bostock of Arup developed a possible route from North Kent, under the Thames, and through to St Pancras. Large tracts of land in need of regeneration would accommodate the route, like beads on a string. At the same time, Tony Kemp realised that Blue Circle Properties owned most of the beads in North Kent, and could help make it happen. I was put into a small task force with the excellent transport engineer Alastair Dick, and Reg Ward of London Docklands, to complete the logic with Mark Bostock. Technical back-up soon came from lawyers, economists, environmental specialists, and highways experts.

The new route for HS1 to St Pancras was welcomed by the Government, but then came the battle for a station. It was agreed that there must be a station at Stratford, as this was a portal to the London Underground and the Docklands Light Railway and Stratford itself was in desperate need of regeneration (this was long before the Olympic bid was imagined). There was room for one other station, and the competition was between Havering Riverside, or the Blue Circle site at Ebbsfleet. It was not plain sailing – as so often happens, journalists couldn’t be bothered to visit the Ebbsfleet site and wrote as if it was in Siberia (in fact it is the same distance from Central London as Heathrow, but only 16 minutes by train on HS1!). Steve Bell ran a strip for several weeks in The Guardian, calling it Farty Swamp (which we all rather enjoyed).

Ebbsfleet was chosen because of the thousands of acres of available
derelict land around the location, the development potential of which we had measured and master planned in outline. Also Ebbsfleet is close to the A2/M2 and M25 road network, and a short new chord of railway line at Ebbsfleet would enable the trundling North Kent line to join HS1 for a fast run into St Pancras.

Meanwhile Tony Kemp and his colleagues had forged a powerful alliance with Kent County Council and the two local planning authorities (Dartford and Gravesham), along with Wellcome (a major pharmaceuticals employer in Dartford at the time) and the University of Greenwich (planning a new campus nearby), and others. The “Kent Thameside Association” became the informal vehicle for us to master plan the whole area, producing a 25 year vision of more than 30,000 homes and an abundance of employment set in beautifully restored landscapes, with the FastTrack public transit network which we invented, holding it all together. We
consulted widely on the Kent Thameside Vision, and it was enthusiastically supported by local communities, and to this day helps shape all the statutory development plans and private investment strategies in the area.

One major problem remained at this time: the developer of HS1 was London and Continental Railways, and they required a 13,000 space car park around Ebbsfleet Station. This appeared to blight the regeneration land that was the reason for the station in the first place.

"Our planning application [...] of more than 650,000 square metres of housing, offices and hotels was finally approved in 2012"

Following a strategy we also deployed for clients at Merry Hill in Dudley, we persuaded the parties to develop a major urban centre in the actual car park. As land values rise, the cars are moved into multi-storey car parks, and a dense compact place can be made from an arid sea of tarmac. Our planning application for a mixed use development of more than 650,000 square metres of housing, offices and hotels was finally approved in 2012 (negotiations with the Highways Agency had been epic).
The ripples of regeneration continue to flow. We have obtained permission for Lafarge Tarmac (successor to Blue Circle) to build a strategic cement works in the Green Belt in the Medway valley, thus freeing Northfleet Embankment for development and the recycling of the cement railway for freight. Swanscombe Peninsula has been raised against flood risk, but our master plans for a new community may be overtaken by the proposed inward investment Paramount Studios Theme Park which it is said may create 27,000 jobs. Our concepts for 7,500 homes in Eastern Quarry have been taken on by others, and are ready to roll once land values turn positive.

Then in April 2014, more than 20 years later and at a few days’ notice, the Government announced that the evidently “stuck site” of Ebbsfleet is to be the site of a new Garden City, with an Urban Development Corporation to make it happen. The project is back in the limelight, with an initial £220m of public money to jump start the development.

“What the Government’s initiative offers is some public sector investment to lubricate regeneration and make it happen faster...”

It is literally true that Ebbsfleet has been “stuck” – not only was planning permission painfully slow in being completed, but the recession has made low-value areas of damaged land in areas such as North Kent very marginal. But there is no doubt it would have started to move soon. What the Government’s initiative offers is some public sector investment to lubricate regeneration and make it happen faster, and the Development Corporation will signal to the outside world that HM Government is putting its reputation on a successful outcome.

