

new towns and garden cities

lessons for tomorrow

Stage 1:

An Introduction to the UK's New Towns and Garden Cities

appendix

the new towns: five-minute fact sheets



tcpa

creating garden cities and suburbs today

Notes on the data sources used for the five-minute fact sheets

These 'five-minute fact sheets' present outline information, in standardised form, for each of the 32 New Towns in the UK. They are set out here in chronological order of New Town designation.

The fact sheets have been produced using Census data, information from development plans and other local authority reports and publications, and online interviews with those in charge of planning and developing the former New Towns today, supplemented by information from the *New Towns Record* and other sources, including *New Towns: Their Origins, Achievements and Progress* by F.J. Osborn and A. Whittick. Details of the sources of information for each section of the fact sheets are set out below, followed the questions posed in a survey of Heads of Planning in the New Town local authorities.

Descriptive paragraph

Sources used:

- Town Overviews. *The New Towns Record*. Planning Exchange. Idox Information Service. <http://www.idoxgroup.com/knowledge-services/idox-information-service/the-new-towns-record.html>
- F.J. Osborn and A. Whittick: *New Towns: Their Origins, Achievements and Progress*. Third Edition. Leonard Hill and Routledge & Kegan Paul, 1977
- Information from Local Plans or supporting evidence documents
- Other information supplied by local authorities

Key facts

Sources used:

- Distance Calculator – <http://www.distance-calculator.co.uk/>
- 2011 Census data
- Information from Local Plans or supporting evidence documents

New Town designation

Sources used:

- Town Overviews, Key Facts, and Designation Orders. *The New Towns Record*. Planning Exchange. Idox Information Service. <http://www.idoxgroup.com/knowledge-services/idox-information-service/the-new-towns-record.html>
- F.J. Osborn and A. Whittick: *New Towns: Their Origins, Achievements and Progress*. Third Edition. Leonard Hill and Routledge & Kegan Paul, 1977

Housing, deprivation and health

Sources used:

- 2011 Census data was collected for each of the New Towns. The following 2011 Census datasets were used:
 - Usual resident population – KS101EW (England and Wales), KS101NI (Northern Ireland), KS101SC (Scotland)
 - Tenure – KS402EW (England and Wales), KS402NI (Northern Ireland), KS402SC (Scotland)
 - General health – QS302EW (England and Wales), QS302NI (Northern Ireland), QS302SC (Scotland)
 - Households by deprivation dimensions – QS119EW (England and Wales only – for Scotland and Northern Ireland the national ranks of deprivation by local authority area were used)

Data was collected using the following levels, selected to represent as closely as possible the current urban area of each New Town (the decision on which geographical data areas to use was made in consultation with the local authority where possible):

- local authority level (used in some cases where the authority boundary was close to the urban area boundary – for example Stevenage)
- ward level (used in most cases – a number of wards were selected that represent the urban area)
- Middle Layer Super Output Areas (used for Bracknell on the advice of Bracknell Forest Borough Council)
- parish (used for Newton Aycliffe and Newtown on the advice of the relevant local authorities)
- Locality 2010 (Scotland only) – Locality 2010 data is part of the 2011 Census, providing data from accurate boundaries of individual settlements in Scotland
- NOMIS Built-Up Areas (BUAs) (used for Central Lancashire) – BUA data is collated as part of the 2011 Census and can be found on the NOMIS website. Data is available for built-up areas with a 10,000+ population in England and Wales. Preston BUA fitted well within the perceived area of Central Lancashire New Town today. It was not used for other settlements as other options, such as ward level data, were recommended by local authorities. Furthermore, BUAs cover only a number of large settlements and often use local authority data or encompass other small, medium or large settlements in the dataset

Employment/economic profile

Sources used:

- Information from Local Plans or supporting evidence documents
- Information provided in the online survey of Heads of Planning

Development Corporation legacy, and Key issues for the future

Sources used:

- Information provided in the online survey of Heads of Planning. Where such information was not provided or the survey was not completed, evidence from Local Plans or supporting evidence documents was used

Did you know?

Sources used:

- Information provided in the online survey of Heads of Planning, or found through a websearch
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Further information

For space reasons it was not possible to accommodate references for all the evidence in the printed fact sheets. Anyone interested in identifying sources for particular elements of fact sheet information is welcome to contact Katy Lock at the TCPA for further information, on Katy.Lock@tcpa.org.uk

Online survey of Heads of Planning

The following survey was sent to Chief Planning Officers (or their equivalent) in the relevant local authorities, using Survey Monkey:

About you:

- 1 Which local authority do you work for?
- 2 What is your name?
- 3 What is your job title?
- 4 Which NewTown or NewTowns fall within this local authority area?

Key challenges facing your New Town today:

- 5 What are the top three planning and development issues facing your NewTown today?
- 6 Who is the biggest employer in your NewTown today?
- 7 What key developments are planned or are taking place in your NewTown (for example town centre regeneration, urban extensions, etc.)?
- 8 What LEPs and/or Neighbourhood Planning Forums (or equivalents) are active in the NewTown?

The legacy of New Town status:

- 9 How do you think the masterplan (urban design and layout) for your NewTown affected the way it is developed today?
- 10 What do you think are the key legacies of the Development Corporation and its approach to development in your NewTown?
- 11 What do you consider to be the most positive legacy of the Development Corporation that developed your NewTown?
- 12 What do you consider to be the most negative legacy of the Development Corporation – are there any mistakes or issues that have affected your ability to plan positively today?

Stewardship and community assets:

- 13 What stewardship bodies exist in the NewTown today that we might need to know about (for example Community Land Trusts, Parks Trusts)?
- 14 What are the key community groups we should contact in the NewTown? Or who is the contact at the Council we should speak to about community assets and community groups?

Lessons for planning and delivering new communities today:

- 15 Based on your knowledge of the NewTown you work in, consider what has worked well, and what has not worked so well. With this in mind, what are the top three pieces of advice you would give to local authorities planning for or developing large-scale communities today?

New Town myths – setting the record straight:

- 16 Please tell us what common misconceptions there are about your NewTown, and the truth behind these misconceptions.
- 17 Can you tell us an interesting fact about your NewTown that the public might not know about?
- 18 What aspects of your NewTown make you proud to live and/or work there?

Anything else:

- 19 Why should we use your NewTown as a case study for theTCPA's NewTowns and Garden Cities project?
- 20 In the box below, please add any comments, suggestions, facts, contacts or anything you think we should know to help inform theTCPA's NewTowns and Garden Cities project.

Stevenage

Hertfordshire

'Mark One' New Town – Designated 11 November 1946

Stevenage was the first New Town to be designated under the New Towns Act 1946. Located in Hertfordshire, it was one of the first-wave 'ring towns' designed to accommodate overspill from London and create a better environment in which to live and work. The pioneer New Town (which was nicknamed 'Silkingrad' by early protesters in reference to Lewis Silkin, Minister of Town and Country Planning) has developed into a town with a successful economy. Stevenage Borough is a tightly bound urban authority, and the urban area reaches up to the administrative boundary in many places, and, to the north-east, spreads across into the neighbouring North Hertfordshire District. This geography creates challenges for planning for housing growth today.



Key facts:

- **Location:** 30 kilometres north of London, on the A1(M) and East Coast Main Line, and in close proximity to the M25 and Luton, Stansted and Heathrow Airports.
- **2011 Census population:** 83,957, in 34,898 households.¹
- **Local authority:** Stevenage Borough Council.
- **Local Plan status:** Saved policies from Stevenage District Local Plan (adopted 2004).

New Town designation:

- **Designated:** 11 November 1946.
- **Designated area:** 2,456 hectares.
- **Intended population:** 60,000, revised to 80,000 'plus natural growth' (population at designation: 6,700).
- **Development Corporation:** Aimed to provide for the growth of industry and commerce concurrently with population to provide local employment, and to provide accommodation primarily for those working in the town, to avoid Stevenage becoming a dormitory town. Development Corporation wound up 31 March 1980.

Housing, deprivation and health:

- The proportion of homes in Stevenage that are owner-occupied (58.2%) is 0.4% and 5.3% lower than the UK New Towns and the UK averages, respectively. Nearly one-third of households in Stevenage are in social rent (28.4%) – 6.9% and 10.2% higher than the UK New Towns and UK averages, respectively. At 11.4%, the proportion of privately rented households is 1.5% and 4.9% below the UK New Towns and UK averages, respectively.
- Stevenage has a slightly higher proportion of deprived households (by 1%) than the English New Towns and England averages.
- The 2011 Census reported that the proportion of Stevenage residents with 'very good' (47.0%) and 'good' (35.7%) health is broadly consistent with, or higher than, the UK New Towns and UK averages. There is a lower proportion of residents with 'bad' or 'very bad' health than the UK New Towns and

UK averages. 3.6% declared themselves to be in 'bad' health (0.7% lower than the English New Towns and England averages), and 1% declared 'very bad' health (0.2% and 0.3% below the UK New Towns and UK averages, respectively).

Employment/economic profile:

- The town has a successful economy which has recorded job growth in excess of regional and national averages over the last 15 years. There is a strong presence of high-value, knowledge-intensive industries.
- There is a sharp contrast between resident and workplace earnings, with higher-paid jobs often filled by in-commuters from elsewhere, taking advantage of Stevenage's excellent transport links.
- Within Hertfordshire LEP.
- The Borough's resident workforce is characterised by below-average skill levels and educational attainment.

Development Corporation legacy:

- The masterplan is still referred to by council planners.
- The pedestrianised town centre was used as a model for planners and architects for many years.
- The road layout and design accommodates traffic levels which were never envisaged.
- The structure and abundance of green space remains important and valued.
- The town still works, is popular, and wants to grow.
- The western side of the town centre was never effectively realised and the link between the railway station and town square is weak as a result. Today, this results in a confusing entrance to the town centre for visitors arriving by rail.

Key issues for the future:

- Town centre regeneration.
- Ensuring that infrastructure is adequate (especially transport).
- Encouraging highly skilled earners to live locally.
- Planning for housing growth within a tightly bound urban area surrounded by Green Belt and without strategic planning.

¹ Figure for the tightly defined Stevenage Borough area rather than the functional urban area

Did you know?

Novelist EM Forster lived in Stevenage (1884-1894) and set his novel *Howard's End* in the area.

Crawley

West Sussex

'Mark One' New Town – Designated 9 January 1947

The second of the New Towns and designed to accommodate London's overspill, Crawley New Town included within its designated area the existing market town of Crawley, the villages of Three Bridges and Ifield and a few surrounding hamlets. Crawley's location has proved attractive to both industry and commerce, helped by excellent national road and rail communications and the international connections of London Gatwick Airport, which lies within Crawley Borough. By 2011, the New Town had nearly doubled its original intended population of 55,000 people, and it is currently exploring how to accommodate significant further growth.



Crawley Borough Council

Key facts:

- **Location:** 45 kilometres south of London, 29 kilometres north of Brighton and Hove, close to the M23 and on the London-Brighton railway line. The local authority boundary, which runs tightly along the urban area, includes Gatwick Airport to the north.
- **2011 Census population:** 106,597, in 42,727 households.¹
- **Local authority:** Crawley Borough Council.
- **Local Plan status:** Crawley Borough Local Development Framework Core Strategy (adopted 2008) plans for growth to 2016, alongside other LDF documents, including a Joint Area Action Plan for a new neighbourhood in the form of an urban extension to the town in Horsham District, plus saved policies from the Crawley Local Plan 2000. Crawley Local Plan 2015-2030 submitted for examination November 2014.

