

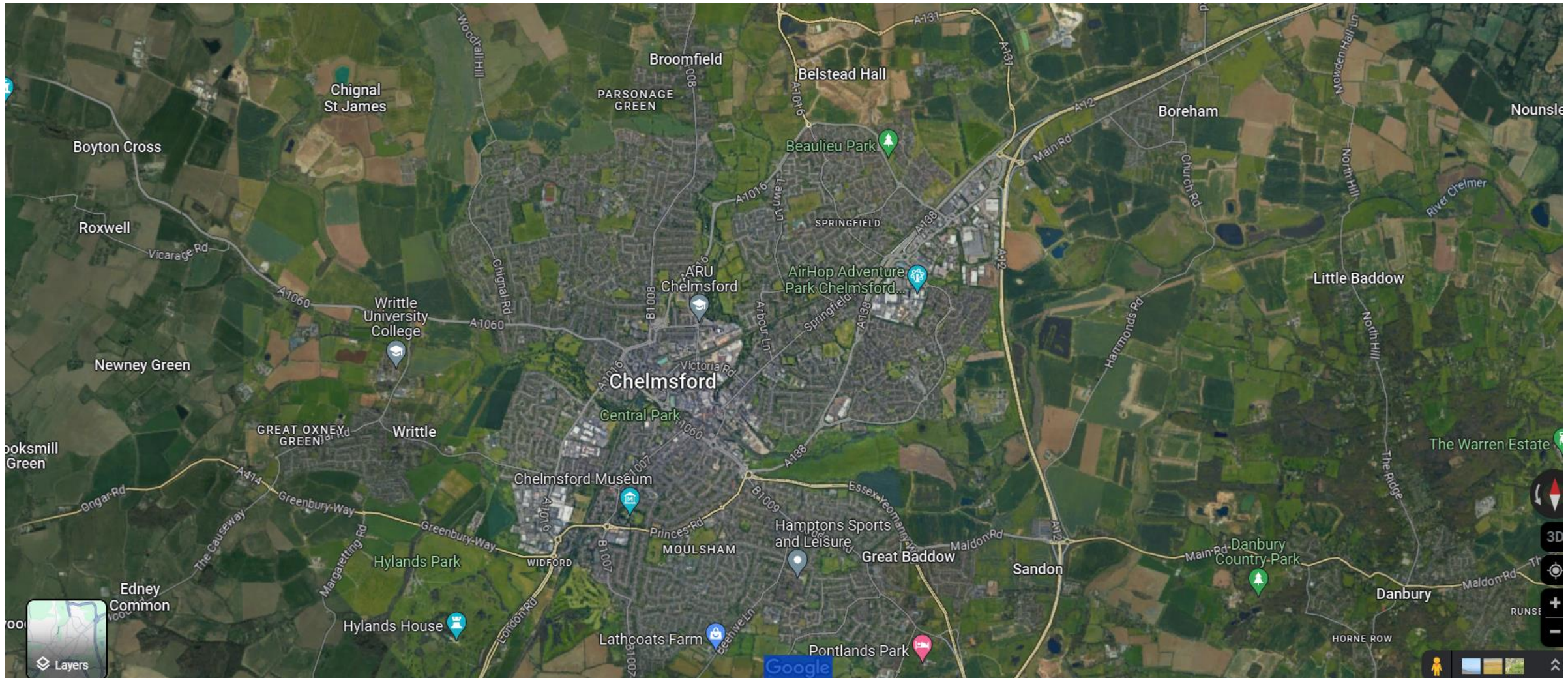


The countryside charity
London

Grey2Green

Transport and Density

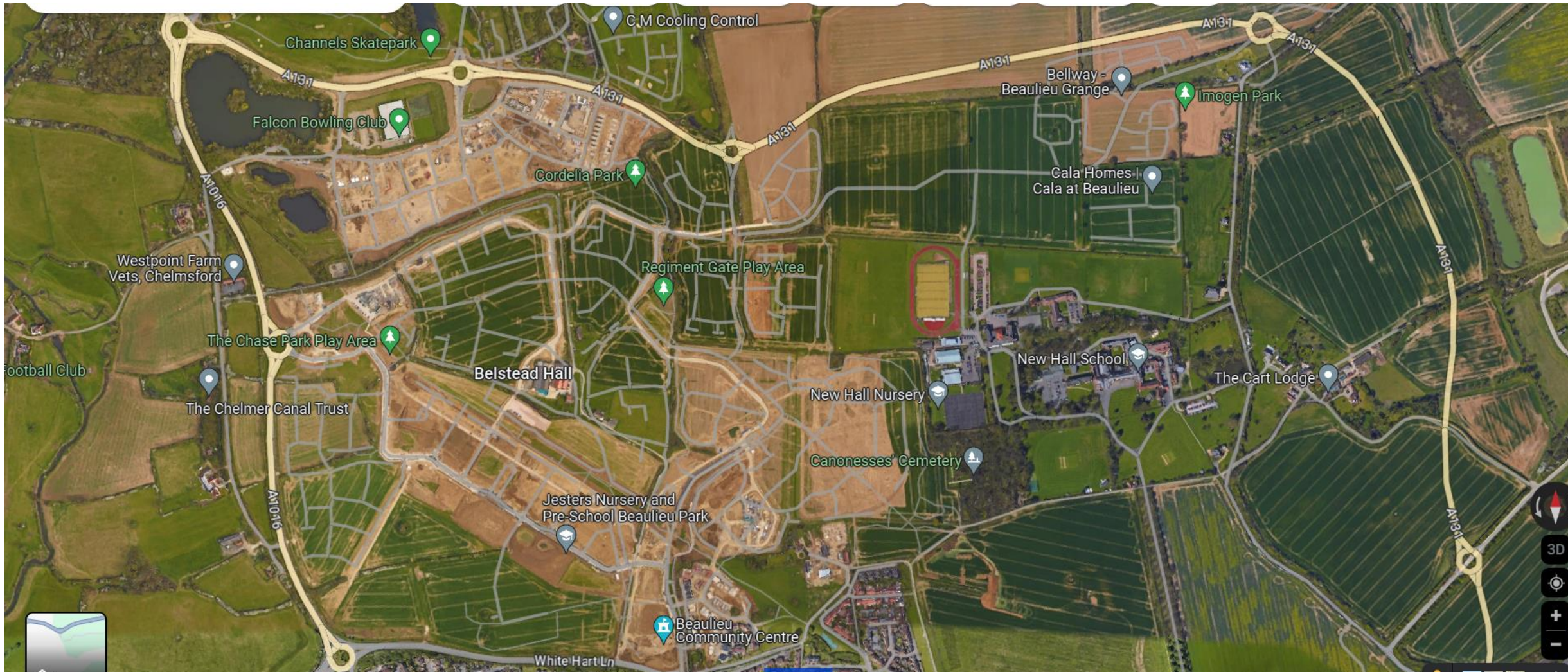
Chelmsford example: it should be easy to get around on cycle or by bus...



.. And Chelmsford has lots of brownfield / underutilised space - surface car parks, which are linked to car-dependent planning (and related impacts) ...



... and yet it has seen loss of productive land for development (this site is now built out)



... to lock-in a high-carbon, car-dependent future.



Land-use planning and sustainable transport:

*“Sustainable patterns of
development”*

Appropriate Local Plan (planning) policies

- **Local Plan underpinned by Sustainable Transport Plan** with mode shift targets to reduce car use in favour of walking, cycling and public transport
- New housing must be planned at **appropriate density** to support public transport – in other words at or above around 100 dwellings per hectare and certainly not below 60
- **Parking standards:** Councils should adopt ‘car free’ housing development policies (see London Plan example below) which effectively mean no, or very few, parking spaces are made available (save for disabled parking)
- Councils should seek to promote the **redevelopment of surface car parks** and ‘big box’ retail to make better use of space (this will also promote more sustainable travel)

Parking is at the heart of urban land-use planning: if you plan for cars, you get cars