Whether Ebbsfleet can be a real Garden City as the Government claims, or more realistically will be a super Garden Suburb, is a theological point rather than a practical one. All major participants want to see the area regenerated after so many years of consensus building, and at long last we hope to see town building on the vast scale that this area deserves.
Some of our work had been to seek out redevelopment or development opportunities for clients wishing to take advantage of the demands of occupiers wanting to be close to the airport. Some work was looking ahead (where we had become very excited about the strategic significance of Hayes town centre, where it was said Great Western trains...
might stop for Heathrow, and through which the Heathrow Express runs out to the airport). Other work was more mischievous – exploring the development potential of land around Harlington, just north of the airfield (see Fig. 3), where intense airport-related development could be served by a new train station leading directly into the airport; with the brilliant side-effect of preventing a new runway from being built through the area!

But we had not hitherto contemplated the approach to be taken if the space occupied by Heathrow Airport was one day to become available. We have had the chance to take Graeme’s ideas a little further, by contextualising the masterplanning vision. We have explored how the new Garden City elements might connect with, extend and relate to the existing pattern of towns and villages around the Heathrow site; how the green frame inherent in the vision might also act as a green frame of those communities too; and how a mix of land uses might be deployed to create a varied form of sustainable development that promises the real possibility of a good life in a better place (see Fig. 4).

When Raymond Unwin worked up his plans for Hampstead Garden Suburb in London – so soon after winning the competition to design the more free-
standing Letchworth Garden City – it caused some confusion among the new enthusiasts of Ebenezer Howard’s Garden City invention. Unwin showed that much of Howard’s theory could be applied to an urban edge, as well as in a free-standing new town. If the Heathrow site ever fell vacant, the opportunity to work the same magic, but on a much more strategic scale, would fall wide open. Graeme argues that it would be an opportunity to create jobs, thousands of much needed homes, and areas of great biodiversity. He also makes the point that it would create a lot of value. We won’t be the only people to have felt moved to start drawing!

**Figure 4. Master Plan for a Garden City style redevelopment of Heathrow**

INTRODUCTION

For the first time since 1946 there is cross-party support for starting some more Garden Cities or New Towns (the words are used interchangeably), as one stream of activity in the many that are needed to increase radically the supply of housing in England, on terms that are affordable by residents, and in close proximity to opportunities to work, to good schools, to the open countryside, and to all the circumstances that can be contrived to enable people to live a full and rewarding life.

Prime Minister David Cameron spoke enthusiastically about Garden Cities in June 2013. Deputy Prime Minister Nick Clegg and Shadow Chancellor Ed Balls made the same point in speeches in November 2013.

It is therefore timely of the Wolfson Economics Prize for 2014 to ask the disarmingly simple question:

“How would you deliver a new Garden City which is visionary, economically viable, and popular?”

We answer the question directly in this Primary Submission.
The opportunity to create a Garden City is the opportunity to create “a vast and beautiful tapestry rather than a handkerchief”. The phrase is borrowed from the Town and Country Planning Association who use it to describe the wonderful challenge of creating a whole New Town, rather than just edge-blobbing housing estates around the periphery of everywhere (see their publication New Towns Act 2015? of 25 February 2014).

The idea of “tapestry” conveys what we have learned in recent decades – that it is our civic duty and responsibility to make and maintain the warp and weft of our towns and cities as public domain, in the public interest – in and around which we must be free to weave the lives we choose. This is the inverse of urban design in older history, where towns and cities were made of great buildings and the public domain was the space between. Now we know that, in order to meet the needs of modern life, it is the space between that we must design. The fabric of the town or city may come and go. Build the trellis, and let the roses grow where they will.

We have also learned that it is best to plant a Garden City in a propitious place. By this we mean a place that is desirable in its appearance and setting, with fresh air, sunlight and closeness to nature, yet propitious particularly in the sense that it stands at the intersection of connections – roads, railways and networks of people and patterns of enterprise, learning and culture – where the optimum chance of successful growth exists. It is also in a place that people desire to live.

Last, the point about freedom in our vision. Despite the unfolding excitements of new technology and communications generally, and the infinite variety of activities, employment and pleasures that we have available to us (albeit on terms that exclude many), our choice of home and lifestyle in England has contracted at almost the same speed. It is only possible to obtain a home of our own if we are wealthy enough to buy something that is almost certain to be less than we desire, or poor enough to qualify to be given a home that increasingly is horrid. That’s it. To build a home for oneself, to live off the land, to live and work on the same premises, to live co-operatively or to share the ownership of a home with kindred spirits, is squeezed from our system. These trends have been diminishing, crushing, and corrosive.

We talk of the making of Garden Cities because we do not have enough homes of decent quality in the right places. We talk of Garden Cities also because of the need to widen choice and open the doors to new social, economic and environmental opportunities. To split the
sides of the funnel down which our urban life is being forced.

