



Accommodating Growth Sustainably?

Findings of the EERA Regional Scale Settlement Study

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What is a Regional Scale Settlement?

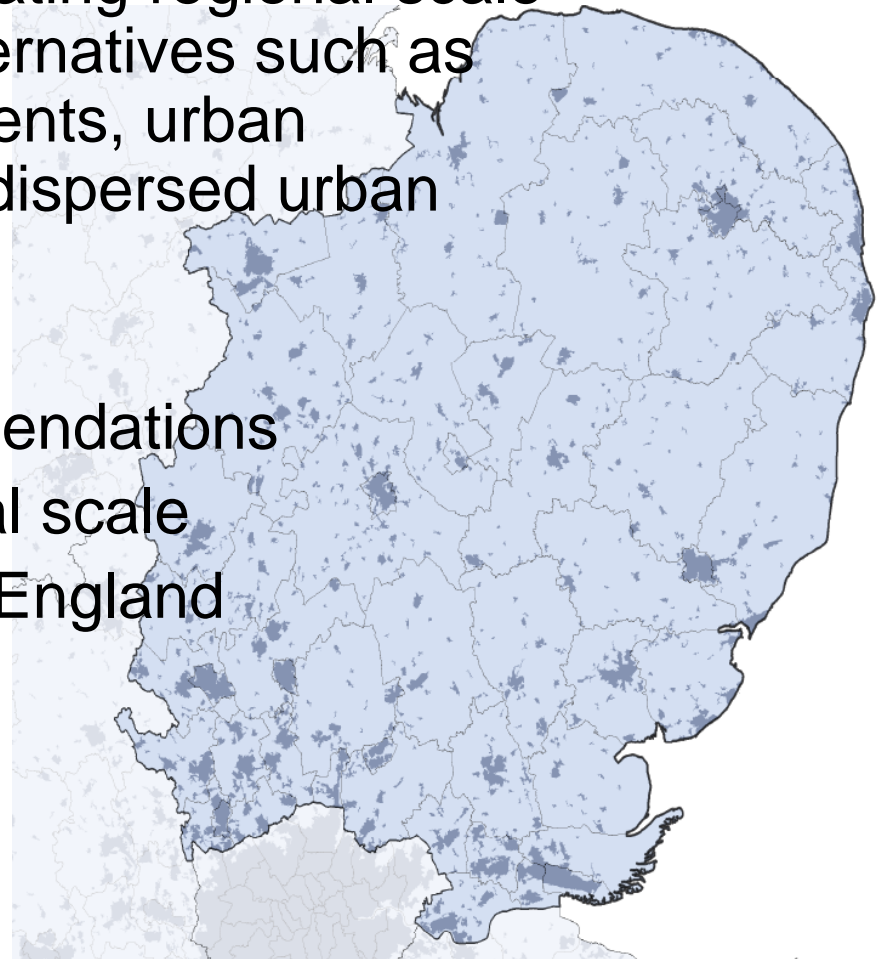
A large-scale growth location which is able to achieve a high degree of self containment for services and employment

- Free-standing, expansion of an existing settlement or sustainably linked to an existing larger settlement.
- An existing settlement will need capacity to service the growth
- Not unlike a New Town
- Typically:
 - a minimum 15,000 dwellings
 - New geographical focus for growth
 - May incorporate existing small settlements
 - May form part of a larger settlement
 - Requires 1,200 hectares or more (12 OS Grid Squares)



Study Brief

1. To provide a robust evidence base for the appropriateness of designating regional scale settlements, alongside alternatives such as smaller scale new settlements, urban extensions and generally dispersed urban growth
2. To provide robust recommendations for the locations of regional scale settlements in the East of England



Assessing Scope Regional Scale Settlement

Settlement Theory

“what forms and locations might work and what ”

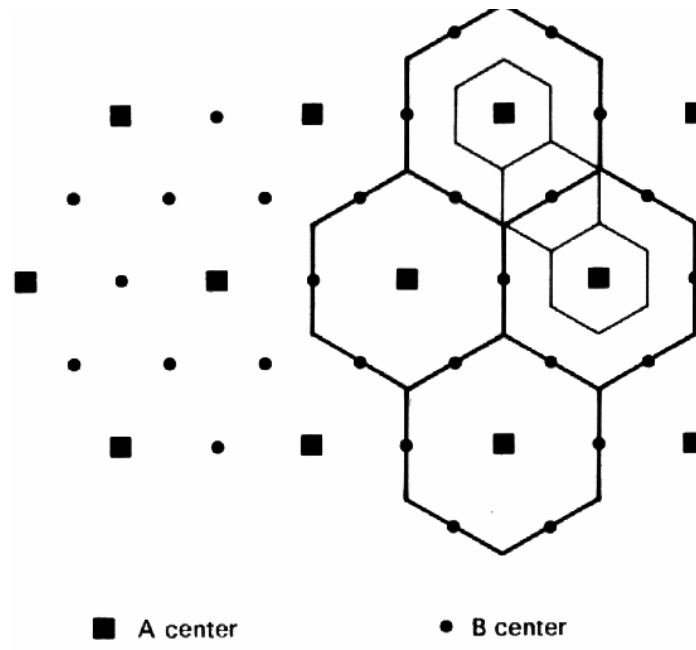
Spatial Baseline

“What can be accommodated within constraints”