Characteristics of

Compact cities with Green Belt

High density

Fewer than 30 cars per 100 households

Low carbon

Public transport financially viable

Active (healthy) lifestyles

Characteristics of

Urban Sprawl

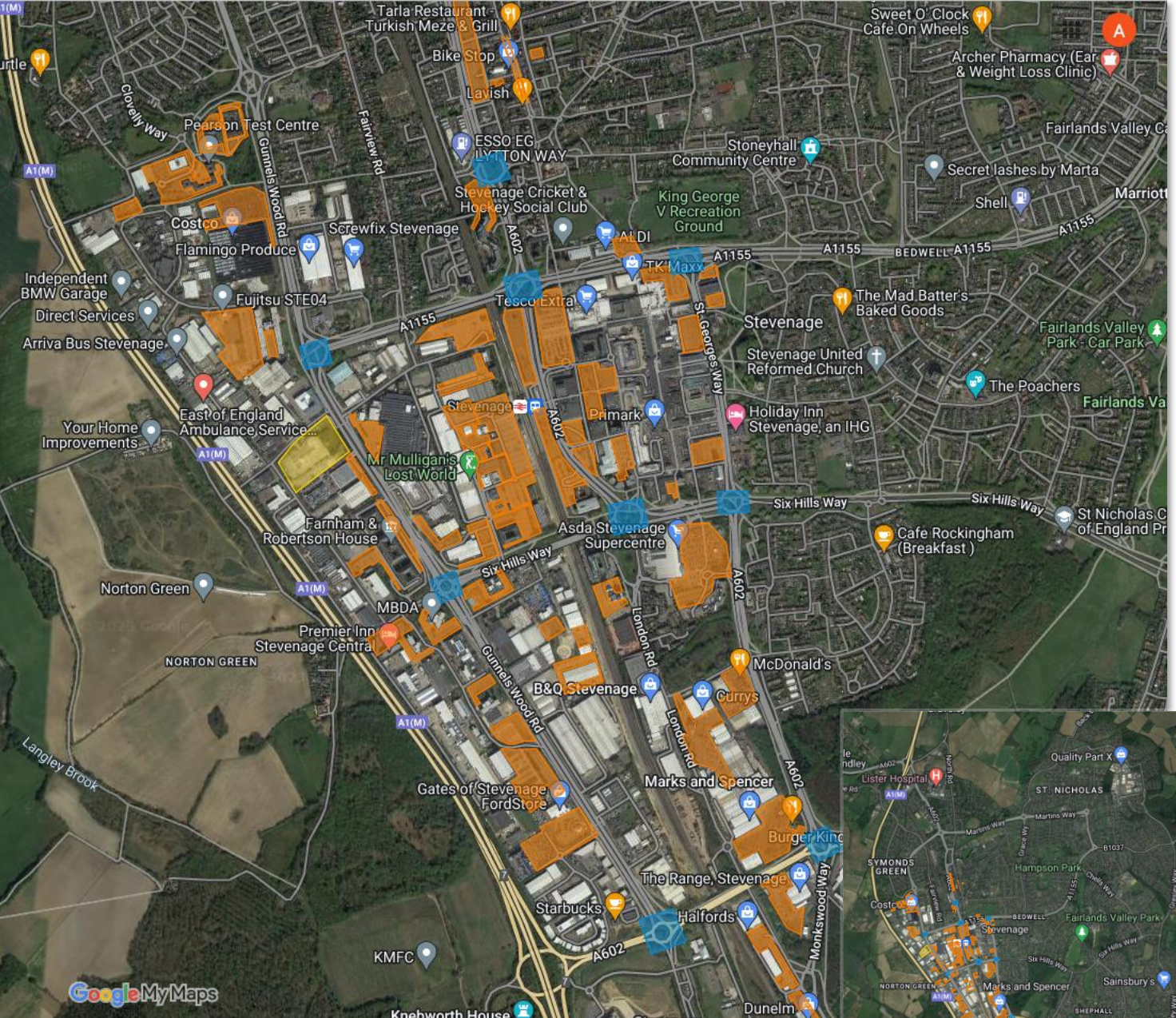
Low density

More than 50 cars per 100 households

High carbon

Car dependent

Inactive (less healthy) lifestyles



Stevenage's surface car parks (orange) and roundabouts (blue)

The town was built with cycle infrastructure and it takes 15 minutes to cycle from the centre to the outer edge. But active travel is discouraged by overprovision of parking. These spaces should accommodate car-free or car-lite housing or mixed-use development instead.