In short, our vision of Garden City is not merely of another machine to switch on to squirt out more housing numbers. Our vision is of places that are different in several respects: they are made in the public interest; they are a framework for life, not a determinant of it; and the mission is that they should offer space for the lives that ordinary towns and cities do not.

The capacity to deliver new homes in each Garden City is strong but it is limited; even at its best Milton Keynes delivered 3,500 homes in a single year. But that is not the proof-of-concept. Such a Garden City, implemented to our vision, is capable of doing that every year for 40 years and more. There will not have to be an inelegant scrabble every five to ten years for more land in ever more sensitive and resistant locations to meet inexorable local needs because the long-term strategic solution will already be in place.

The achievement of our vision requires:

- That the need for a Garden City, and its size and location, must be agreed through a transparent public planning process. This will ensure that the idea is properly tested in principle, is not dumped on people out of the blue, and that the location is propitious and not the result of random accidents of land ownership or vested interest.
- That, once located, the boundaries of the Garden City be set. This should include the agricultural or countryside belt at the periphery which fixes the edges of the built up area in perpetuity. The boundaries should be fixed by the formal Designation Order process under the New Towns Act, through which there is a local public inquiry to hear objections.
- That land values within the Designated Area are fixed at, or near existing use value.
- That a Development Corporation is established (constituted to involve the local authority at Board level) to carry out the development either in joint venture with the land owners or having bought them out (if necessary by Compulsory Purchase Order).
- That the Development Corporation has planning powers, the authority to borrow (from any source) against the security of the land, and to repay loans with interest; the task of doing all that is necessary to achieve the development of the Garden City.
- That the Development Corporation has the surety of a long enough life to achieve its task – 40 years at least to enable the plan to be brought to sufficient fruition, with the appropriate level of investment in place at the right time.
- That the operational brief for the Development Corporation is not only to achieve sustainable development, but also to do all that is possible to widen choice and to innovate in social, economic and environmental terms.
- That the Development Corporation is required to make enduring arrangements for the governance of the public domain in the Garden City, backed by the residual assets of the Garden City development such that management and maintenance of the public domain is not a burden on the community.
The Garden City should have a fixed boundary because, as proposed by Ebenezer Howard, towns must have a stop if we are to prevent sprawl. If there is need for further growth, another Garden City or town expansion scheme will need to be started somewhere in the network of well-connected towns and cities of which the Garden City has joined. Connectivity by excellent public transport is essential. This is unlikely to be achievable by private transport operators, and effort is required to create special or not-for-profit or co-operative transport companies who will be encouraged to reduce the energy consumption and minimise the environmental impact of their services.

The need for the Garden City to be generous in its green spaces, and to provide for houses with gardens as part of its mix, suggests that the Garden City population need be no larger than around 50,000 in population, maybe less. It is not appropriate for a Garden City to seek to replicate the environment and housing choices of the inner city areas of post-industrial England: the purpose is to create fresh and additional choices for people, not more of the same.

There is no question of there being a standard national Garden City architecture and landscape style: each Garden City must choose its own path, having regard to its location and local cultural traditions, but also and especially to modern interpretations of form, the use of innovative building materials and techniques, and integration of landscape. The purpose is not to produce yet more standard housing estates.

**02 ECONOMIC VIABILITY AND GOVERNANCE**

*The key to the economic viability of the Garden City is using the increasing value of the land as it changes from agricultural to urban use, and (so far as possible) the rising value of property in the Garden City as it increases with the quality and popularity of the place.*

**At Site Assembly**

The land must be assembled at the lowest possible price.

As outlined above, at Designation of the site of the Garden City, the land values must be fixed at existing use value (plus a margin to encourage landowners either to participate or to treat to avoid the need to use the reserve power compulsorily to acquire).

The concept of “existing use value” has been contaminated by the concept of “hope value” since the Myers case of 1974 and later Lands Tribunal decisions. This has to be corrected, by legislation if necessary. There is no logic or fairness in the idea of compensating today’s landowner, who happens to own land
that the community now want to see developed, being compensated for something that might (or might not) happen, on terms that can only be speculated about, at some imaginary moment in the future, if the Garden City had not been Designated (which it has been). This logic offends natural justice and obstructs the public interest in securing the homes and jobs that the public interest needs.

**Building the Common Parts**

The task of creating the framework for the development and life of the Garden City is not the same type of business as undertaking normal property development. Advance infrastructure has to be laid out and utilities and services supplied from scratch, green infrastructure and community facilities established from the start. Transport services have to be established, and effort put into growing the community, which, by definition, will initially be comprised of strangers, to each other and to the new place and for whom few organisations will exist.