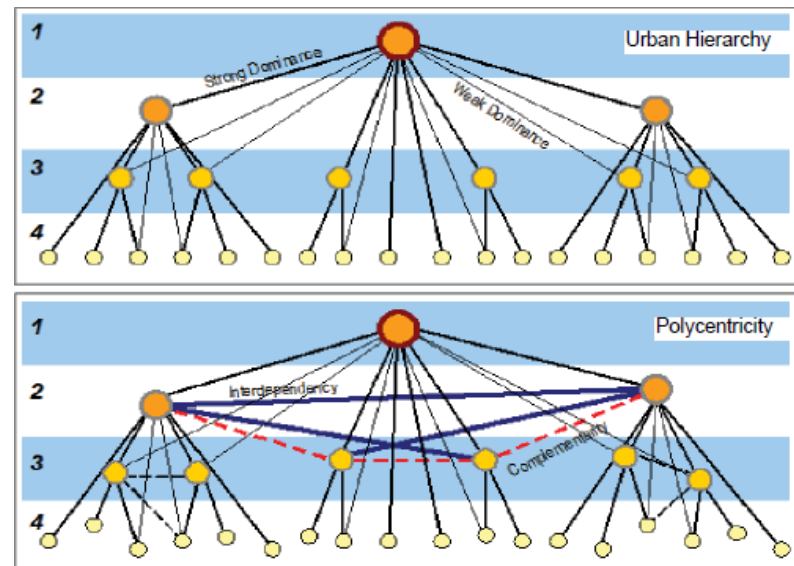
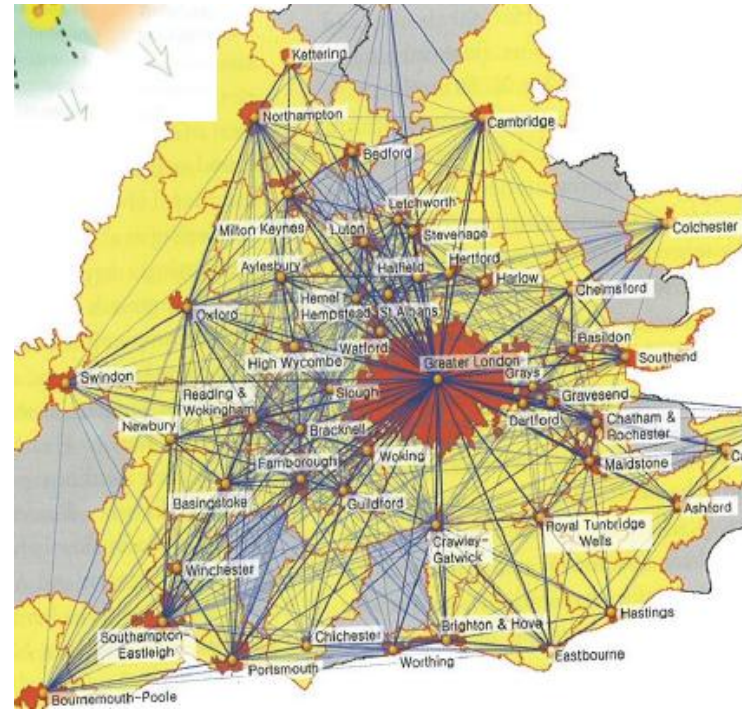
**Role of a Regional Scale
Settlement in the East of England**

Settlement Theory



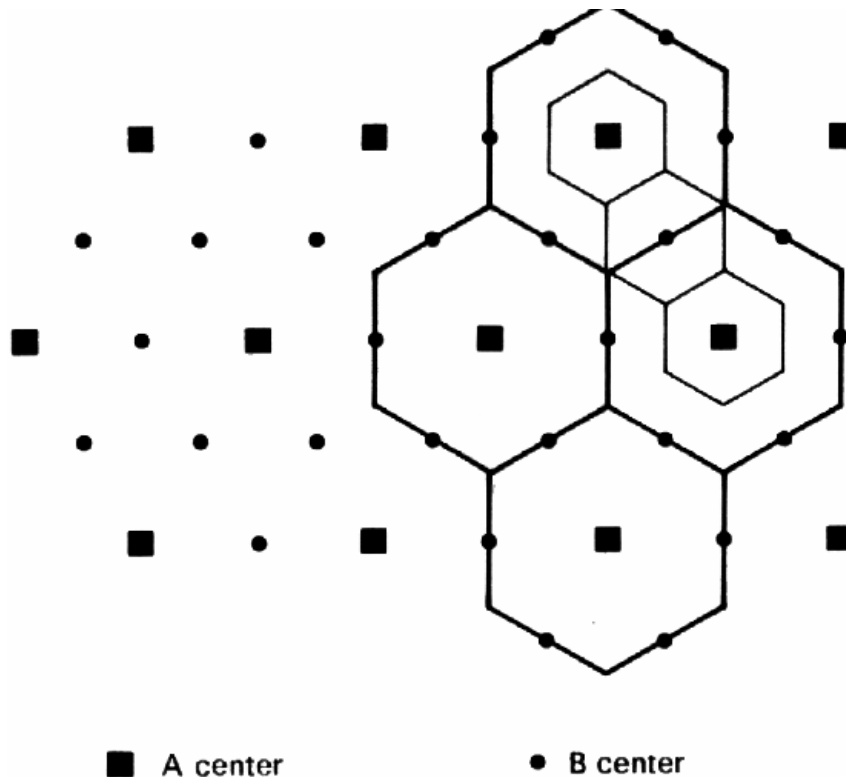
Promoting “Polycentricity”

- Extended decentralisation from larger cities to smaller ones
- Increasingly a policy objective to diffuse/disperse growth
- A way of promoting alternative centres for growth, but linked to the source of growth
- “Metropolis” to “Polyopolis”
- Practice suggests mostly housing-led, employment dispersion has struggled!