New Town designation:

- **Designated:** 9 January 1947.
- **Designated area:** 2,449 hectares.
- **Intended population:** 70,000 (population at designation: 9,500).
- **Development Corporation:** The masterplan proposed an expanded town centre and nine self-contained neighbourhood units, built largely within the pattern defined by existing roads and railway lines around Crawley. Each neighbourhood was to have its own shopping parade, primary school and playing field. Networks of parks, green spaces, allotments and footpaths and cycleways were also key. Development Corporation wound up 31 March 1962. Development extended beyond the designated boundaries in the 1970s and 1980s; these areas subsequently became part of Crawley Borough.

Housing, deprivation and health:

- The proportion of homes in Crawley that are owner-occupied (59.0%) is lower than that for the UK as a whole (63.5%). The proportion of socially rented households in Crawley (23.9%) is higher than both the UK New Towns average (21.5%) and that for the UK as a whole (18.2%).

- Crawley is broadly in line with English New Towns and England averages for deprivation. 42.1% of households are not deprived in any dimension and 34.6% are deprived in one dimension – less than 0.5% below and just under 2% higher, respectively, than the English New Towns and England averages. There is less than 1% difference between Crawley and the English New Towns and England averages for households deprived in two, three or four dimensions – with Crawley having fewer households in these categories.
- In the 2011 Census, residents of Crawley responded similarly to the rest of the UK regarding their health, with 47.6% declaring themselves in 'very good' health.

Employment/economic profile:

- Crawley is the largest economic centre in the North West Sussex sub-region and the largest employment destination at the heart of the Gatwick Diamond economic area.
- Employment levels are high in Crawley, with total employment in the town standing at around 94,000, of which approximately 30,000 are in-commuters. 70% of working people who live in Crawley also work in Crawley.
- Within the Coast to Capital LEP, and the Rural West Sussex Partnership and Gatwick Diamond Initiative.

Development Corporation legacy:

- A series of smaller neighbourhoods and neighbourhood centres, seen as an example of sustainable development, act as a focus for community facilities and local shopping.
- The masterplan's emphasis on landscape setting, historical features and character remains the key to good planning.

Key issues for the future:

- Crawley is forecast to require 8,100 new homes by 2030 to meet the needs of its expanded population. A key challenge is to accommodate this without putting too much pressure on those elements that define Crawley's character.
- Crawley's economy is set to grow, and there is a forecast need for a further 77.2 hectares of business land by 2030.

¹ Figure for the Crawley Borough area

Did you know?

Crawley covers 2% of the land mass of West Sussex but accounts for 35% of its economy.

Hemel Hempstead

Herfordshire

'Mark One' New Town – Designated 4 February 1947

The third of the London 'ring towns', Hemel Hempstead was designated to help in decentralising the population of Greater London. Hemel Hempstead had been a town since the middle ages, and of all the 'Mark One' New Towns had the largest and most deeply rooted existing population. This presented a challenge in integrating old and new communities and, as at Stevenage and Crawley, there was much opposition at designation. But by 1957 there was evidence that the mixing had been very successful. With a population of just over 85,000 (just over its 1960 target population of 80,000), Hemel Hempstead is today the primary settlement in Dacorum Borough. Much of the town's infrastructure is over 50 years old and in need of renewal. The town centre and Maylands Business Park are designated as key regeneration areas.



Dacorum Borough Council

Key facts:

- **Location:** 42 kilometres north west of London, based around a thriving market town at the confluence of two rivers.
- **2011 Census population:** 85,786, in 35,675 households.¹
- **Local authority:** Dacorum Borough Council.
- **Local Plan status:** Dacorum Local Planning Framework Core Strategy 2006-2031 (adopted 2013), plus saved policies from Dacorum Local Plan 1991-2011.

New Town designation:

- **Designated:** 4 February 1947.
- **Designated area:** 2,392 hectares.
- **Intended population:** 60,000, revised in 1960 to 80,000 (population at designation: 21,120).
- **Development Corporation:** The original masterplan was influenced by Geoffrey Jellicoe's vision of a town in a park with generous open spaces in and around the town centre and the residential neighbourhoods. This was modified by the Development Corporation, but Jellicoe's vision for the town centre was largely retained, including his unique designs for modern water gardens. Development Corporation wound up 31 March 1962.

Housing, deprivation and health:

- The proportion of homes in Hemel Hempstead that are owner-occupied (58.2%) is 0.4% and 5.3% lower than the UK New Towns and the UK averages, respectively. 28% of housing is socially rented, higher than the UK New Towns and UK averages (21.4% and 18.1%, respectively). In 1966, 69.2% of housing was socially rented. The existing housing stock is generally of good quality and there are very low levels of vacancy. House prices are high relative to incomes.
- Hemel Hempstead has slightly lower levels of deprivation than the English New Towns and England averages. Approximately 0.2% more households are not deprived in

any dimension compared with the English New Towns and England averages.

- The 2011 Census reported that the 'general health' of Hemel Hempstead's residents is broadly consistent with the UK average and higher than the UK New Towns average.

Employment/economic profile:

- Unemployment levels in Dacorum Borough are lower than the national average, but slightly higher than the average for Hertfordshire. Amazon is the town's biggest employer.
- Hemel Hempstead is the principal retail destination within the Borough – Dacorum's Core Strategy notes Milton Keynes and Watford as the town's main competitors.
- Within Hertfordshire LEP.

Development Corporation legacy:

- There are a series of masterplanned neighbourhoods, with one main employment area near the M1 and open spaces informed by the landscape structure in a manner that is critical to planning and development today. The town centre is planned with defined activity zones.
- Hemel Hempstead is a viable town that provides a high-quality place to live and employment opportunities.
- The town's narrow roads and transport infrastructure (in combination with the topography) are not good for modern rapid transport or cycling.

Key issues for the future:

- Accommodating 8,800 new homes in the town, plus new transport and community infrastructure.
- Continued regeneration of the town centre.
- Providing jobs and investment through regeneration of Maylands Business Park.
- Regenerating and greening the neighbourhood centres.

¹ Totals for the following wards: Adayfield East, Adayfield West, Apsley and Corner Hall, Bennetts End, Boxmoor, Chaulden and Warners End, Gadebridge, Grovehill, Hemel Hempstead Town, Highfield, Leverstock Green, Nash Mills, Woodhall Farm

Did you know?

Hemel Hempstead is home to the Jellicoe Water Gardens – a park in the town centre built around the canalisation of the river flowing through it. It is now a registered historic park, selected as an unspoilt example of modernist landscape design, and the subject of a £3.6 million restoration programme commencing in 2015.

Harlow

Essex

'Mark One' New Town – Designated 25 March 1947

Identified as the location for a London 'ring town' in Patrick Abercrombie's 1944 Greater London Plan, Harlow's existing connections to road and rail networks and the quality of its landscape influenced its designation. Conceived through Sir Frederick Gibberd's masterplan, Harlow's 'green wedges' give the town a distinctive character and connect residential neighbourhoods with open spaces and the countryside beyond; although today they present their own management challenges. Harlow's population increased significantly in the 1950s and 1960s, but numbers declined in the 1970s and 1980s. Today, supporting the town's regeneration aspirations, there are proposals for around 12,000 new dwellings by 2031. Harlow's recent extension at Newhall has won several architecture and design accolades.



Key facts:

- **Location:** 37 kilometres north east of London. Harlow District is a small predominately urban district with a tight administrative boundary.
- **2011 Census population:** 81,944, in 34,620 households.¹
- **Local authority:** Harlow District Council.
- **Local Plan status:** Saved policies from Harlow Local Plan 2006.

New Town designation:

- **Designated:** 25 March 1947.
- **Designated area:** 2,558 hectares.
- **Intended population:** 60,000, revised to 80,000 (in the second masterplan, approved in 1952) (population at designation: 4,500).
- **Development Corporation:** A key design feature was higher-density housing, with the majority of the town's open space provided within 'green wedges'. Expansion proposals between the 1950s and 1970s put forward a population of up to 150,000, which was turned down in 1977. Development Corporation wound up 30 September 1980.

Housing, deprivation and health:

- In Harlow 31.2% of homes are socially rented – 9.5% and 13% higher than the UK New Towns and UK averages, respectively. 56.1% of homes are owner-occupied – 2.5% and 7.4% lower than the UK New Towns and the UK averages, respectively.
- The number of households not deprived in any dimension is 37.4% – 4.3% and 4.7% below English New Towns and England averages, respectively. 35.5% are deprived in one dimension – 3.5% above the England and English New Towns averages. The number of households deprived in three or four dimensions is 5.2% and 0.6%, respectively.
- The 2011 Census reported that the 'general health' of Harlow's residents is close to UK average levels. 45.1% declared themselves to be in 'very good' health – 1.6% and 2.5% below

the UK New Towns and UK averages, respectively. 4.1% and 1.2%, respectively, declared 'bad' and 'very bad' health – 0.2% below the UK New Towns and UK averages for 'bad' health and in line with the averages for 'very bad' health.

Employment/economic profile:

- Unemployment for those of working age is higher than the Essex and UK averages.
- The hospital is currently the biggest employer in the town.
- Harlow first attracted manufacturing industries and then research industries. Fibre optics was invented in the town in 1964. Harlow became a university town in 2011.
- Within the South East LEP. Achieved Enterprise Zone status in 2012.

Development Corporation legacy:

- The restrictions of the tight administrative boundary are limiting the ability of the town to regenerate and to maintain its regional status.
- Gibberd's positive masterplanning principles allows sustainable neighbourhoods to be achieved in new developments, keeping separate land uses, schools and shops within walking distance. An extensive cycleway system links the separated residential and employment areas. Many residents are proud of the Gibberd legacy.
- When the Development Corporation was wound up, the town centre was sold off to private owners, which makes regeneration a challenge today.

Key issues for the future:

- Regeneration of the town centre and neighbourhoods.
- Managing green space and respecting the Gibberd legacy.
- Accommodating growth within the limited opportunities offered the tight administrative boundary.
- The duty co-operate has made delivering new development in adjoining districts challenging.

¹ Figure for the tightly defined Harlow District area

Did you know?

Harlow contains the first residential tower block in Britain – The Lawn was designed by Sir Frederick Gibberd and built in 1951. The projecting ends of each wing were used to give each flat a south-facing balcony. In 1952 it received a Ministry of Health Housing medal and was one of the first post-war buildings to be Grade II listed by English Heritage.

Newton Aycliffe

County Durham

'Mark One' New Town – Designated 19 April 1947

Following a period of decline resulting from the collapse of the coal-mining industry in the area, in 1945 the premises of a Second World War Royal Ordnance factory were handed over to private industry and over 60 firms located to the town. The Government proposed a New Town of 20,000 people (subsequently revised down to 10,000 after protests from Durham County Council), initially to provide housing for the employees of the industrial estate created by the disposal of the Royal Ordnance factory. However, housing expansion and industrial growth were later seen as complementary aims for the future development of the New Town. In 1966 a large extension increased the projected population by 2,000 people. Today Newton Aycliffe has an important sub-regional economic role as a main town in South Durham.



Durham County Council

Key facts:

- **Location:** 10 kilometres north of Darlington, 14 kilometres south of Durham.
- **2011 Census population:** 26,633, in 11,462 households.¹
- **Local authority:** Durham County Council.
- **Local Plan status:** Prior to 2009, County Durham was a two-tier authority, and Newton Aycliffe fell within Sedgfield Borough. It now lies within the unitary Durham County Council area. The Development Plan is the forthcoming County Durham Plan. Saved policies from the Sedgfield Borough Local Plan (adopted 1996) are a material consideration.