This is capital-intensive work, with a slow pay back as the return will come ideally from leasehold sales of serviced land (and, if absolutely necessary, from some freehold disposals to secure a highly desired occupier or amenity). It will be phased to reduce cash exposure as much as possible, but will pass through several economic cycles.

Patient funds are needed. These may come from HM Treasury as loans with interest to be repaid, but would more readily come from major financial institutions looking for long term low risk investments for life insurance and pension fund schemes. It is possible HM Treasury might have to stand as guarantor of loans to the Garden City Development Corporation if the land did not offer sufficient security, but this is not a definite requirement, and the taxpayer could be rewarded for the guarantee service provided by a carried interest to be repaid at a later stage of the whole project.
Capitation

Wherever people settle, the Government has the obligation to provide education and health care and the various welfare support systems of the moment. A move to a Garden City does not and cannot relieve the Government of those obligations, and some of that money must be used to help develop the town. It cannot be counted as a cost of the Garden City, because it is a cost that is to be incurred anyway – it follows the person.

Private Investment in Property Development

With the benefit of an unfolding framework of common parts, serviced parcels of land can be disposed of - ideally by lease to capture the rising value and reversionary interest in due course. This land can be made available on such terms and to such persons or enterprises as the Development Corporation sees fit to achieve its objectives. Given the obligation to provide opportunities that presently are stifled, disposals of plots for self or custom build, for smallholdings, for co-ownership and co-operative housing, for Council housing, for housing for private rental, housing for the elderly and those with special needs should all be possible, as would groups of plots for specialist or local house building companies. Land for business start-ups, for company relocations, university spin-outs, inward investors from overseas, will all be possible, as will land for all other forms of commercial enterprise, and for cultural and creative industries. Land for not-for-profit organisations and for places of worship and quiet contemplation should also be made available.
Governance

The development task in the Garden City is to be carried out by a Development Corporation, in which a large part of the Board is nominated by the local authority(ies). Other Board members would wisely be chosen from other stakeholder organisations. The Development Corporation will be required to be consultative in its behaviour with pre-existing residents and with the incoming population, and give considerable time and resources to participative processes and community workshops concerning the design and implementation of the Garden City. There will be a need for an active Parish Council(s). The TCPA publication Built today, treasured tomorrow – a good practice guide to long term stewardship describes ways in which community assets can be maintained and nurtured by the community over the long term. Capture of the rising value of land and property is the key to good governance arrangements in perpetuity.

Economic Success

All the available evidence indicates that new towns have been extraordinarily successful in economic development and the creation of jobs. In each region of the country, new towns feature consistently close to the top on each of the economic criteria investigated by the Centre for Cities. On a national level Milton Keynes is shown to have among the greatest propensity for economic growth on the key indicators – business start-ups, business stock, patents, skills, ratio of private to public sector jobs, knowledge intensive service jobs, average wages, unemployment rate. The reasons for this are many and complex but in short relate to the availability of modern land and accommodation to support modern working methods, the ready availability of skilled labour, good accessibility and a geography of strong connections, and, very importantly in the context of this prize, the sure supply, year on year, of good quality homes for the growing workforces. These factors, cumulatively, have been instrumental in attracting global companies, and indigenous growing businesses, to locate

John Lewis Distribution Centre, Magna Park MK
in these cities and to continue growth and job creation. At a time when our two national goals, with all-party support, are solving the housing supply crisis and economic growth to create more and good jobs, there is no phenomenon so able demonstrably to address both than the new communities that could be Garden Cities.

**Economic Appraisal**

We feel sure that, in seeking advice on financial viability, the jury will be expecting to see a spreadsheet that demonstrates that the phased delivery of the project can be achieved without recourse to long-term public subsidy. This would require a defined project in a defined location to be explored in sufficient detail for the broad values, costs and cashflow to be capable of appraisal. For the many reasons set out in our submission we do not feel that the identification of a location is wise at this stage and so we are not able to provide such an appraisal. However, what we can say, with some confidence, is that the method and content of such an economic assessment are familiar and well tried, and if applied to a model for the delivery of a Garden City as described in this submission would yield a new community that not only makes no long-term call on public subsidy but would in fact be a net contributor to local and national revenue in relatively short order. Our confidence is founded on the knowledge that Milton Keynes, despite popular misconceptions, has been a net contributor to the national exchequer for most of its existence through national and local tax revenue and through the proceeds of the sale of nationalised land to facilitate its growth and development. This has been measured in tens of millions of pounds, year on year.