Building on Central Place Theory

Emphasis on efficient settlement scale and relationships



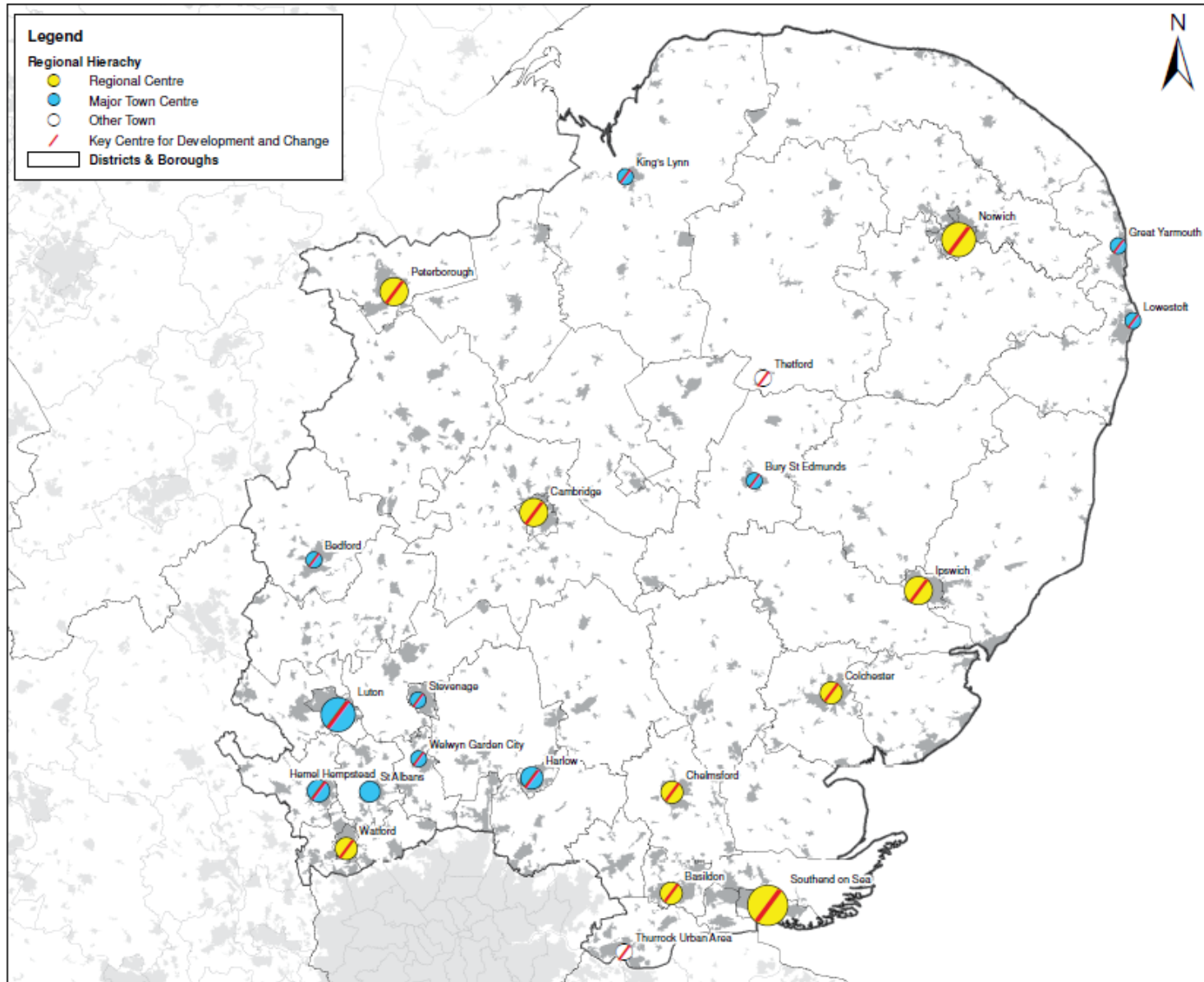
- Cambridge is a good example of a $K=4$ Transport Model Central Place, although surrounded by 7, rather than 6, settlements.
- Each satellite is 10-15 miles from Cambridge and each lies on a major road leading out of Cambridge:
 - Ely - A10 north
 - Newmarket - A1303
 - Haverhill - A1307 southeast
 - Saffron Walden - A1301 south
 - Royston - A10 southwest
 - St Neots - A428 west
 - St Ives - A14 northwest

Table 2 Assessment of Alternative Development Forms from (Breheny <i>et al.</i> , 1993)					
	Urban Infill	Urban Extensions	Key Villages	Multiple Villages	New Settlements
Economic Criteria					
<i>Cost of the end product</i>	High Development Costs	Medium Values	Medium Values	High: premium on scarcity	Can be cheapest
<i>Infrastructure costs</i>	Low provision & use costs	Low provision & use costs	Lower provision & use costs	Can be high	Will be high
<i>Maintenance costs</i>	Connects to old system	May connect to old system	Relatively low, due to major upgrades	Low due to minimal infrastructure	Low: all new systems
<i>Access to employment</i>	Good	Moderate: can be car dependent	Moderate	Poor	Moderate, dependent on local provision
Social Criteria					
<i>Access to social facilities</i>	Good: existing systems	Moderate: can be car dependent	Moderate: depends on size	Poor local provision	Potentially good
<i>Sense of community</i>	Good: existing networks	Moderate	Moderate, tending to good	Good: existing community base	Good/moderate if planned
<i>Social mix</i>	Usually good	Moderate	Moderate	Poor	Moderate
<i>Affordable housing</i>	Moderate & can be negotiated	Moderate at a large scale	Moderate	Poor/moderate	Good thro' planning gain
<i>Local acceptability</i>	Minimal disruption	Reasonable	Moderate, but poor if over-developed	Can be very severe	Could be severe
Environmental Criteria					
<i>Loss of land</i>	Low, by definition	High	High unless infill	High unless infill	High
<i>Loss of habitats</i>	Moderate, dependent on circumstances	Moderate	Moderate	Low/moderate	Could be high
<i>Energy – transport</i>	Low, dependent on congestion	Moderate	High, car dependent	High: very car dependent	High, dependent on location
<i>Energy – space heating</i>	Poor prospects	Moderate/poor prospects	Prospects poor	Prospects poor	Good prospects
<i>Pollution levels</i>	Good/moderate	Relatively high	High because of car usage	High because of car usage	Potentially high
<i>'Greening' contribution</i>	Poor	Good	Moderate	Moderate	Good
<i>Town cramming effect</i>	Poor	Low	Moderate: some village	Moderate: some village	Good