New Town designation:

- **Designated:** 19 April 1947.
- **Designated area:** 350 hectares, subsequently expanded to 1,015 hectares and then 1,248 hectares.
- **Intended population:** 10,000, later revised to 20,000 and then 45,000 (population at designation: 60).
- **Development Corporation:** Designated to accommodate workers in a major industrial estate and to create a South East Durham growth point. The masterplan emphasised the need for a balanced community, providing suitable accommodation for all possible income groups and encouraging interaction between them. The Development Corporation was merged with Peterlee Development Corporation in 1963. Development Corporation wound up 31 March 1988.

Housing, deprivation and health:

- Nearly one-third of housing is socially rented (26.3%), which is a higher proportion than the UK New Towns and UK averages. Owner-occupation is in line with the UK average and higher than the UK New Towns average.
- Newton Aycliffe has a slightly higher than average level of deprivation than the English New Towns and England averages.

- The 2011 Census reported that the proportion of the population in 'good' or 'very good' health is lower than the UK and UK New Towns averages, and that the proportion in 'bad' health is higher than the UK average.

Employment/economic profile:

- Newton Aycliffe has become 'a major housing and employment centre in the south west of the County'.² Car manufacturer Gestamp Tallent is the biggest employer.
- The regionally significant Aycliffe Business Park is home to 250 companies, employing 8,000 people in mainly manufacturing industries.
- The forthcoming Hitachi train factory at Merchant Park will bring significant employment opportunities to the town and surrounding areas.
- Within the North East LEP.

Development Corporation legacy:

- The small intended population made planning for cultural facilities difficult, but this was later remedied by the Development Corporation.
- The sense of space, the quality of environment and the foresight displayed in planning the town are still valued today.
- Although there is a railway station, most people in employment (67%) drive to work (67%), compared with the national figure of 57%.

Key issues for the future:

- Regenerating the town centre – due to its ageing architecture and infrastructure and the constraints of covenants much of the town centre is in need of regeneration.
- Retaining and building on balanced employment provision.
- Future housing expansion and the direction of growth.
- Implementing the County Durham Green Infrastructure Strategy. The New Town incorporates a very large amount of valued green space.

¹ Great Aycliffe (parish) Census data used

² *Building Altogether Better Lives: A Housing Strategy for County Durham 2010-2015*. Issues and Options Paper. Durham County Council, 2010. para. 3.21. http://content.durham.gov.uk/PDFRepository/Issues_and_Options_Final_version.pdf

Did you know?

Lord Beveridge, father of the welfare state, considered Newton Aycliffe to be his progeny's flagship. He went to live in the town in 1948 and, among other things, organised weekly tree-planting sessions.

East Kilbride

South Lanarkshire

'Mark One' New Town – Designated 6 May 1947

The first New Town to be designated in Scotland, East Kilbride was part of a plan to restructure the wider Glasgow conurbation through the dispersal of population and industry. 40% of the designated area was intended as Green Belt (in 1997 the built area consisted of about 54% of the land area). Today, East Kilbride is one of Scotland's largest towns. Popularity of the 'Right to Buy' has left a shortage of socially rented housing in East Kilbride, and it is South Lanarkshire's most pressured housing market area. However, a number of large residential development areas will provide a mix of house types and tenures. The town centre is undergoing a major ten-year redevelopment that will see the creation of a landmark arts and culture complex, with a theatre, a conference centre, a museum, and a new town square.



South Lanarkshire Council

Key facts:

- **Location:** 21 kilometres south east of Glasgow.
- **2011 Census population:** 76,562, in 34,141 households.¹
- **Local authority:** South Lanarkshire Council.
- **Local Plan status:** South Lanarkshire Local Plan (adopted 2009), due to be replaced by South Lanarkshire Local Development Plan in March 2015. South Lanarkshire is one of the eight constituent authorities covered by the Glasgow and the Clyde Valley Strategic Development Plan (adopted 2012), which is currently being replaced by the new Clydeplan.

New Town designation:

- **Designated:** 6 May 1947 (provisional designation made in 1946).
- **Designated area:** 4,150 hectares.
- **Intended population:** 82,500 (population at designation: 2,400).
- **Development Corporation:** Designated to support the redistribution of Glasgow's population. The 1950 masterplan aimed to 'set the best possible example in layout [and meet the] needs of the community'. East Kilbride had the longest running Development Corporation, which operated until major changes to the structure of local government in Scotland. Development Corporation wound up 31 December 1995.

Housing, deprivation and health:

- The proportion of homes in East Kilbride that are owner-occupied (72.3%) is 13% and 8.8% higher than the UK and UK New Towns averages, respectively. 18.2% of households are in social rent – 4% below the UK New Towns average and in line with the UK average.
- South Lanarkshire ranks 12 out of 32 in the Scottish Indices of Multiple Deprivation (1 = most deprived).
- The 2011 Census reported that the 'general health' of the population of East Kilbride is in line with, and in most cases

better than, the UK New Towns, UK and Scottish national averages. 52.9% declared themselves to be in 'very good' health, in line with Scotland's national average, but just over 6% higher than the UK New Towns and UK averages. Around 4% fewer declared themselves to be in 'good' health compared with the UK New Towns and UK averages (in line with Scottish national average). For those declaring 'bad' or 'very bad' health, there is less than 0.2% difference between the East Kilbride figure and the UK New Towns, UK and Scottish national averages.

Employment/economic profile:

- East Kilbride is one of the main town centres and business locations in South Lanarkshire.

Development Corporation legacy:

- East Kilbride Community Growth Area is a major planned expansion which follows the principles of the New Town concept.
- East Kilbride has an excellent green network, courtesy of the planting carried out by the Development Corporation, but this requires maintenance which is expensive.
- Some of the urban fabric is becoming obsolete and will need to be replaced, particularly the neighbourhood centres.

Key issues for the future:

- Regeneration and improvements to the town centre – which is undergoing a ten-year regeneration programme.
- Increasing housing provision through planned community growth areas and residential masterplan opportunities.
- Maintaining the employment base of the town by providing high-quality industrial and commercial floorspace and through the re-use of obsolete sites and premises.
- Integrating green networks, public transport and community facilities, and addressing the climate change agenda.

1 Drawing on Locality 2010 data as part of the 2011 Census – household data from 2011 Census

2 Locality 2010 area for East Kilbride used. Statistics based the 2011 population figure of 74,740 people in 32,579 households

Did you know?

George Orwell was a tuberculosis patient in Hairmyres Hospital in East Kilbride from 1946 until 1948 and while there he wrote part of his novel *1984*.

Peterlee

County Durham

'Mark One' New Town – Designated 10 March 1948

Situated on what was the richest seam of the Durham coalfield, Peterlee was conceived to provide housing and a better living environment for the local scattered rural population and for colliery workers, and to provide a centre offering commercial, social and cultural facilities. Peterlee was named after a former colliery worker, Peter Lee, who later became a councillor campaigning for better living conditions for colliery workers. Burthold Lubetkin was originally appointed as architect-planner, but he resigned in 1950 following frustrated discussions with the National Coal Board. Located in the A19 corridor, today Peterlee is a town with a strong manufacturing base, constituting the third-largest market in County Durham. It is tightly constrained to the south, east and west.



Key facts:

- **Location:** 14 kilometres east of Durham, 16 kilometres south of Sunderland, 19 kilometres south of Newcastle.
- **2011 Census population:** 20,164, in 8,514 households.¹
- **Local authority:** Durham County Council.
- **Local Plan status:** Peterlee has been part of the unitary Durham County Council area since 2009. The Development Plan is the forthcoming County Durham Plan. Saved policies from Easington Local Plan (adopted 2001) are a material consideration.

New Town designation:

- **Designated:** 10 March 1948.
- **Designated area:** 950 hectares, revised several times up to 12,000 hectares.
- **Intended population:** 30,000 (population at designation: 200).
- **Development Corporation:** Aimed to provide homes and services for poor-quality and badly served settlements; to provide a recreational and commercial centre; and to develop a balanced community and provide employment for female workers and those not employed in the colliery. Development Corporation wound up 31 March 1988.

Housing, deprivation and health:

- The proportion of homes in Peterlee that are owner-occupied is comparable to the UK average and higher than the UK New Towns average. The proportion of socially rented households is 6% higher than the UK average and 3% higher than the UK New Towns average. The proportion of households in private rent is 2% and 6% lower than the UK New Towns and UK averages, respectively.
- Peterlee has pockets of deprivation, with 9% fewer households not deprived in any dimension compared with the English New Towns and England averages. Figures for households deprived in two, three or four dimensions are also higher than the English New Towns and England averages, by up to 9.5% (for those deprived in two dimensions).

- The 2011 Census reported that 'general health' in Peterlee is below UK New Towns and UK averages – around 7% fewer declared themselves to be in 'very good' health, and around 4% more declared 'bad' health.

Employment/economic profile:

- Peterlee has strong links with Sunderland and Hartlepool – which could be further boosted by a new railway station on the existing coastal line, with a site identified at Horden.
- Car parts maker GT Group is the town's biggest employer.
- The proportion of residents aged 16-75 who are economically active (62.5%) is lower than the UK average (69.9%). Unemployment is slightly higher (5.4% compared with 4.4%) and long-term sickness is much higher (9.6% compared with 4.0%) than the national average levels.
- Within the North East LEP.

Development Corporation legacy:

- The guiding principles of the masterplan are still followed today, but details have changed with a changing economy.
- The issue of covenants is problematic in the regeneration of some of the earliest-built areas.
- The critical mass of the New Town approach has facilitated development and encouraged private sector investment.
- The absence of a high street is considered to affect the vitality of the town centre today.
- A positive sense of space and foresight is a legacy of the New Town approach. The town incorporates a very large amount of green space, which is valued within the town.

Key issues for the future:

- Accommodating housing expansion and future growth.
- Overcoming constraints within the town centre.
- Retaining and developing a balanced employment offer.
- Planning for a new supermarket.
- The coastal area's multiple designations – Heritage Coast and a European biodiversity Natura 2000 site.

¹ Totals for the following wards: Peterlee East, Peterlee West, Horden, Wingate, Shotton

Did you know?

The Victor Pasmore designed Apollo Pavilion (named after the contemporary space missions) is considered an iconic example of 1960s public art and was listed Grade II* by English Heritage in 2011.

Welwyn Garden City

Herfordshire

'Mark One' New Town – Designated 20 May 1948

Welwyn Garden City has a unique story. Having started life in 1919 as England's second Garden City, built and developed by a private company working for the community, its designation as a New Town took it from private to public (state) delivery. Following a twin designation with Hatfield (developed by separate Development Corporations run by the same personnel, with Green Belt between the settlements), Welwyn Garden City became the largest settlement in the Borough of Welwyn Hatfield, providing homes for 44% of the Borough's population in 2001. The town's Garden City Heritage is recognised as being of international significance.



Welwyn Hatfield Borough Council

Key facts:

- **Location:** 32 kilometres north of London, on both the A1(M) and the East Coast Main Line.
- **2011 Census population:** 46,619, in 19,549 households.¹
- **Local authority:** Welwyn Hatfield Borough Council.
- **Local Plan status:** Welwyn Hatfield Emerging Core Strategy 2012, with saved policies from the Welwyn Hatfield District Local Plan (adopted 2005).

New Town designation:

- **Designated:** 20 May 1948.
- **Designated area:** 1,747 hectares.
- **Intended population:** 50,000 (population of Welwyn Garden City at designation: 18,500).
- **Development Corporation:** Designated to assist in the decentralisation of the population of Greater London. The original Garden City masterplan drawn up by Louis de Soissons followed Garden City design principles, with tree-lined boulevards. Its town centre was of neo-Georgian design. Garden City design principles were sometimes compromised in Development Corporation development. The Development Corporation undertook significant housing development in the 1950s, mainly east of the railway line. Development Corporation wound up 31 March 1966.