Due process in agreeing the need for a Garden City and where it should be located.

Local planning authorities are having to accommodate their housing and other development needs within their own boundaries, and are doing so (lumberingly slowly) by the process of making statutory development plans for 15 years ahead. Looking at the scale of development pressure to deal with, few authorities have the physical space to accommodate it in good locations, year after year. In some areas it must be agreed that in addition to urban regeneration and some town and village expansion schemes, a small new country town might be needed. In other areas it might be agreed that the best way to address needs is to plan further ahead, and embark on some larger projects such as a Garden City that will provide a source of land and space for growth for years to come, while enabling the wider countryside to be protected.

Our challenge is to create a forum or space in which the bigger picture and
the longer view can be discussed in an intelligent and open way such that the community at large is made aware of the issues and supports the strategy that is devised to deal with the remit.

Our proposal is that local planning authorities which share an area which interlocks in economic terms – it may be a journey-to-work area, or a discernible housing market area, or a corridor of growth potential where infrastructure or external geography is shaping the market – are encouraged to work together to prepare 30-year plans in order to enable the public discourse to take place. Encouragement might be achieved by financial incentives, or be required by law, or induced by threat that if they will not work together, the work will be done by the Secretary of State on behalf of the people. This is true localism: local communities taking full responsibility for their growth and change! The people must be trusted to understand the issues, the options, and thus rally behind the strategies that are required to prepare for the future.

The outcome must be formally consulted upon, objections seriously assessed and properly examined in public, and validated by the technical requirements of planning and environmental assessment regulations. This is essential if the foundations of popularity are to be laid.

If a Garden City in a particular place is decided upon by taking this approach, the Designation of the boundary and the establishment of the Development Corporation should only be unpopular with a small minority of existing residents. A guarantee to buy their homes at full market value plus a good premium will remove the anxiety (and thus resistance) of many who initially consider such a proposition to have only a negative impact on property value. Such an arrangement will provide...
Imagining South Oxfordshire

The first of our imagined and unsolicited Garden City ideas emerges from the mist in what is called Science Vale UK.

It is located in the Oxford to Cambridge Arc (O2C) – which Wikipedia records is “a notional arc of agricultural and urban land at about 75km (about 50 miles) radius of London, the two English university towns of Oxford and Cambridge via Milton Keynes and other important settlements in Cambridgeshire, Bedfordshire, Buckinghamshire and Oxfordshire”.

The O2C initiative was launched in 2003 by three English regional development agencies (now abolished) but founder participants continue to promote the development of the unique set of educational, research and business assets and activities that characterise the area, and in doing so, create an “arc” of innovation and entrepreneurial activity that would, in time, be ‘best in the field’. The object remains “to see the O2C Arc evolve into Europe’s premier knowledge-based economy with aspirations to be world-leading.”
Science Vale UK is the name that the partners have adopted for an area in southern Oxfordshire, “to help describe and promote the area and galvanise collaborative action”. The area runs from Wantage/Grove in the west to Culham Science Centre in the east and embraces the two largest employment centres – Harwell Oxford and Milton Park – and the main town of Didcot. Building on the very significant existing strengths of the area in science, technology and innovation, Science Vale UK has the potential to make an even greater contribution to the South East’s and the United Kingdom’s competitiveness in the face of intensifying international competition. Economic development is a key objective, but the Partnership recognises the importance of other factors which enhance that development, so the Partnership’s interests extend across a wide range of issues from housing to skills development.”

(See more at: [http://www.sciencevale.com/the-partnershippartnership/](http://www.sciencevale.com/the-partnershippartnership/)).

The Partners are Harwell Oxford, MEPC (Milton Park), Oxfordshire County Council, Oxfordshire Local Enterprise Partnership, Science and Technology Facilities Council, South Oxfordshire District Council, Culham Science Centre, and the Vale of White Horse District Council.

The Science Vale is astride the communications corridor that sits at the heart of the O2C Arc in the form of the A34/A421/A428, all of which is in the process of being improved, and includes a point where this corridor crosses the Great Western Railway Line and has connections to the new East-West rail line that is due to introduce services from 2017. As such it has direct connections to the nations’ major ports and airports.