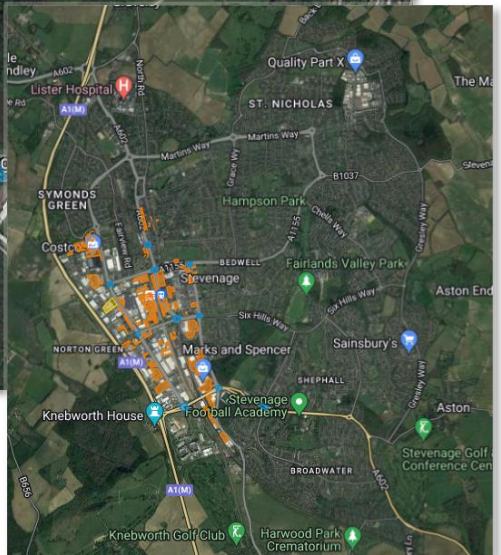
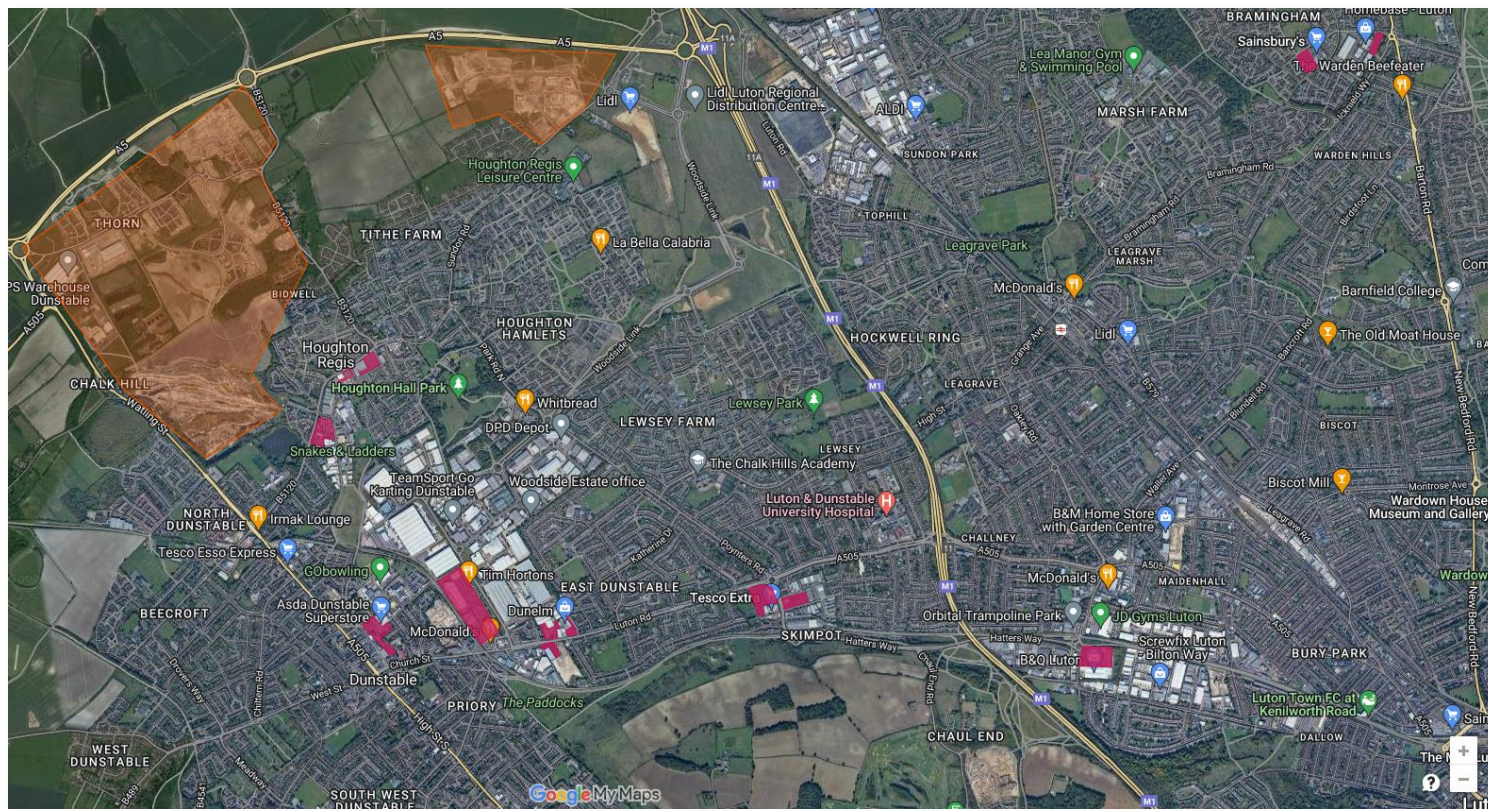


Image: Roads Were Not Built For Cars | Where driving is easy, Brits drive

Perpetuating 'unsustainable patterns of development'

Houghton Regis – the new 'urban fringe' development (shown in orange) is 30 to 40 dwellings per hectare, too low-density to sustain public transport. New roads are being built. At the same time there are several surface car parks (shown in pink) which are clearly 'underutilised land' and which, according to the National Planning Policy framework, should be developed before greenfield sites.