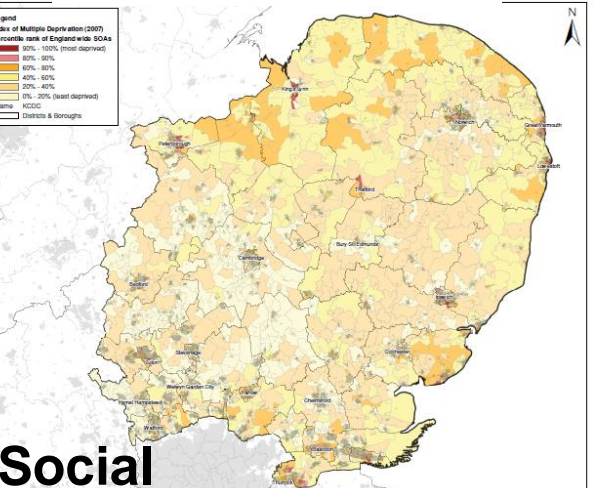
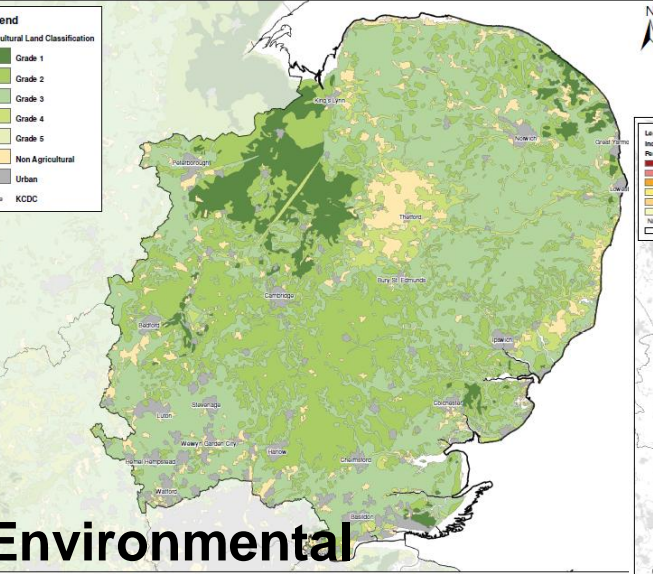
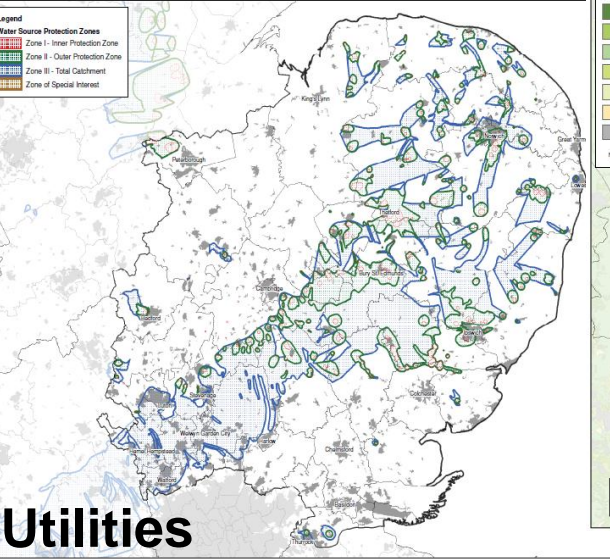
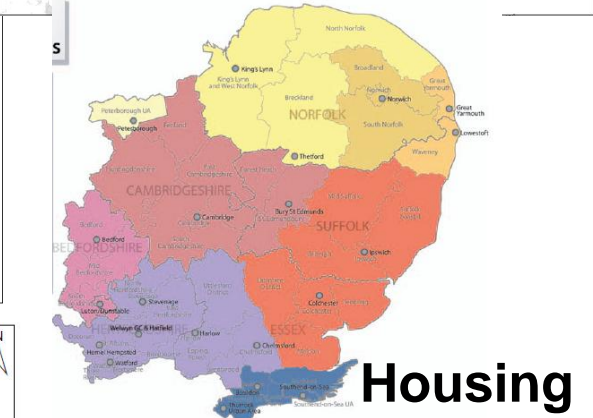
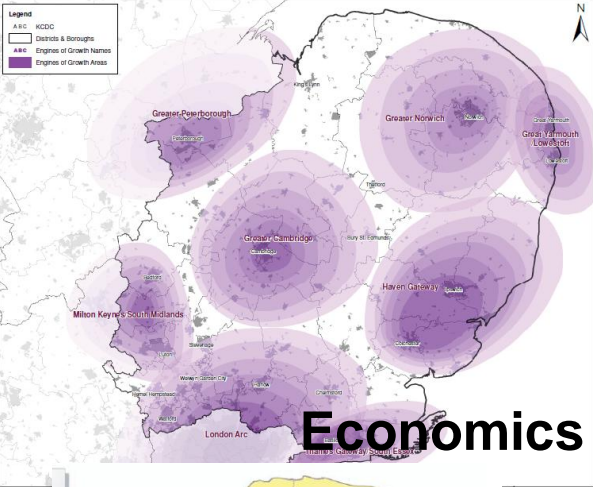
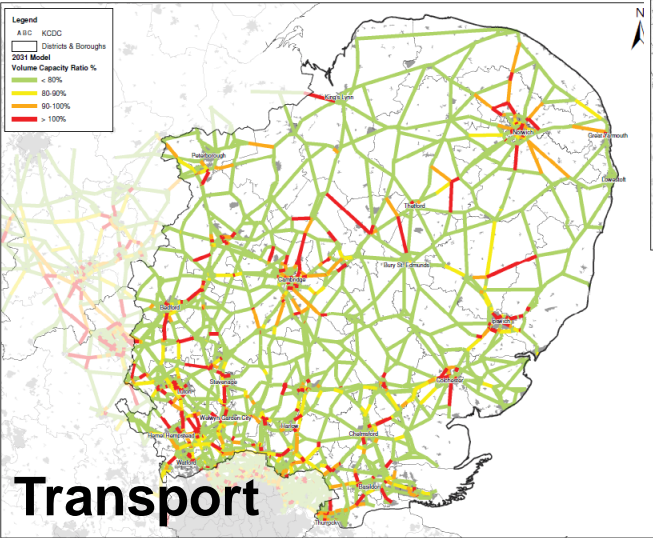
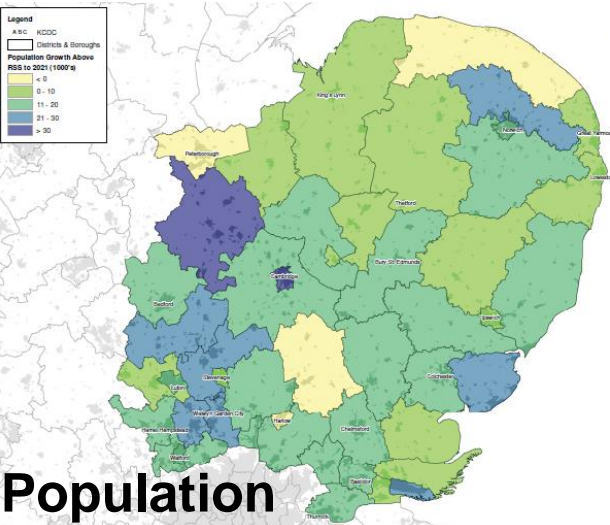
General conclusions on Development Forms