This is certainly a propitious location, and if the area was chosen after due planning process to be the location of a Garden City, master planning ideas might run as suggested in our own diagram.
(Re-) Imagining Heathrow

It is eccentric, at the least, to sustain an international airport, and one of Europe’s four hubs, inside the built up area of one of the world’s most dynamic and attractive cities. It is especially eccentric when, to the east of London, the Thames Estuary has the need for regeneration and the capacity not only to meet the needs of the airlines but also to provide much of the housing and employment need of London while reviving the environment of the Downs and shoreline from generations of despoliation. Whether the original idea of a new city at Maplin with a new international airport was right after all, or whether any other of the exciting schemes proves to be the most appropriate, choices exist about the form of strategic investment to make in the Thames Estuary.

All of these decisions will free the existing site of Heathrow Airport. As argued by Graeme Bell in Town and Country Planning magazine in May 2012, the opportunity would be created to develop a Garden City inside the London boundary, to provide much needed housing, and some employment to replace that which the airport would take with it. Our imagined Garden City on the site of Heathrow Airport was published in Town and Country Planning in June 2012 and is reproduced here. In evaluating the future of Heathrow, the worth of a Garden City on the site should surely be taken into account.

Its propitiousness rests on being one of the most accessible locations in the UK and in the strength of the local economy that would be further strengthened, not weakened by the exchange of an airport for a Garden City.

Vested interests seek to keep Heathrow as it is, but even bigger. Vested interests promote one Thames Estuary site over another. A vested interest in making a wonderful different place at Heathrow – a vast and beautiful tapestry – is a stimulating counter-proposition.

We emphasise that our illustrations are to show how ideas can start to flow, once the discussion looks outwards and upwards, past short term political cycles, to consider the type of places that might usefully embellish our nation.
The Thames Estuary has the need for regeneration and the capacity to meet the needs of the airlines but also to provide much of the housing and employment. This will free the existing site of Heathrow Airport to develop a Garden City inside the London boundary.

So What?

No sites should be identified until all the actions set out here are complete, actions in terms of:

1. exploration of propitiousness,
2. means to designate an area and a body capable of delivering a Garden City, and
3. process of participation and compensation.

If shortlisted we would identify those locations with the highest level of propitiousness. This would be the basis of a national plan for new Garden Cities.

*Heathrow Garden City?*
**05 SO WHAT?**

This is as far as we think that it is prudent to go in describing the potential for new Garden Cities in the UK. We have identified two propitious locations and revealed diagrams of development potential but these are locations already in the public realm. To go further – to identify more locations and more detailed proposals – would need careful tilling and fertilisation of the soil before we seek to plant any seeds. No sites should be identified until all the actions set out here are complete, actions in terms of:

- the exploration of propitiousness in an open, long-term, broadly based planning process;
- the means clearly to designate an area capable of supporting and a body capable of delivering a Garden City; and
- the process by which stakeholders can participate and, if appropriate, be compensated for a development proposition that meets the needs of the many but inconveniences others. This includes all forms of participation from the potential for long-term, patient lenders to make funding available to the compensation of existing residents for whom the prospect of a new Garden City around them may initially be intolerable, and all commercial, environmental and social communities between.

If successful in being shortlisted on the basis of this submission, we would use the period between now and the final submission not to refine a more detailed design for a Garden City because we have no clearly defined location for it. Rather we would use our skills and experience to analyse, in much more detail, the geography of the UK and to identify those parts of its infrastructure, landscape, economic, cultural and social web that have the highest level of propitiousness. This would be the basis of a national plan for new Garden Cities, tilled and fertilised for local seed planting.
Northstowe Satellite Settlement

Northstowe, some six miles to the north-west of Cambridge City centre, is Cambridgeshire County Council’s chosen location for a new town of up to 10,000 new dwellings. DLA’s master plan provides for town centre, secondary education, an extensive green infrastructure network and, fundamental to the Northstowe concept, the Cambridgeshire Guided Busway, which opened in 2011.

David Lock Associates was instrumental in securing the allocation of the new town within Regional Planning Guidance in 2001, the Cambridgeshire Structure Plan Review in 2003 and in the Core Strategy of the South Cambridgeshire District Council (adopted 2007).

Working closely with South Cambridgeshire District Council to secure an effective Area Action Plan, a high level of partnership sign up was achieved to the fundamental development principles. Where this was not possible key delivery and commercial issues were successfully addressed through a detailed examination process. The Northstowe AAP was the first of its type adopted in the country, in early 2008, and provides a robust framework for the delivery of the new town by others.
David Lock Associates was appointed by Urban&Civic, owners of the former Alconbury Airfield in Huntingdonshire, to prepare a vision and master plan for a new mixed use community on this major strategic site.