Housing, deprivation and health:

- 33.5% of housing in the town is socially rented. Owner-occupation is lower than the UK New Towns and UK averages, and the number of privately rented households is 3-5% lower than the UK New Towns and UK averages.
- Welwyn Garden City has lower levels of deprivation than the English New Towns and England averages (2-3% lower, depending on the category).
- The 2011 Census reported that the 'general health' of Welwyn Garden City residents is above the UK New Towns and UK average levels. 49.8% declared themselves to be in 'very good' health – 3.0% and 2.2% above the UK New

Towns and UK averages, respectively. 3.4% declared themselves to be in 'bad' health – 0.9% lower than the UK New Towns and UK averages. 0.9% declared 'very bad' health – less than 1% below the UK New Towns and UK averages.

Employment/economic profile:

- Welwyn Garden City is the main focus for employment, retail and community facilities in Welwyn Hatfield Borough.
- Welwyn Garden City has significant areas designated for office, industrial and warehouse uses and currently accommodates a number of major employers, such as Xerox, Tesco and Roche. Tesco is the biggest employer in the town today.
- Within Hertfordshire LEP.

Development Corporation legacy:

- The structural integrity of the masterplan influences planning and development in the town today.
- When the Development Corporation was wound up there was no plan made for securing long-term management to carry through the ideology and visual and environmental ethos of the Garden City. As with other New Towns, this affects the way the town is planned and managed today.

Key issues for the future:

- Accommodating housing and employment growth while maintaining the quality of place and respecting the unique heritage and design of the town.
- Cumulative alterations to neighbourhoods.
- Providing affordable housing.
- Parking is an issue, particularly in pre-1970 housing areas.

¹ Totals for the following wards: Sherrands, Haldens, Panshanger, Howlands, Peartree, Handside, Hollybus

Did you know?

The first public building to open in Welwyn Garden City was a theatre, reflecting the emphasis that the Garden City movement put on arts and culture as part of the community.

Hatfield

Herfordshire

'Mark One' New Town – Designated 20 May 1948

Hatfield was designated alongside Welwyn Garden City, having first been identified for expansion in Abercrombie's Greater London Plan. The 'twin' New Towns, separated by a thin strip of Green Belt, were developed by separate Development Corporations (run by the same personnel). Part of the reason for Hatfield's designation was to provide housing for the rapidly expanding workforce of the de Havilland Aircraft Company. Following closure of the aircraft factory in the 1990s, the site was used to develop 2,000 homes – and a campus for the University of Hertfordshire and a business park, which together replaced the jobs lost by the closure of the aircraft company. Hatfield town centre has suffered significant decline since the 1990s, which has led to high vacancy levels and a public realm in need of renewal.



Welwyn Hatfield Borough Council

Key facts:

- **Location:** 29 kilometres north of London, 4.8 kilometres from Welwyn Garden City.
- **2011 Census population:** 39,088 people, in 14,003 households.¹
- **Local authority:** Welwyn Hatfield Borough Council.
- **Local Plan status:** Welwyn Hatfield Emerging Core Strategy 2012, with saved policies from the Welwyn Hatfield District Plan (adopted 2005).

New Town designation:

- **Designated:** 20 May 1948.
- **Designated area:** 948 hectares.
- **Intended population:** 25,000 (population at designation: 8,500).
- **Development Corporation:** Designated to assist the decentralisation of the population of Greater London. The masterplan aimed to create a New Town from what was a 'traffic island' – with roads and railways to St Albans and the Great North Road – and to protect the Green Belt. Development Corporation wound up 31 March 1966.

Housing, deprivation and health:

- Owner-occupation in Hatfield is much lower than the UK New Towns and UK averages. The proportion of households in social rent (30.7%) is 9% and 13% higher than the UK New Towns and UK averages, respectively. The proportion in private rent (23%) is higher than the UK average and nearly double the UK New Towns average.
- Deprivation in Hatfield is broadly in line with the English New Towns and England averages (4% more deprived in one dimension than the averages, but with a lower percentage for those deprived in two or more dimensions).
- The 2011 Census reported that the 'general health' of Hatfield residents is above the UK New Towns and UK averages: 51.7% declared themselves in 'very good' health, compared with UK New Towns and UK averages of around

47%; and 1.5% fewer than the UK average declared themselves to be in 'bad' health (3.0%). 0.9% declared themselves to be in 'very bad' health – 0.4% and 0.5% below the UK New Towns and UK averages, respectively.

Employment/economic profile:

- Hatfield is a medium-sized town and a regional transport node by virtue of its good accessibility to road, rail and bus networks. The opportunity for further improvements to inter-urban public transport has been identified.
- Hatfield is serviced by a town centre and supported by a series of large and small neighbourhood centres. The town provides a key focus for jobs and higher education, serving a catchment area beyond the Borough boundary. Shopping, community and leisure facilities serve the town's needs in the main.
- New development is proposed to encourage economic growth and investment. The business park on the former Hatfield Aerodrome site now includes several major employers, such as Everything Everywhere (formally T-Mobile), Computacenter, Eisai, Ocado, Affinity Water, and the Environment Agency.
- Within Hertfordshire LEP.

Development Corporation legacy:

- The masterplan has left a strong visual identity for the town.
- The structural integrity of the masterplan influences planning and development in the town today.

Key issues for the future:

- Regenerating the town centre and the High View neighbourhood centre.
- Dealing with changing demographics – the presence of the University of Hertfordshire has led to a loss of family homes as they are turned to houses in multiple occupation.

¹ Totals for the following wards: Hatfield West, Hatfield Central, Hatfield South, Hatfield East, Hatfield Villages

Did you know?

A concrete frieze and statue by noted 20th century sculptor William Mitchell which were originally part of the Lee Valley Water buildings in Bishop's Rise have been incorporated into a new housing development that now occupies the site.

Glenrothes

Fife

'Mark One' New Town – Designated 30 June 1948

Glenrothes was designated to provide homes and community facilities for coal-mining families involved in the expansion of the East Fife coalfield, and later to act as a growth point for diversified industrial expansion. Glenrothes has grown steadily following its designation, becoming a focus for electronic and other high-tech industries. It is considered to be one of Scotland's most successful and attractive New Towns. However, several industrial estates are now ageing and unsuitable for modern industrial and business uses. Glenrothes has recently emerged as an area of multiple deprivation. Redevelopment of the town centre, additional retail development and new business and office facilities are proposed to aid regeneration and enhance the retail and business opportunities available within the town.



Fife Council

Key facts:

- **Location:** 27 kilometres from Edinburgh.
- **2011 Census population:** 39,277, in 16,910 households.¹
- **Local authority:** Fife Council.
- **Local Plan status:** Mid Fife Adopted Local Plan (adopted 2012).

New Town designation:

- **Designated:** 30 June 1948.
- **Designated area:** 2,320 hectares.
- **Intended population:** 32,000, revised to 55,000, then 45,000 (population at designation: 1,100).
- **Development Corporation:** To ensure a social mix, the 1951 masterplan recommended that a maximum of 1 in 8 or 1 in 9 residents should be miners. Originally only 34% of the designated area was to be built up, with the rest to be designated as Green Belt, owned by the Development Corporation. Development Corporation wound up 31 December 1995.

Housing, deprivation and health:

- The proportion of homes in Glenrothes that are owner-occupied (64.5%) is higher than the UK average and nearly 6% higher than the UK New Towns average. Nearly one-third of households in Glenrothes are in social rent (28.4%), which is higher than the UK New Towns average and 5% below the UK average. At 11.4%, the proportion of privately rented households is just below the UK New Towns average and 5% below the UK average.
- The Glenrothes local authority area ranks 16 out of 32 in the Scottish Indices of Multiple Deprivation (1 = most deprived).
- The 2011 Census reported that the 'general health' of residents in Glenrothes is in line with the UK New Towns and UK averages, with 48.8% declaring themselves to be in 'very good' health – 2% and 1.2% below the UK New Towns and UK averages, respectively. The numbers declaring themselves to be in 'bad' and 'very bad' health

are less than 0.1% above the UK New Towns and UK averages.

Employment/economic profile:

- Glenrothes has become a focus for electronic and other high-tech industries, providing the northern arm of Scotland's 'Silicon Glen'.
- The town has above national and UK New Towns averages for employment in the manufacturing, mining and health and social work industries.

Development Corporation legacy:

- Gradual growth has allowed phased rather than simultaneous estate renewal.
- There is wide variety and innovation in design, layout and construction techniques.
- There is an emphasis on public art.
- The town enjoys good transport links.
- Glenrothes has maturing structural landscapes.

Key issues for the future:

- Development in the town centre, to strengthen and support the role of the town centre and the Kingdom Shopping Centre.
- Employment land supply – several of the town's industrial estates are now ageing and present opportunities for redevelopment.
- Providing office space at various locations on the edge of Glenrothes town centre as part of an emerging strategy for the wider consolidation and support of the town centre as a multi-function service centre.
- Protecting the town's green character and its many areas of formal and informal open space.
- Continued support and encouragement for further hotel and commercial leisure development.

¹ Locality 2010 area for Glenrothes used

Did you know?

Glenrothes is abundantly endowed with public art. Over 140 public works of art are on display throughout the town and are noted as a key tourist attraction for Fife. The works range from giant irises to dinosaurs and flying saucers.

Basildon

Essex

'Mark One' New Town – Designated 4 January 1949

When designated to regulate the scattered settlements of the existing Plotlands and to assist in the decentralisation of London's population, Basildon was the most ambitious New Town in size and population. Compared with earlier-designated New Towns, initially Basildon experienced little local opposition, with under 1% of all land purchases resulting in objections (despite 13,000 negotiations with plot-holders). But there were significant levels of objection during construction as people felt their rural idyll was being swept away. Basildon's proximity to London and location on main radial transport corridors has contributed to positive economic and industrial growth. The town is considered to have aged well, but a major, multi-site regeneration programme is under way to ensure competitiveness in the future.



Key facts:

- **Location:** 50 kilometres east of London.
- **2011 Census population:** 110,762, in 45,558 households.¹
- **Local authority:** Basildon Borough Council.
- **Local Plan status:** Emerging Basildon 2031 Local Plan, with saved policies from Basildon District Local Plan (adopted 2007).

New Town designation:

- **Designated:** 4 January 1949.
- **Designated area:** 3,165 hectares.
- **Intended population:** 80,000, revised to 86,000 in 1960, and to 140,000 in 1965 (population at designation: 25,000).
- **Development Corporation:** In line with Government policy to encourage food production, 40% of the designated area was allocated for agricultural use. Development Corporation wound up 31 March 1986.

Housing, deprivation and health:

- The proportion of homes in Basildon that are owner-occupied (57.0%) is low and the proportion of socially rented homes high (30.7%) in comparison with other UK New Towns and the UK as a whole.
- Basildon has comparatively higher levels of deprivation than the English New Towns and England averages. The number of households that are not deprived in any dimension is 7% lower than these averages.
- The 2011 Census reported that Basildon residents have health levels similar to the UK New Towns and UK averages.

Employment/economic profile:

- Basildon is the largest employment centre in Thames Gateway South Essex and is home to the A127 Enterprise Corridor, the largest concentration of employment in Essex.
- Ford Motor Company is currently the biggest employer, alongside Case New Holland, Selex Galileo, and International Financial Data Services.