- Urban Infill
 - focus of last decades, capacity now limited
- Urban extensions
 - good where possible and capacity allows
- Key Villages
 - Popular and competitive, but often car dependent
 - Poor environmentally, e.g. energy
- New Regional Scale Settlement
 - Land losses, but offers prospects for eco-features
 - Realising employment takes time, as does community development

Theoretical Interfaces

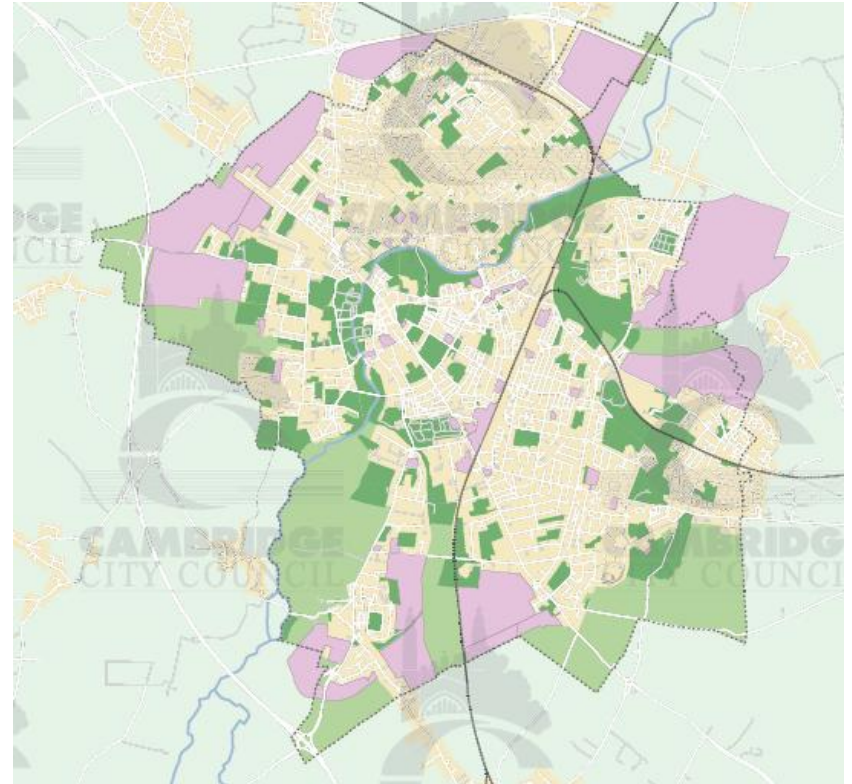


Spatial Baseline



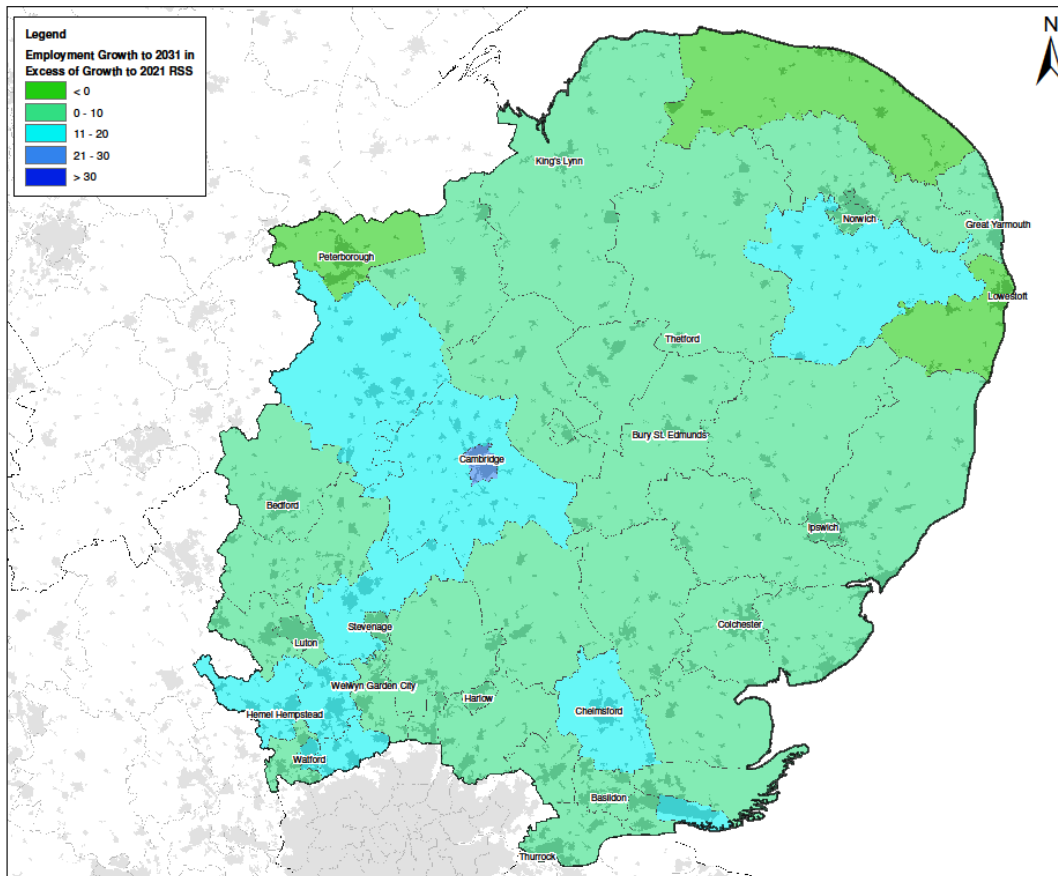
Significant growth is already planned to 2021 in the East of England Plan (dwellings)

• Cambridge	19,000
• South Cambs	23,500
• Chelmsford	16,000
• Colchester	17,100
• Harlow	16,000
• Stevenage	16,000
• Norwich	14,100
• Broadland	12,200
• South Norfolk	11,200
• Ipswich	10,000
• St Edmundsbury	10,200
• REGIONAL TOTAL	508,000