Covering some 575 ha, Alconbury is the largest brownfield site in the South of England. David Lock Associates’ vision for its future is for a campus style development of high quality new homes and jobs set in a new and extensive landscape setting. The magnitude of the opportunity is truly inspiring and the master plan that has evolved accommodates some 5,000 houses and 8,000 jobs on the site. The scale of the site also means that a number of exciting sustainable solutions are being explored including the provision of a new rail station, renewable energy projects and connectivity to the Cambridgeshire Guided Busway.

The approach to the development of Alconbury Weald is focussed on delivering a range of quality new homes set in a high quality living landscape. The nature of the site provides real opportunities in this regard. The provision of a new landscape setting for development will include the planting of half a million new trees, provision of 700 acres of open space, including community allotments and a Heritage Park, and the integration of new water bodies. This environmental setting is also vital in attracting new investment, jobs and opportunities. New employment will focus on Low Carbon, High Tech & Creative Industries, ICT, Research and Development and advanced manufacturing, engineering and processing.

Our vision for the site has now secured support from the Local Planning Authority and the Local Enterprise Partnership and we are currently working with Huntingdonshire District Council to amend their Local Plan to accommodate the aspiration for Alconbury Weald.
Cranbrook: East Devon Satellite Settlement

Devon is rising to the challenge of meeting new housing requirements by planning for a new community to the East of Exeter. David Lock Associates has been instrumental in developing the planning strategy from the confirmation of the location of the community in the structure plan and local plan through to the submission and successful resolution of the outline planning application and now the implementation of a first phase of 1,087 dwellings, community building, primary school and infrastructure.

David Lock Associates are also the master planners of the new community. The proposals have evolved following thorough consultation with the public and key statutory consultees and the final master plan and Phase 1 Reserved matters approvals adopt best practice and reflects the government’s latest advice on sustainability and urban design. David Lock Associates has also secured the consent for an energy centre which is now supplying the unique combined heat and power scheme for Cranbrook and other east of Exeter developments, using renewable fuel sources.

The importance of the project is indicated by the commitment of Regional Infrastructure Fund monies, Growth Point and Low Carbon Fund resources, NAHP funding for the first 300 affordable units and Housing Corporation. Emerging planning policy envisages the expansion of Cranbrook to at least 6,500 dwellings.
The development of a new, mixed use, sustainable satellite extension to Rugby town and a potential extension to the highly successful DIRFT facility have been promoted by DLA on behalf of Rugby Radio Station Limited Partnership (RRSLP) since 2003 when the Radio Station became available for development. The central location of the Station, adjacent to strategic transport networks and its single ownership by RRSLP – the joint venture between BT and Aviva Investors – make the site a prime opportunity for new development in the M1/M6 corridor.

The portion of the site in Rugby between the West Coast Mainline and the A5 is now allocated in Rugby’s emerging Core Strategy as the larger of two sustainable urban extensions to the town. The proposals include 6,200 homes, reuse of the listed ‘C’ Station, mixed use development in new employment areas and the district and local centres, primary and secondary education, associated community facilities and local services, open space and recreation grounds. A transport link will connect the development to Rugby’s railway station and town centre.

In June 2009 a five day Design Enquiry event was held to engage with key stakeholders and local communities.

Rugby Borough Council approved the Outline Planning Application in May 2014. Two days later applications to discharge pre-commencement conditions, key phase documents and two reserved matters applications for Phase One were submitted.
Embracing the New Town Legacy

Designated as the ‘New Town of the Fens’ in 1967, Peterborough acquired almost 60,000 new inhabitants in the 20 years that followed, whilst retaining its cathedral city charm.

The expansion of the New Town by way of a series of ‘townships in a park’, each with 30,000 inhabitants, paved the way for a pattern of development which has proved beneficial in delivering long term sustained and sustainable growth.

DLA has been involved with the planned expansion of the city over the last 15 years as the focus of delivery of development has shifted from the public to the private sector. Located on the site of the Fletton brickfields south of the city centre, the planned fourth township was chosen because of the private sector’s ability to deliver it. Permission for over 5,000 dwellings, a quarter of a million square metres of employment and a new district centre represented the largest private sector-funded brownfield development in Europe.

Following the acquisition of the site by O&H in 1998, DLA was commissioned to review the 1980s master plan and partially implemented outline planning consent with a renewed focus on design quality and sustainability. A new master plan and development strategy led to DLA securing consent for an additional 2,900 homes at the same time as our implementation team drew up Development Briefs and infrastructure plans to guide development on site by third parties.