- Within the South East LEP.

Development Corporation legacy:

- There is a positive legacy of planning for open space.
- 1950s/1960s estates are still working well and remain popular, but are in need of some renewal. Most later (1970s) estates are being redeveloped at lower densities.
- The success of design experimentation varies across the town. There is some local resentment at loss of heritage.
- The New Town was built without a railway station – which was added with private sector funding in 1976.
- The 'Right to Buy' and increased car ownership have affected the success of estates and put pressures on land use.
- An innovative network of man-made washlands effectively manages urban drainage.
- Many pre-New Town residents now distrust the compulsory purchase process.
- The town benefits from mixed housing tenure – Basildon still has 11,000 council houses, and owner-occupied estates have become places in their own right.
- Strategic planning of highway infrastructure delayed the emergence of significant congestion.
- Restrictive covenants on land transferred from the CNT has hindered proactive management by Basildon Council.

Key issues for the future:

- Town centre regeneration and estate renewal.
- Housing and employment land supply – Basildon (including Lainton and Pitsea) is expected to accommodate 9,000-11,000 homes and 49 hectares of employment land in the period up to 2031. Spatial options are being explored in the Local Plan process, but will need Green Belt release.
- Transport, social and environmental infrastructure upgrades, delivered in tandem with development.
- Increasing costs of maintaining the public land estate to a good quality.

¹ Totals for the following wards: Crouch, Fryerns, St Martin's, Pitsea North West, Vange, Lee Chapel North, Lainton Park, Langdon Hills, Nethermayne, Pitsea South East. A figure of around 101,800 in the emerging Core Strategy (www.basildon.gov.uk/CHttpHandler.ashx?id=5363&p=0, para. 2.2.12) is for Basildon itself and discounts the populations of surrounding villages that lie within the local authority area but are not in former New Town area

Did you know?

Architects Richard and Su Rogers designed terraced housing for sale in Raphaels and Rise Park in the Lee Chapel North neighbourhood as a result of a competition organised by the Development Corporation in 1971-1973.

Bracknell

Berkshire

'Mark One' New Town – Designated 17 June 1949

Following the rejection, due to agricultural value and airfield operations, of Patrick Abercrombie's Greater London Plan proposals for a New Town at White Waltham, five miles to the north, Bracknell, a small market town, emerged as the favoured alternative. The Development Corporation was determined that it should be 'a self-contained country town combining the amenities of town life with the advantages of country'. Its motto was 'Home: Industry: Leisure'. Today, Bracknell is a major centre, having absorbed the majority of the Borough's recent in-migration and containing three industrial areas. It has good accessibility by public transport and road and rail connections to other settlements. The town has largely been expanded to its north, east and west. Further growth will be to its south east and north.



Key facts:

- **Location:** 30 kilometres south west of London, with close access to the M3 and M4. Adjacent to a large part of the Thames Basin Heaths Special Protection Area (SPA) (which constrains growth to the south) and much high-quality recreation and open space.
- **2011 Census population:** 64,135, in 41,518 households.¹
- **Local authority:** Bracknell Forest Council.
- **Local Plan status:** Bracknell Forest Core Strategy DPD (2008), and Site Allocations Local Plan (2013), plus saved policies from the Local Plan 2002. There has been planned additional growth since the Development Corporation was wound up, and further growth is planned.

New Town designation:

- **Designated:** 17 June 1949.
- **Designated area:** 753 hectares, revised twice up to 1,190 hectares.
- **Intended population:** 25,000, revised to 55,000-60,000 in 1962 (population at designation: 5,000).
- **Development Corporation:** The Development Corporation set itself 'three principal objectives of close attention to people's human needs, preservation of the town's beautiful natural setting, and exploitation of the town's excellent communications'. Community facilities were set at the heart of each of the town's nine neighbourhoods. The transport system was designed to segregate roads and pedestrians/cyclists. Development Corporation wound up 31 March 1982.

Housing, deprivation and health:

- Owner-occupation in Bracknell (62.7%) is in line with the UK average (63.5%), and slightly higher than the UK New Towns average (58.9%). Socially rented housing is at slightly higher levels, and privately rented housing at slightly lower levels, than the UK New Towns and UK averages.
- Bracknell has lower levels of deprivation than the English New Towns and England averages.

- The 2011 Census reported that Bracknell Forest's residents declared themselves to be in 'good' and 'very good' health at levels above both the UK New Towns and UK averages, and reported below-average levels for 'bad' and 'very bad' health.

Employment/economic profile:

- There are three employment areas, home to multinational IT businesses. The economy is buoyant, with above-average employment in skilled professions.
- Within Thames Valley Berkshire LEP. Several key infrastructure projects around the town were highlighted in the LEP's Strategic Economic Plan submission, and town centre regeneration was identified as a key strategic priority.

Development Corporation legacy:

- The masterplan provided a robust framework to build upon, such as a transport network that allows for sustainable urban extensions well linked to town centre and employment areas.
- Congestion is relatively low compared with nearby towns.
- Most of the objectives are considered to have been met, but removing the original high street rather than incorporating it into the masterplan has added to regeneration needs.
- An emphasis on the open space network still makes a positive contribution to residents' quality of life.

Key issues for the future:

- Town centre regeneration.
- Infrastructure investment and replacement.
- Housing delivery to support need and economic growth (major urban extensions totalling almost 4,000 homes).
- Transport congestion and movement management.
- Provision of school, community and health facilities.
- Mitigating the impact of development on the SPA.
- Sustainable business and employment growth.
- Protecting the character and amenity of nearby settlements.
- Protecting the countryside and Green Belt for their own sake.

¹ Figures from Middle Layer Super Output Area data

Did you know?

The bricks for 10 Downing Street were made in Bracknell, and the town has provided locations for many films, including the house that Harry Potter grew up in.

Cwmbran

Torfaen County (Monmouthshire)

'Mark One' New Town – Designated 4 November 1949

Cwmbran was the first New Town to be designated in Wales and followed proposals made by Lewis Silkin in 1948 for two Welsh New Towns. Cwmbran included existing housing and industry and was partly constrained by existing railway lines and a canal. It was designed to provide housing for those employed in existing industry who travelled from the South Wales Valleys. It was thus an unusual 'Mark One' New Town in that it was designed to provide homes and not employment, and was to intended correct an existing imbalance rather create a new 'balanced community'. Today, Cwmbran is the largest settlement in Torfaen County Borough and is well located, with good access to the M4 and the city coastal zone. It is considered by its current planners to be successful and popular.



Ruth Shanville/Geograph.org.uk

Key facts:

- **Location:** 8 kilometres north of Newport, 21 kilometres north east of Cardiff.
- **2011 Census population:** 48,535, in 20,495 households.¹
- **Local authority:** Torfaen County Borough Council.
- **Local Plan status:** Torfaen County Borough Local Development Plan (to 2021) (adopted 2013).

New Town designation:

- **Designated:** 4 November 1949.
- **Designated area:** 1,279 hectares.
- **Intended population:** 55,000 (population at designation: 12,000).
- **Development Corporation:** Designated to provide houses for existing industry. The original masterplan was prepared by Anthony Minoprio with Spencely and Macfarlane – Minoprio had been the planner of Crawley New Town. Development Corporation wound up 31 March 1988.

Housing, deprivation and health:

- The proportion of homes in Cwmbran that are owner-occupied (65.5%) is 6.9% and 2% higher than the UK New Towns and UK averages, respectively. The proportion of socially rented homes (24.6%) is 3.1% and 6.5% higher than the UK New Towns and UK averages, respectively.
- Cwmbran has similar levels of deprivation to the rest of Wales, with a slightly higher proportion of households (0.6%, compared with the Welsh average of 0.5%) being deprived in all four dimensions. There are pockets of high deprivation, particularly in the Northern and Central Cwmbran areas.
- The 2011 Census reported that the 'general health' of Cwmbran residents is slightly below the UK New Towns and UK averages. 43.5% declared themselves to be in 'very good' health – 3.2% and 4.1% below the UK New Towns and UK averages, respectively. 32.8% declared themselves to be

in 'good' health – less than 1% lower than the UK New Towns and UK averages. 6.4% declared 'bad' health – 2.1% higher than the UK New Towns and UK averages.

Employment/economic profile:

- The town centre is the main retail centre in Torfaen County Borough, serving as a sub-regional centre for Newport and Monmouthshire. The town centre has an extensive range of services, and there are positive opportunities for expanding its role.
- Cwmbran's proximity to the M4 and the city coastal zone makes the area attractive in terms of investment for business, commercial and residential development. Over 50% of the population of Torfaen County Borough is located in Cwmbran, and the Development Plan aims to secure further investment around this key settlement.

Development Corporation legacy:

- The town has a good economic base, in terms of both the town centre and industrial land allocated and developed.
- There is a need to address the simultaneous ageing of the housing stock, and the bad design of some housing areas.
- The Mon and Brecon Canal was regarded as a liability rather than a strength, which has limited its use as a key asset for the town.

Key issues for the future:

- Pressure for growth in the Newport/Cwmbran area could potentially lead to coalescence, and there is a shared objective between both local authorities to maintain their physical separation and retain their distinctive characters.
- Cwmbran has been identified as a 'growth hub' for Torfaen Borough.
- Expansion/redevelopment of the town centre.
- Protection and further allocations of industrial land.

¹ Totals for the following wards: Upper Cwmbran, Pontnewydd, Croesyceiliog North, Croesyceiliog South, Fairwater, St Dials, Llanyrafon North, Llanyrafon South, Llantarnam, Greenmeadow, Coed Eva, Two Locks

Did you know?

The Burton Biscuits factory in Llantarnam, Cwmbran, employs around 800 people, producing 1.85 tonnes of Wagon Wheels every hour. The factory also makes Jammie Dodgers and Maryland Cookies.

Corby

Northamptonshire

'Mark One' New Town – Designated 1 April 1950

Increased demand for iron and steel in the late 1940s led to the expansion of steelworks at Corby as a 'matter of national importance'. Corby was initially designated to provide homes for the expanded workforce, but there was an intention to encourage new industries to diversify the employment offer. The designated area was subsequently expanded to accommodate some of London's overspill, despite being located over 100 kilometres from the capital. The modern Corby has an ambitious programme of regeneration and growth, working towards doubling the population with a complementary increase in jobs, prosperity and the quality of local public services. Major development, including town centre regeneration, has already begun to transform the area, which, in percentage terms, has the fastest-growing population in the country.



Corby Borough Council

Key facts:

- **Location:** 129 kilometres north of London. A recently opened railway station offers access to London in just over an hour.
- **2011 Census population:** 59,563, in 28,520 households.¹
- **Local authority:** Corby Borough Council.
- **Local Plan status:** North Northamptonshire Core Spatial Strategy (adopted 2008 – the first joint Core Strategy in the country).

New Town designation:

- **Designated:** 1 April 1950.
- **Designated area:** 1,083 hectares, revised to 1,971 hectares.
- **Intended population:** 40,000, revised to 55,000 in 1965, with natural growth to 80,000 by the year 2,000 and 63,600 by 2006 (population at designation: 16,880).
- **Development Corporation:** Aimed to provide not only housing but also social, commercial and amenity services. The Development Corporation also aimed to diversify from the existing steelworks industrial base. Green Belt was to ensure 'an independent existence'. Development Corporation wound up 31 March 1980.