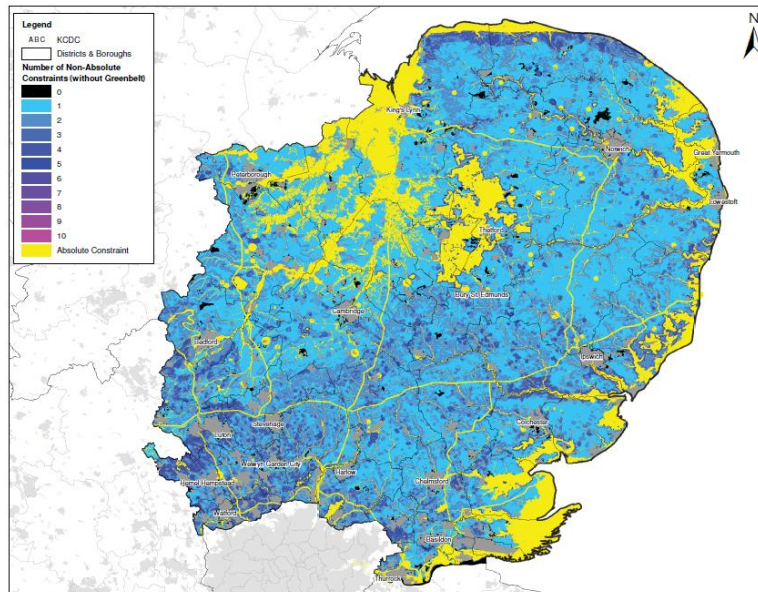
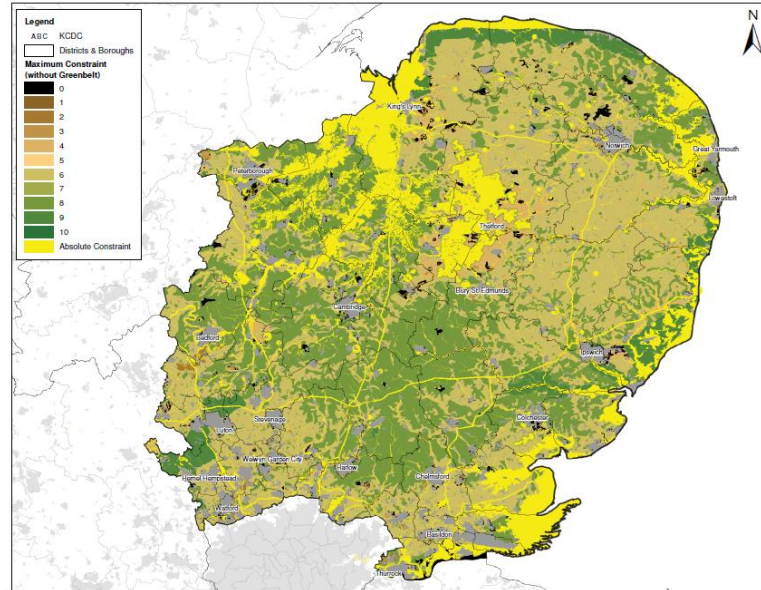
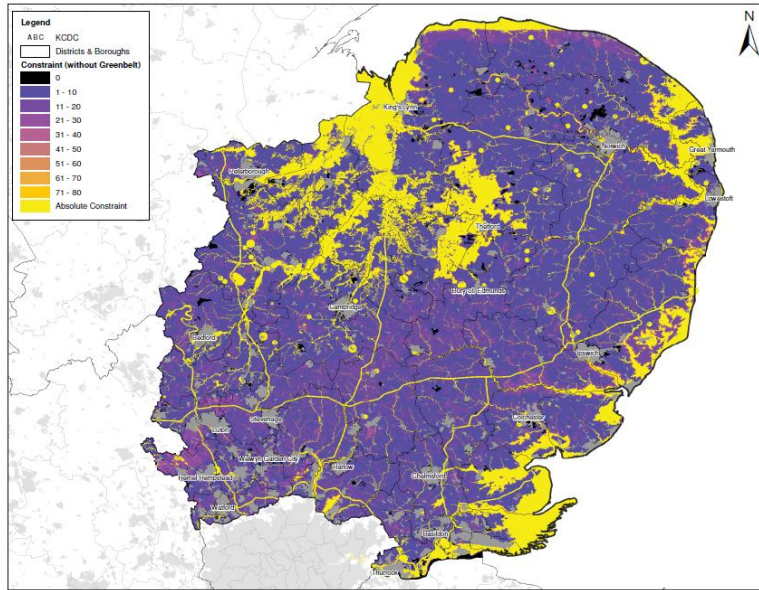