Over a decade later, the 8,000 homes now consented at The Hamptons are over 50% complete and, with an extension of the new community at Great Haddon now secured, will bring the population of the planned southern expansion of the city to over 30,000 people.

The Hamptons stand out as one of the finest examples of a successful new community in the UK and are testament to the team’s ongoing commitment to design quality, placemaking and long term governance.
Priors Hall, Corby New Town

Corby was designated a New Town in 1950. North east of Corby, Priors Hall is a new community of 5,100 dwellings and associated mixed use development on the eastern edge of Corby. The Priors Hall outline planning application, prepared by David Lock Associates was approved by Corby Borough Council in 2007. Seen as a catalyst for Corby’s exciting regeneration strategy, the ambition for the development is for a new sustainable community within an extensive parkland setting. The parkland will make an important contribution to the regeneration of the town, providing an area of open countryside within easy reach of many homes. In addition, Priors Hall will transform the linkage between the existing industrial edge of Corby and its rural hinterland.

The inspirational master plan prepared by DLA, is recognised by the CABE review panel as ‘exemplary’ and it is believed that Priors Hall will bring about a step change in public realm and architectural quality.

Acting as ‘town architect’ since the grant of the outline planning permission of Priors Hall in 2007, we are committed to helping deliver an exceptional scheme. In February 2009, five years after it was blueprinted on our Priors Hall master plan, the £30 million Corby Business Academy was officially opened by the Prime Minister. We also helped the clients secure funding from NNDC, EMDA & NEL for an Enterprise Centre in Priors Hall, published the Design Code for the first phase of 2,600 units and mixed use district centre, and led the Zone 1 & Zone 2 primary infrastructure and public open space design.
A New Garden Suburb for North Ipswich

Ipswich Borough Council has identified, in its adopted Core Strategy, an ambitious plan for a new garden suburb of 3,500 dwellings. To facilitate this DLA has been commissioned by the Council, landowners (including Crest, Mersea Homes), Ipswich School and CBRE to prepare a concept master plan and a Supplementary Planning Document (SPD). The SPD captures what it means to create a new garden suburb for the 21st Century and how the requirements and needs of contemporary society can be integrated into the plans to produce a desirable and sustainable place to live and work. The SPD implements with the Town & Country Planning Association’s guiding principles for 21st Century Garden Cities, and emphasises the key themes of Character, Community, Connectivity and Climate Change.

In addition to positively responding to the opportunities and constraints of the site and its surrounds, the master plan provides a landscape led approach to deliver the required ‘garden’ character and create a comprehensive network of green corridors and open spaces. The plan further identifies the location of key elements of cultural, community and economic infrastructure, including movement corridors, primary and secondary schools and neighbourhood facilities. Plans for the delivery of infrastructure to support the growth of community are a key feature of the SPD, and triggers are included to ensure it is provided in a timely manner.

The SPD has been subject to extensive stakeholder and community consultation, including a residents’ workshop and guided visits to comparable developments to inform stakeholder input. A ‘Community Steering Panel’ has now been established to ensure local governance as the SPD and the development is progressed.
David Lock Associates

About Us

David Lock Associates is an independent town planning, urban design and master planning consultancy based in Milton Keynes. We have over 25 years’ experience in the development industry. We advise landowners and developers in planning and securing consent for new homes, jobs, transport infrastructure, retail and education. We advise business and civic leaders on City visioning; we work with local authorities and stakeholders on town master plans and growth scenarios; and we help developers and investors bring sites to market. We work closely with local communities using a range of creative and informative techniques.

We believe innovative planning and design can make for smoother routes to planning permissions, and deliver better places. Our successes include some of the UK’s largest new settlements and urban extensions. We aim to leave a legacy of sustainable high quality living and working environments. To achieve this we adopt a collaborative approach to engaging with stakeholders and have always pursued an inclusive approach to placemaking, long before the emergence of localism.

We pride ourselves on the high quality of our work and staying at the forefront of best practice. Skilled practitioners and advocates, our team includes people with backgrounds in planning, architecture, urban design, landscape architecture and surveying. Together we deliver creativity and pragmatism in equal measure for our public and private clients.

Our Services

We work with developers, contractors and funding bodies to create deliverable planning strategies and successful master plans which in turn secure robust permissions and guide high quality development on the ground.

Our services include:

- Planning
- Urban Design
- Regeneration
- Development Delivery
- Masterplanning
- Graphic Communication

To see more of what we do please visit our website at www.davidlock.com