Housing, deprivation and health:

- The proportion of homes in Corby that are owner-occupied (59.5% – up from 4.5% in 1961) is in line with the UK New Towns average (58.7%) and slightly below the UK average (63.5%). The proportion of socially rented homes (23.0%) is 1.4% and 4.8% below the UK New Towns and UK averages, respectively. Corby has achieved the highest proportion of new home sales in England and Wales over the past 20 years.
- Corby has a higher proportion of deprived households than the English New Towns and England averages.
- The 2011 Census reported that average health levels in Corby are broadly in line with UK New Towns and UK averages (2% or less difference on all averages).

Employment/economic profile:

- Self-containment is particularly high in Corby, with over 74% of its residents working within the district. There are strong employment relationships between the neighbouring growth towns, particularly between Kettering and Corby (and Wellingborough and Northampton).
- Over 40% of Corby employees work in manufacturing. Corby has strengths in manufacturing and in sports provision.
- Corby is leading the way in supporting the use of electric vehicles, with more electric vehicle charging-points per capita than anywhere else in the UK.
- In early 2003, Catalyst Corby published its *Regeneration Framework*, which provided a visionary programme for the transformation of the Borough.
- Within Northamptonshire Enterprise Partnership LEP and South East Midlands LEP.

Development Corporation legacy:

- There is still a large Scottish population in Corby – workers came to Corby from the 1930s (and in larger numbers as the New Town was developed) to work in the steel plants.
- The imbalanced focus on manufacturing in the New Town and the lack of a retail and commercial in the centre (partly a result of population projections not being reached) have led to a need for town centre regeneration today.
- The poor layout of some areas is considered to have contributed to poor bus services.

Key issues for the future:

- Continued regeneration of the town centre.
- Sustaining high levels of growth.

¹ Totals for the following wards: Weldon and Gretton, Stanion and Corby Village, Oakley Vale, Great Oakley, Danesholme, Kingswood, Tower Hill, Beanfield, Exeter Central, Lodge Park, Shire Lodge, Rowlett East. In 2013 the population of the Primary Urban Area stood at 64,200 (Corby labour market profile. NOMIS – Office Labour Market Statistics. Office for National Statistics. www.nomisweb.co.uk/reports/lmp/la/1946157155/report.aspx#tabrespop)

Did you know?

Large numbers of Scottish workers and their families came to Corby to work in the steel industry (it is affectionately known as 'Little Scotland'). Corby steelworks were once the largest in Europe and still produce over 500,000 tonnes of steel a year.

Cumbernauld

North Lanarkshire

'Mark One' New Town – Designated 9 December 1955

Cumbernauld was identified as a potential means of accommodating some of Glasgow's population in Abercrombie's Clyde Valley Plan of 1946, but was not designated until 1955. Cumbernauld was designed using a 'whole-place approach', consciously departing from the 'neighbourhood' principle adopted in the previous New Towns. Pursuing 'urbanity' as a 'way of life', it applied higher densities within fewer urban areas, with a single town centre on the hilltop. It contains some of the most notable examples of modernist architecture in the UK. It is a town of two halves, bisected by a motorway. The southern half was built with modernist low-rise in a Radburn-style layout by the Development Corporation. The northern half was developed by the private sector, with the Development Corporation acting as facilitator.



Key facts:

- **Location:** 21 kilometres north east of Glasgow.
- **2011 Census population:** 52,270, in 22,105 households.¹ By the 1990s Cumbernauld had grown to be North Lanarkshire's biggest town.
- **Local authority:** North Lanarkshire Council.
- **Local Plan status:** North Lanarkshire Local Plan (adopted 2012).

New Town designation:

- **Designated:** 9 December 1955.
- **Designated area:** 1,680 hectares, revised later to 3,152 hectares.
- **Intended population:** 50,000, revised to 70,000 in 1960 (population at designation: 3,000).
- **Development Corporation:** Designated to accommodate Glasgow overspill population. Development Corporation wound up 31 December 1996.

Housing, deprivation and health:

- The proportion of homes in Cumbernauld that are owner-occupied (71.0%) is higher than the UK New Towns average (58.5%) and higher than the UK average. The majority of owner-occupied homes are former social housing that was purchased under the 'Right to Buy'.
- The North Lanarkshire local authority area ranks 5 out of 32 in the Scottish Indices of Multiple Deprivation (1 = most deprived).
- The 2011 Census reported that 52.5% of Cumbernauld residents declared themselves to be in 'very good' health – 5.8% and 5.5% above the UK New Towns and UK averages, respectively. The proportion of residents that reported 'good' health was slightly lower than the UK New Towns and UK averages.

Employment/economic profile:

- Cumbernauld is a strategic business centre.
- North Lanarkshire Council is the biggest employer in the town.
- A greater proportion of residents are employed in manufacturing than in Scotland generally, but this proportion is smaller than the Scottish New Town averages. There is also a higher percentage of residents employed in construction than elsewhere in Scotland.

Development Corporation legacy:

- The experiment of the town centre 'mega-structure' has created a negative image, overshadowing award-winning residential neighbourhoods.
- The town has good-quality walkable neighbourhoods with strong identities within a landscape framework that has withstood 'institutional neglect'.
- Cumbernauld has many committed community groups.
- Cumbernauld was voted the worst town in Scotland in 2002, but the most improved town in Scotland in 2010. In 2012 it won the 'best town' Civic Pride Award, a new category in the Scottish Design Awards.

Key issues for the future:

- Ongoing town centre regeneration, including provision of a hub building for community activities and start-up businesses.
- Improving the physical condition of former public sector houses sold under the 'Right to Buy'. 80% of former public sector stock is now owner-occupied. This stock is coming to the end of its life and needs major refurbishment.
- Cumbernauld is a 'Community Growth Area', earmarked for housing growth via major urban expansion to the south of the town for 2,000 homes.
- Retrofitting houses for low-carbon energy efficiency.

¹ Locality 2010 area for Cumbernauld used

Did you know?

It is not possible to take a driving test in Cumbernauld as there are only two sets of traffic lights in the whole town, and these control access to the motorway which bisects the town.

Skelmersdale

Lancashire

'Mark Two' New Town – Designated 9 October 1961

Skelmersdale was the forerunner of the 'Mark Two' New Towns and the first in the North West. Formerly a small mining town, it was designated as a New Town to accommodate some of the rapidly expanding population of Liverpool and wider Merseyside. Today, it is the largest and most densely populated settlement in the West Lancashire Borough and is adjoined to the east by the more traditional settlement of Up Holland. It has clearly defined industrial and residential areas and a significant green space network resulting from its New Town status. Some of the New Town estates and the town centre have not stood the test of time. A programme of town centre renewal, urban extensions and a new rail link are planned to regenerate the town.



Raportix (Wikimedia Commons)

Key facts:

- **Location:** 21 kilometres north east of Liverpool, 26 kilometres north west of Manchester. It is the second-largest town in the North West without a railway station, but Preston, Liverpool and Manchester are all within a 30-minute drive time.
- **2011 Census population:** 40,710, in 16,769 households (6,175 of which, in 2,597 households, are in adjoining Up Holland).¹
- **Local authority:** West Lancashire Borough Council.
- **Local Plan status:** West Lancashire Local Plan 2012-2027 (adopted 2013).

New Town designation:

- **Designated:** 9 October 1961.
- **Designated area:** 1,630 hectares, revised to 1,670 hectares.
- **Intended population:** 80,000, later reduced to 61,000 (population at designation: 8,500).
- **Development Corporation:** The 'Basic Plan' adopted in 1966 was based on a need to plan for the car; integrated industrial and residential sites; Green Belt and a clear limit to development to avoid sprawl; a well balanced population; and a staged development approach with a full range of facilities provided at each stage. Development Corporation wound up 31 March 1985.

Housing, deprivation and health:

- Proportions of privately rented and owner-occupied housing are lower than the UK New Towns and UK averages. 27.8% of households in Skelmersdale are in social rent, compared with UK New Towns and UK averages of 21.4% and 18.1%, respectively.
- Skelmersdale is a significant 'hot spot' for deprivation, with 14 of its 23 Lower Super Output Areas featuring in the top 20% of most deprived areas in England. In particular, the Digmoor area is ranked among the top 1% of most deprived areas in the country. Some of the town's more severe problems are linked to low income, high unemployment, poor health, and low educational attainment.

- The 2011 Census reported that 46.0% of Skelmersdale residents declared themselves to be in 'very good' health and 32.8% in 'good' health – 0.7%-1.5% below the UK New Towns and UK averages. 5.8% declared themselves to be in 'bad' health, which is around 1.5% higher than the UK New Towns and UK averages. 1.9% declared themselves to be in 'very bad' health, which is less than 1% above the UK New Towns and UK averages.

Employment/economic profile:

- The town supports around 43% of the Borough's total employment base. Skelmersdale has seen a 13% rise in the total number of jobs in the town over the last decade.
- PepsiCo Walker is the biggest employer in the town today.
- A significant proportion of residents are employed in the town, particularly in retailing and in manual work in manufacturing industries.
- Within Lancashire Enterprise Partnership LEP.

Development Corporation legacy:

- There are significant areas of green space running through the town – 56% of the area of Skelmersdale is green space.
- Some of the older Development Corporation housing suffers from poor design and layout as a result of the use of new construction techniques (prefabricated concrete) and the use of Radburn-style layouts. There is an over-reliance on the manufacturing sector for employment.

Key issues for the future:

- Town centre regeneration – delivery of a night-time economy and an improved retail offer within the town centre.
- Public realm improvements.
- Improving public transport connectivity.
- Expanding the town to increase the housing and employment offers and to develop its role as a strategic location on the Liverpool-Manchester corridor and motorway network.

¹ Totals for the following wards: Ashurst, Birch Green, Tanhouse, Moorside, Digmoor Ward, Skelmersdale South, Skelmersdale North, Up Holland

Did you know?

In 2000, a £4.3 million image improvement project for the industrial road corridors, highlighting the town's manufacturing and industrial base, saw the installation of innovative public artworks which created new points of identity and interest.

Livingston

West Lothian

'Mark Two' New Town – Designated 16 April 1962

With the redevelopment of Glasgow predicted to be so advanced by 1965 as to require 1,000 houses per year more than could be accommodated in the existing three Scottish New Towns and 'overspill areas', Livingston was designated in 1962 to provide a new focus for industrial activity in Scotland's central belt and to link the industrial west with centres of expansion in the Forth basin, while revitalising a coal- and shale-mining area through modern industry. Having survived successive national and local economic downturns, Livingston has emerged as a major commercial, social and cultural focus within an area that has benefited greatly from substantial inward economic investment. It now forms the administrative centre of West Lothian and is the primary retail centre for the area and a key location for employment.



Key facts:

- **Location:** 25 kilometres west of Edinburgh, 50 kilometres east of Glasgow, served by two railway stations to the north and south of the town.
- **2011 Census population:** 50,296, in 22,537 households.¹
- **Local authority:** West Lothian Council.
- **Local Plan status:** West Lothian Local Plan (adopted 2009). A new Local Development Plan is in progress – *West Lothian Local Development Plan: Main Issues Report* was published in August 2014.

New Town designation:

- **Designated:** 16 April 1962.
- **Designated area:** 2,708 hectares.
- **Intended population:** 70,000 (population at designation: 2,000).
- **Development Corporation:** Designated to accommodate planned 'overspill' from Glasgow and regenerate its surrounding sub-region by attracting new, rising industries. The masterplan had six principles: create a place of distinctive character; conserve and create good landscape; build to high standards of residential and industrial layout; secure a diverse and balanced population; develop without a requirement for self-containment (the first New Town to have a plan for 80 square miles around its boundary); and control the motor vehicle to allow pedestrian insulation. Development Corporation wound up 31 December 1996.