Employment Growth

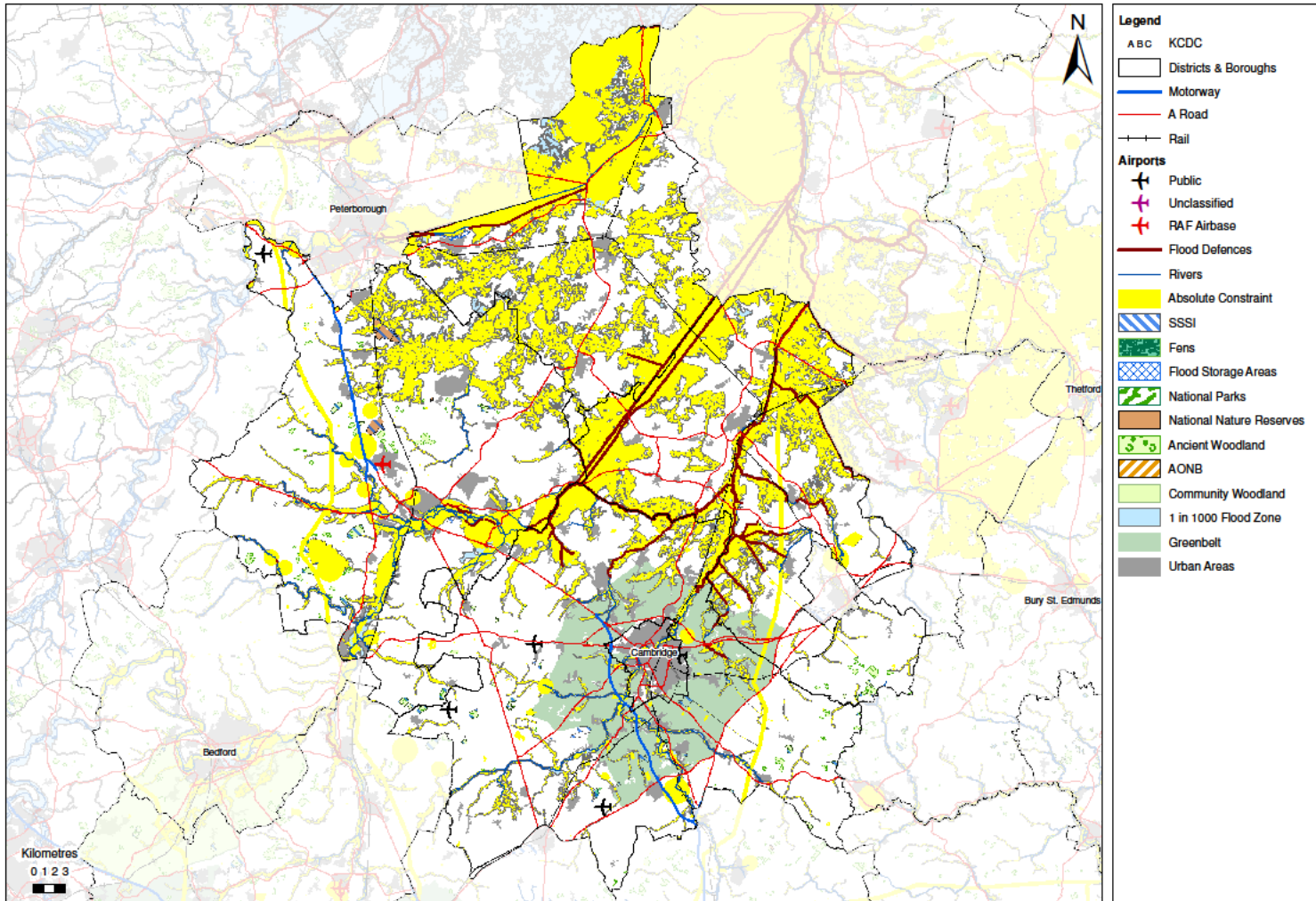
Likely to be heavily concentrated in larger centres