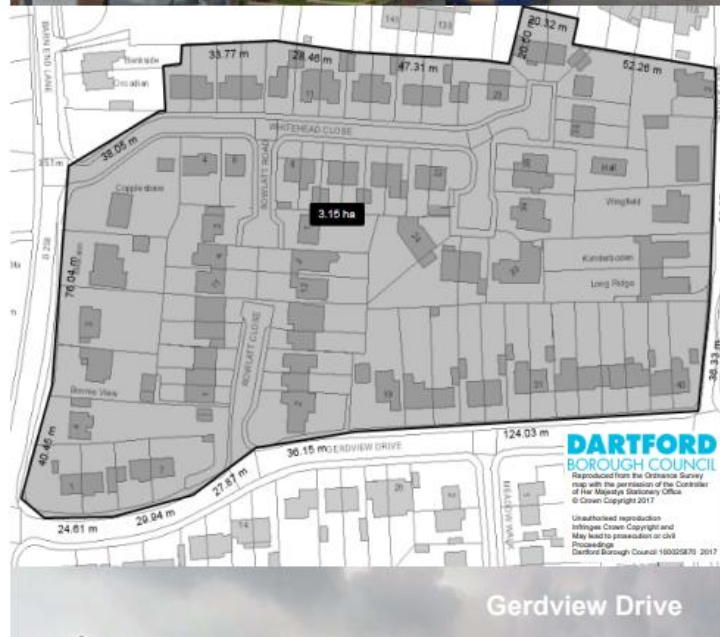
NPPF Paragraph 141

Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. This will be assessed through the examination of its strategic policies, which will take into account ... whether the strategy: a) makes as much use as possible of suitable brownfield sites and *underutilised land* [our emphasis]

Density is key e.g. bus services become financially viable with densities over 60 dwellings per hectare (dph) though good use of space would mean higher densities, upwards of 100dph.

These two examples show two areas: **25 dwellings per hectare** and **69 dwellings per hectare**

The final existing area is in Wilmington ward, with the first housing site example to the south of the A2 on Whitehead Close, Barn End Lane, Gerdview Drive, Rowlatt Road, Rowlatt Close and Stock Lane. Average house price value on Whitehead Close is £366,000.



Fact File:

- Site area: 3.15ha
- Residual Site Area: 3.11ha
- Homes: 79
- Density: 25dph
- Main housing type: semi-detached and detached
- Community facility

This site area is primarily made up of 3/4 bed semi-detached and detached properties. Houses and gardens are larger in size than previous case studies and others in the rural area.

Examples from: <https://windmz.dartford.gov.uk/media/20180606320100Housing%20Density%20Paper%202018.pdf>

Fact File:

- Site area: 3.269ha
- Employment/Community Space: 0.13ha
- Residual Site Area: 3.13ha
- Homes: 215
- Density: 69dph
- Main housing type: Terraced
- 16 Lock-up garages

This site is primarily made up of 2 and 3 bed terraced streets, with the average size of a 2 bed terrace on Church Road being 57m².

The site exceeds the CS guide of 35-55 dwellings/ha for other urban areas at 69dph.

Further terraces surround the area highlighted, along with Ebbsfleet Central site and station to the east, and a recreation ground and cemetery to the west.



Surface car parks



‘Big box retail’ needs to be allocated for mixed use development. Sites like this one, the A10 retail park in Enfield (which is mainly surface car park), are hugely inefficient of space and encourage car use. Some sites are so big that whole new towns can be created on them. The image opposite shows proposals for a part of the site which is due to be developed for mixed use (residential and commercial).

Parking standards

- Authorities can use ‘parking standards’ to promote ‘car free development’ where householders cannot apply for a parking permit
- **EXAMPLE POLICY** The London Plan promotes ‘car free development’ via parking standards in the London Plan. [T6 Car Parking](#) (p422) states: “Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (‘car-lite’). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.”

What you will hear...

“Ah but....

- local parking standards state a minimum 1.5 parking spaces per household*
- London is different. London has good public transport.”*

We need to eliminate minimum parking standards.

And yes it's a chicken and egg problem but we have to start somewhere, otherwise we will simply perpetuate unsustainable (car-dependent, unhealthy, high-carbon) patterns of development.