Housing, deprivation and health:

- The proportion of homes in Livingston that are owner-occupied (61.8%) is 2% below the UK average and 3% higher than the UK New Towns average. 26.4% of households in Livingston are in social rent – 5% and 8% higher than the UK New Towns and UK averages, respectively.
- The West Lothian local authority area ranks 11 out of 32 in the Scottish Indices of Multiple Deprivation (1 = most deprived).

- The 2011 Census reported that the 'general health' of Livingston residents is above the UK New Towns and UK averages. 61.4% stated they enjoyed 'very good' health – 14% higher than the UK New Towns and UK averages. Other categories are broadly in line with the UK New Towns and UK averages.

Employment/economic profile:

- Livingston forms the administrative centre of West Lothian, is the primary retail centre for the area, and is a key location for employment. The Centre (Livingston's retailing centre at Almondvale Boulevard) serves as a sub-regional retail centre for Edinburgh and the Lothians.
- Significant opportunities for economic growth at Livingston have been identified.

Development Corporation legacy:

- With its comprehensive network of traffic-free paths as part of a network of greenways and along some main road corridors, Livingston is the exception to a general shortage of safe and convenient cycle and pedestrian routes between and within towns in West Lothian.
- The Deans South housing estate, one of the first built in Livingston, is now in need of significant redevelopment.

Key issues for the future:

- Continued growth – Livingston has been subject to significant housebuilding in the last ten years, but there is still a need for affordable housing and for some smaller sites to be brought forward.
- Estate renewal – comprehensive redevelopment of early housing at the Deans South estate.
- Promoting and maintaining the employment base.
- Tackling areas of social deprivation.
- Maintaining the town's status as a sub-regional shopping centre.

¹ Locality 2010 area for Livingston used (2012 General Register Office for Scotland estimate is 54,431)

Did you know?

Livingston is at the heart of Scotland's 'Silicon Glen', and high-tech industry flourished and helped the growth of the town until the 1990s.

Telford (formerly Dawley)

Shropshire

'Mark Two' New Town – Designated 16 January 1963

Telford was originally designated as Dawley, changing its name to Telford (with an increase in designated area) in 1968. As well as accommodating overspill from congested existing urban centres, it was intended to regenerate the waning East Shropshire coalfield area. Telford has a rich heritage offer, including the Ironbridge Gorge World Heritage Site. Conservation and tourism have played an important role in the New Town's development. The Development Corporation faced severe difficulties and expense in reclaiming derelict land associated with mine-workings, and until the mid-1980s Telford had high levels of unemployment and problems in attracting industrial firms to the town. Today, Telford is a Primary Urban Area – one of the 64 largest urban centres in the UK – and has expanded through several urban extensions.



Key facts:

- **Location:** 37 kilometres north west of Birmingham.
- **2011 Census population:** 166,641, in 56,135 households.¹
- **Local authority:** Telford & Wrekin Council.
- **Local Plan status:** Wrekin Local Plan (adopted 2000), Telford & Wrekin Core Strategy Development Plan Document (adopted 2007).

New Town designation:

- **Designated:** 16 January 1963 as Dawley New Town – renamed Telford in 1968.
- **Designated area:** 3,683 hectares, revised to 7,793 hectares in 1968.
- **Intended population:** 168,000, rising (by natural growth) to 220,000 in the late 1980s (population at designation: 70,000).
- **Development Corporation:** Aimed for a balance between industrial and residential development, and utilised a large amount of despoiled and contaminated land, formerly used by extractive industries, to integrate the market town of Wellington and a number of former townships with new, low-density, single-use development areas, linked by an extensive road network enabling congestion-free car travel. Development Corporation wound up 30 September 1991.

Housing, deprivation and health:

- The proportion of homes in Telford that are owner-occupied (62%) is slightly less than the UK average and slightly higher than the UK New Towns average. 22% of households are in social rent – 3.4% higher than the UK average and consistent with the UK New Towns average. 15% of households are in private rent – 1% lower than the UK average and 2.4% higher than the UK New Towns average.
- Telford has a slightly higher proportion of households deprived in two or three dimensions than the English New Towns and England averages. Around 2% fewer than the English New Towns and England averages are not deprived in any dimension.

- The 2011 Census reported that the 'general health' of Telford's residents is fairly consistent with the UK New Towns and UK averages. 45.3% declared themselves to be in 'very good' health – 1.2% and 2.3% lower than the UK New Towns and UK averages, respectively.

Employment/economic profile:

- Telford is the area's principal economic and social centre. It contains the majority of employment, services, facilities and transport infrastructure, and serves a wider sub-regional catchment within the West Midlands.
- There are around 5,525 active businesses in the local authority area, contributing £3.2 billion to the UK economy.
- The majority of employment in Telford is in manufacturing and retail. The proportion of those in manufacturing is 6% higher than the English and Welsh New Towns average, and 10% higher than the UK average.
- Telford claims the largest supply of serviced, 'ready-to-go' land in the West Midlands, but also has a higher-than-average number of young people not in education, work or training.
- Within The Marches LEP.

Development Corporation legacy:

- There is a strong landscape and open space framework.
- Current development plans are consistent with and are continuing the strategy adopted from the New Town period.
- There is a large landholding now owned by the HCA, for which Telford & Wrekin Council provides stewardship and planning advice.
- The infrastructure legacy provides Telford with significant physical capacity for future development.

Key issues for the future:

- Preparing a new Local Plan; and managing unplanned development in the absence of a five-year housing land supply to protect the integrity of the new Local Plan.
- Encouraging and helping developers to build at a faster rate.

¹ Local authority area total, minus the following wards: Newport North, Newport South, Newport East, Newport West, Edgmond, Ercall Magna, Church Aston and Lilleshall, Wrockwardine. In 2012 the Centre for Cities (<http://www.citiesoutlook.org/summary/telford>) noted Telford's population as 167,700

Did you know?

In May 2014 a property website Rightmove survey of 50,000 people found Telford to be the 'tenth happiest place to live in Britain'.

Redditch

Worcestershire

'Mark Two' New Town – Designated 10 April 1964

Redditch was already a market town of notable size when in 1964 it was designated as the second New Town (after Telford) aimed at relieving overcrowding in the West Midlands conurbation. It was designed to accommodate around 33,000 people (mainly from Birmingham) over a period of 15 years, with the existing town forming the nucleus of the New Town. Redditch was one of the first New Towns with a distinctive emphasis on public transport rather than the private car. It developed largely as the masterplan envisaged. Today, the New Town accounts for 50% of the borough area and 93% of its population. The emerging Local Plan recognises the influence of Redditch's New Town status on its transport networks, open space, economy, and local distinctiveness.



Redditch Borough Council

Key facts:

- **Location:** 23 kilometres south of Birmingham.
- **2011 Census population:** 84,214, in 34,722 households.¹
- **Local authority:** Redditch Borough Council.
- **Local Plan status:** Saved policies from Borough of Redditch Local Plan No.3 (May 2006), and Borough of Redditch Local Plan No. 4 Submission Version, published March 2014.

New Town designation:

- **Designated:** 10 April 1964.
- **Designated area:** 2,914 hectares.
- **Intended population:** 70,000, revised to 90,000 (population at designation: 32,000).
- **Development Corporation:** Designated to relieve congestion and provide housing and employment for people in the Birmingham area. The Development Corporation aimed to enable residents to work in the town; provide social and commercial facilities; integrate existing and proposed development; provide open space for recreation and amenity; and develop to a high standard of layout and design. Development Corporation wound up 31 March 1985.

Housing, deprivation and health:

- The proportion of homes in Redditch that are owner-occupied (65.7%) is higher than the UK New Towns average and lower than the UK average. 21.2% of households are in social rent, which is in line with the UK New Towns average. Private renting in Redditch is at lower levels than the UK and UK New Towns averages.
- Levels of deprivation are broadly in line with the English New Towns and England averages, but there are pockets of deep deprivation. Life expectancy differs by 9-10 years between the least and most deprived areas in Redditch.
- The 2011 Census reported that the 'general health' of Redditch's residents is consistent with the UK New Towns and UK averages – 1-2% more than the UK New Towns and UK averages declared themselves to be in 'good' health.

Employment/economic profile:

- In 2011-12, 6.3% of Redditch Borough's economically active population were unemployed – lower than the West Midlands and UK averages of 8.9% and 8.1%, respectively.
- Redditch Borough has a high proportion of manufacturing businesses compared with the rest of the county and the region.
- The town provides a shopping centre for the Borough and the surrounding region.
- Within Greater Birmingham & Solihull LEP and Worcestershire LEP.

Development Corporation legacy:

- The legacy of the masterplan is still strong through a separation of residential and employment areas.
- The efficient road network has low levels of congestion.
- There are large amounts of open space compared with neighbouring boroughs – Redditch has over 3 million trees.
- Some elements of the layout (such as the segregated busways) are today considered unsafe as they are not overlooked. The masterplan did not make sufficient provision for cyclist and pedestrian networks.

Key issues for the future:

- Meeting housing needs – the tight local authority boundary restricts growth.
- Town centre regeneration – the town lacks a high street and is dominated by a covered shopping mall.
- Regenerating employment areas.
- Regenerating some district centres – improving the public realm and countering the fear of crime.

¹ Local authority area data used – the Borough consists of Redditch New Town and a rural area to the south which is mainly Green Belt

Did you know?

In the 19th century Redditch was the international centre for the needle-making and fishing tackle industries, producing 200 million needles a week.

Runcorn

Cheshire

'Mark Two' New Town – Designated 10 April 1964

Runcorn's masterplan aimed for 'unity and balance' between all of its elements, including between public and private transport. Its 'figure of 8' busway forms the framework around which the neighbourhood housing areas, industrial estates and parkland are laid out. Runcorn largely followed the path of the masterplan and is thus considered by many to be one of the most successful of the 'Mark Two' New Towns. Since 1974, Runcorn and Widnes, on the other side of the Mersey estuary (and like Runcorn formerly dominated by the chemical industries), have shared a local authority. A new (second) bridge connecting the two towns is under construction, to act as a catalyst for wider regeneration. Runcorn continues to face challenges of housing renewal, town centre regeneration and unemployment.



Halton Borough Council

Key facts:

- **Location:** 19 kilometres south east of Liverpool, 12 kilometres south west of Warrington, on the south bank of the Mersey.
- **2011 Census population:** 63,684, in 28, 575 households.¹
- **Local authority:** Halton Borough Council.
- **Local Plan status:** Halton Borough Council Core Strategy Local Plan (adopted 2013).

New Town designation:

- **Designated:** 10 April 1964.
- **Designated area:** 2,930 hectares.
- **Intended population:** 45,000 set out in the masterplan, growing to 70,000 by the 1980s, with view to reaching 100,000 later (population at designation: 28,500).
- **Development Corporation:** Designated to provide housing and employment for people from Liverpool and North Merseyside, exploiting the locational advantages of its site on main road and rail routes and adjacent to the Manchester Ship Canal and the Mersey estuary. Using land to the east of the established town of Runcorn, the New Town was designed to be a balanced community. Development Corporation merged with Warrington Development Corporation 1 April 1981 and wound up 30 September 1989.

Housing, deprivation and health:

- The proportion of homes in Runcorn that are owner-occupied (57.0%) is 0.7% and 5.5% lower than the UK New Towns and UK averages, respectively. Nearly one-third of households in Runcorn are in social rent (32.0%) – 10.5% and 13.8% above the UK New Towns and UK averages, respectively.
- Halton was ranked as the 27th-most deprived borough in England in 2010. It contains ten areas that are in the 3% most deprived in England, seven of which are in Runcorn.
- Halton has, for many years, had some of the poorest health outcomes and shortest life expectancies of any area in

England. The 2011 Census reported that Runcorn has 1-2% fewer people declaring themselves to be in 'good' and 'very good' health, and 2% more declaring themselves to be in 'bad' health, than the UK New Towns and UK averages.