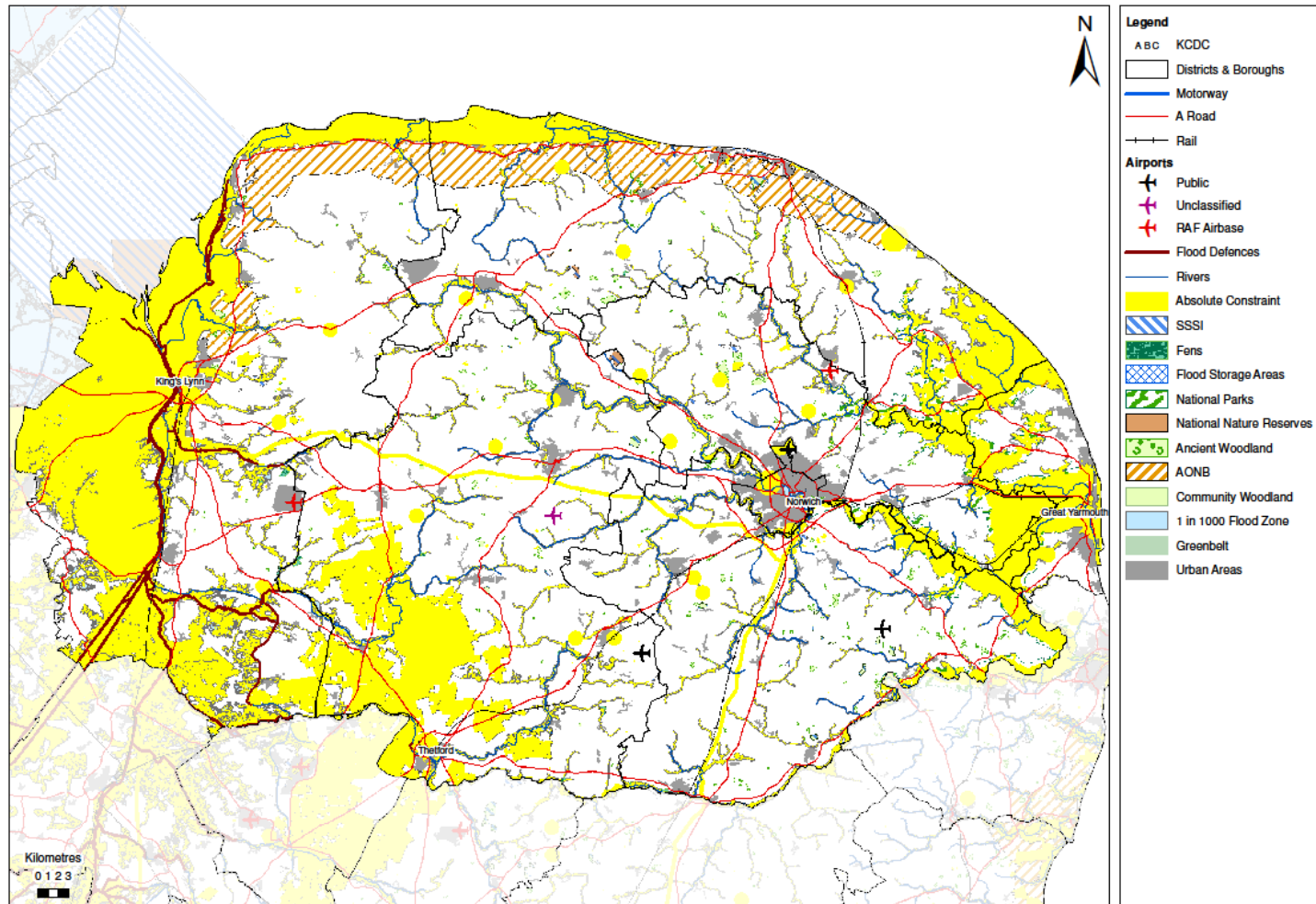
Physical Constraints Analysis



Cambridgeshire Constraints



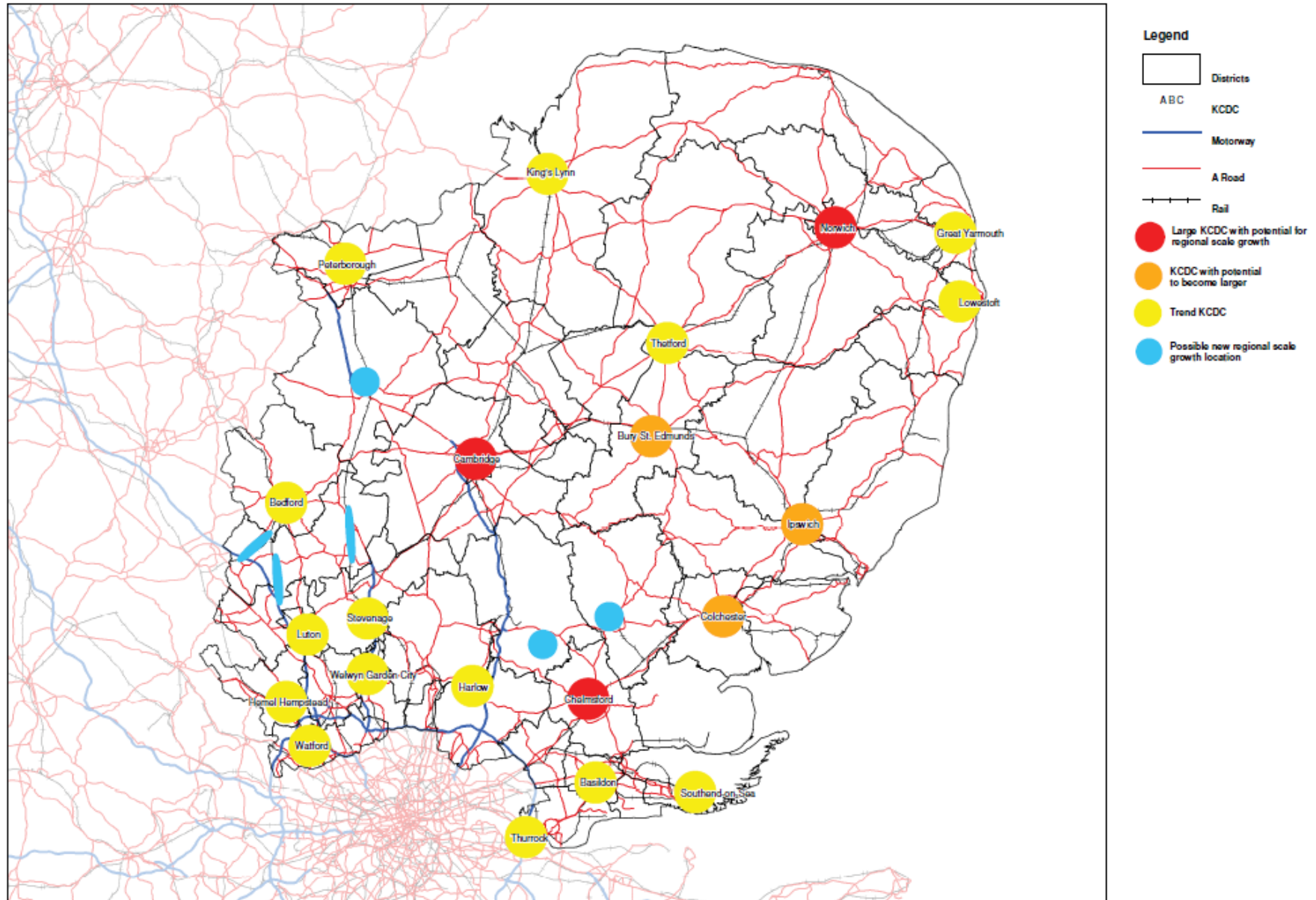
Norfolk Constraints



General Findings

- Options for free-standing very large new settlements are very limited (Alconbury and in the London Arc)
- Most employment growth opportunities are in the larger centres, Cambridge, Chelmsford and Norwich, (all are already receiving significant growth in the East of England Plan)
- There may be scope for Bury St Edmunds, Ipswich and Colchester to expand

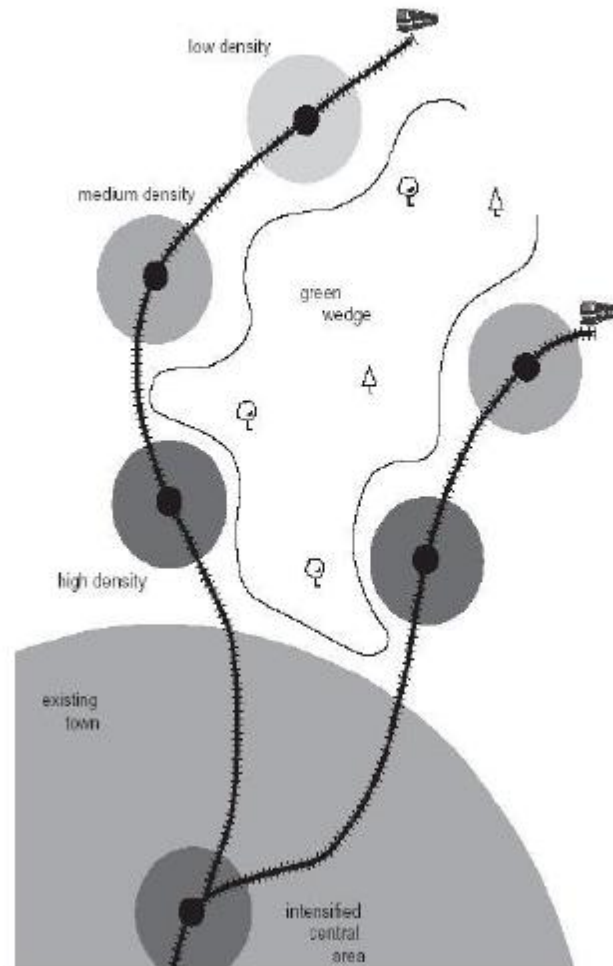
Towards a Regional Spatial Strategy



Cambridge Sub Region

- Diminishing supply from urban infill?
- Current plan may exhaust urban extensions?
- New Settlements – Camborne and Northstowe?
- Possible other areas that have been considered before?
- Future Role of the Market Towns?

“City of Anglia”



Contact Details

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