Employment/economic profile:

- The local economy has been subject to major restructuring, with decline in the traditional chemical manufacturing industries that once dominated. There is an emerging logistics sector and growth at Sci-Tech Daresbury, one of two National Science and Innovation Campuses.
- There is still a strong manufacturing base in Runcorn. Its biggest employer is currently Ineos Chlor (former ICI).
- Halton has levels of worklessness and unemployment higher than the North West region and UK averages.
- The Board of the local Sci-Tech Daresbury Enterprise Zone has representation from Liverpool City Region LEP, Greater Manchester LEP, and Cheshire and Warrington LEP.

Development Corporation legacy:

- The masterplan still heavily influences planning policy and development today (a 400 metre maximum walk to a bus stop is now in planning policy for whole Borough).
- New housing is influenced by the New Town vernacular.
- The extent of the town's green space has implications for redevelopment. Some neighbourhoods are presenting regeneration challenges.
- Community development and active community participation are still very strong.
- Some housing design has not stood the test of time, and the covered shopping mall has presented economic and regeneration challenges.

Key issues for the future:

- Housing renewal.
- Town centre regeneration (for both the Old and New Towns).
- Economic growth/job creation.

¹ Totals for the following wards: Mersey, Heath, Grange, Beechwood, Halton Lea, Halton, Norton South, Norton North, Windmill Hill, Halton Castle, Daresbury

Did you know?

The masterplan did not specify a site for a cemetery because the masterplanner thought that in the future most people would be cremated.

Washington

Tyne and Wear

'Mark Two' New Town – Designated 24 July 1964

Faced with the post-war decline of the traditional industries of coal-mining and shipbuilding, with knock-on effects in dependent steel and heavy engineering industries, in 1961 Durham County Council proposed a Designation Order under the 1946 New Towns Act to develop Washington as the region's third New Town, to reverse decline and provide economic and social renewal. In 1963 a Government White Paper proposed that Washington should be developed 'to stimulate faster progress in raising the scale and quality of the region's urban development generally'. Today, Washington has the second-largest population of the Sunderland conurbation sub-areas (approximately 20% of the total population). Developed as a series of villages, it is interspersed with modern employment areas and has proved attractive to businesses and residents alike.



Sunderland City Council

Key facts:

- **Location:** 10 kilometres south of Newcastle, 5 kilometres west of Sunderland.
- **2011 Census population:** 55,196, in 23,517 households.¹
- **Local authority:** Sunderland City Council.
- **Local Plan status:** Saved policies from City of Sunderland UDP (1998) Core Strategy at Preferred Options stage.

New Town designation:

- **Designated:** 24 July 1964.
- **Designated area:** 2,145 hectares, revised to 2,261 hectares.
- **Intended population:** 70,000-80,000 (population at designation: 20,000).
- **Development Corporation:** Designated to boost the region's economic fortunes and improve housing conditions. The masterplan aimed to set new standards of urban development in the region and contribute to lasting prosperity. Unlike some New Towns, the aim was not to create a new focus but to provide interconnecting links between villages which were to be revitalised rather than abandoned. It was unique among contemporary plans in recognising the new factors of rising standards of living and car ownership, and their effect on urban living. Development Corporation wound up 31 March 1988.

Housing, deprivation and health:

- The proportion of homes in Washington that are owner-occupied (63.5%) is in line with the UK average and 5% higher than the UK New Towns average. 27.1% of households are in social rent – 5.5% and 9% higher than the UK New Towns and UK averages, respectively.
- Washington broadly matches the English New Towns and England averages for household deprivation. 41.0% of households are not deprived in any dimensions – 1-1.5% lower than the English New Towns and England averages.
- The 2011 Census reported that 43.7% of Washington residents declared themselves to be in 'very good' health – 3% and 4% lower than the UK New Towns and UK averages,

respectively. 34.5% declared themselves to be in 'good' health, which is slightly higher than the UK New Towns and UK averages, but marginally more people declared 'bad' or 'very bad' health than the UK New Towns and UK averages.

Employment/economic profile:

- Washington has played, and continues to play, a major role in the local and regional economy. In addition to the successful Nissan plant, areas such as Turbine Park (part of the A19 Ultra Low Carbon Vehicle Corridor Enterprise Zone) are attracting major companies to the area. Some of Washington's industrial estates are recognised as Primary Employment Areas due to their importance to Sunderland's economic success.
- Nissan's Sunderland plant (with up to 7,000 jobs) is the UK's biggest ever car plant in terms of output, with more than 500,000 units produced annually (four-fifths for export).
- Within the North East LEP.

Development Corporation legacy:

- The village layouts, open space, employment allocations and surrounding Green Belt are still important characteristics, but future new housing land allocations in the emerging Local Plan are now limited in Washington.
- The New Town was designed with road vehicles, particularly the car, as the primary form of transport. Buses thus comprise the main form of public transport available.

Key issues for the future:

- Planning for growth – there is limited potential for new housing and employment allocations within the built-up area, but a major business park is proposed on Green Belt land that could create over 5,000 jobs in the advanced manufacturing and automotive sectors (to be developed jointly with South Tyneside Council under a City Deal).
- Protecting the characteristics of the New Town and its villages, such as maintaining the separation of conflicting land uses and substantial landscaping and open space.
- Transport planning – there are no passenger rail/Metro services.

¹ Totals for the following wards: Washington North, Washington East, Washington South, Washington West, Washington Central

Did you know?

Washington Old Hall was the family home of George Washington's ancestors.

Craigavon

County Armagh

'Mark Two' New Town – Designated 26 July 1965

The first New Town in Northern Ireland, Craigavon, was conceived in response to the 1962 plan for the Greater Belfast region, and was to be a linear regional town that included the existing towns of Lurgan and Portadown. Today, Craigavon is one of the largest urban centres in Northern Ireland, with around 70% of Craigavon Borough's population living within Craigavon urban area (which includes Lurgan, Portadown and Central Craigavon). Its designation as a New Town has been a major influence on the scale and nature of its development and has contributed to the emergence of a strong industrial base. A number of political issues, demographic changes, some resistance to planning, and over-provision of housing have attracted some criticism and have led to undeveloped areas within the central area.



Wickip11 (Wikimedia Commons)

Key facts:

- **Location:** 34 kilometres south west of Belfast.
- **2011 Census population:** 61,056 in 24,778 households (of the 61,056, 16,792 live within Central Craigavon, the residential area between Lurgan and Portadown).¹
- **Local authority:** Craigavon Borough Council – from April 2015 Armagh-Banbridge-Craigavon Council under Northern Ireland's new local government arrangements.
- **Local Plan status:** Craigavon Area Plan 2010 (adopted 2004), The Craigavon Integrated Development Framework (2010) provides a framework for the Craigavon urban area.

New Town designation:

- **Designated:** 26 July 1965.
- **Designated area:** 2,456 hectares.
- **Intended population:** 120,000 by 1981, and 180,000 by 2000 (population at designation: 61,700).
- **Development Corporation:** Designated to provide a new major base for industry, a new residential settlement to reduce housing and traffic pressures in Belfast, and a service centre to contribute to the regeneration of the south and west of Northern Ireland. The masterplan envisaged Craigavon as a single linked regional city, including Portadown, Lurgan, and the New Town to be developed between them at Brownlow. Development Corporation wound up 1 October 1973.

Housing, deprivation and health:

- The proportion of homes in the Craigavon urban area (UA) that are owner-occupied (59.4%) is just above the UK New Towns average and 4% below the UK average. 17.3% of households are in social rent – 4.2% and 1% lower than the UK New Towns and UK averages, respectively.
- In the Northern Ireland Multiple Deprivation Measure 2010, Craigavon local government district ranks 4 out of 26 (1 = most deprived).
- The 2011 Census reported that 43.9% of Craigavon Urban Area residents declared themselves to be in 'very good'

health – 2.7% and 3.6% below the UK New Towns and UK averages, respectively. 51.3% declared themselves to be in 'good' health (17.5% above the UK New Towns and UK averages), but 4.4% more people declared 'bad' health than the UK New Towns and UK averages.

Employment/economic profile:

- Craigavon Borough has a much stronger-than-average manufacturing base, in both the Northern Ireland and UK contexts. It also has an expanding services sector and a declining agricultural sector.
- Central Craigavon has an important civic and conference function in the Borough. The Rushmere shopping centre, within Craigavon town centre, serves a large catchment.
- Craigavon is strategically located on the key M1 motorway transport corridor and on the Belfast-Dublin railway line.

Development Corporation legacy:

- Central Craigavon was developed without a traditional town centre and today needs regeneration.
- Around 19% of the Development Corporation housing stock was demolished as its design was unsuitable.
- The infrastructure put in place by the Development Corporation makes the town suitable for private investment.
- The Brownlow Community Trust and Brownlow Limited were established in the 1980s.
- One of the key legacies is the provision of recreational and leisure facilities, including Craigavon City Park and Lakes.

Key issues for the future:

- Regeneration without compromising the Lurgan-Portadown-Central Craigavon expansion, including 'big' retail and leisure (of a scale that will not be attracted to Lurgan or Portadown).
- New housing in Central Craigavon.
- Making use of under-used assets, such as green infrastructure.
- Providing better links with surrounding communities.

¹ Totals for the following electoral wards: Woodville, Drumnamoe, Parklake, Court, Knocknashane, Mourneview, Church (all Lurgan); Killycomain, Enderrry, Corcrain, Tavanagh, Ballyoran, Ballybay, Annagh, Brownstown (all Portadown); and Tavanagh, Drumgask, Drumgor, Kernan, Taghnevan (all Central Craigavon – part of Taghnevan in Lurgan)

Did you know?

Craigavon is named after the first Prime Minister of Northern Ireland, Lord Craigavon (James Craig).

Antrim

County Antrim

'Mark Three' New Town – Designated 7 July 1966

Antrim was the smallest of the towns recommended for expansion in the 1962 plan for the Greater Belfast region, but the decision by global paints and chemicals producer British Enkalon (now Akzo Nobel) to locate there in 1961 made it an obvious candidate for development. Today, Antrim is the largest town in Antrim Borough and the largest town close to Belfast International Airport. It lies on the intersection of the key Belfast-Derry/Londonderry and northern transport corridors. Its location makes it attractive to investors, and it is to be regenerated as a counter-magnet to the Belfast Metropolitan Area. Economic drivers revolve around construction, distribution, transport and hospitality. Antrim also offers tourism potential associated with its built and landscape heritage and proximity to Lough Neagh and its tributary rivers.



Albert Bridge/geoograph.org.uk

Key facts:

- **Location:** 21 kilometres north west of Belfast, 18 kilometres south of Ballymena.
- **2011 Census population:** 22,926, in 9,393 households.¹
- **Local authority:** Antrim Borough Council (from April 2015 Antrim and Newtownabbey District Council under Northern Ireland's new local government arrangements).
- **Local Plan status:** Antrim Area Plan 1984-2001 (adopted 1989). Identified as a main hub in the Northern Ireland Regional Development Strategy 2035

New Town designation:

- **Designated:** 7 July 1966. The whole of the rural district of Antrim was designated.
- **Designated area:** 56,254 hectares.
- **Intended population:** 30,000 (population at designation: 7,300).
- **Development Corporation:** Designated to boost the growth of Antrim and neighbouring villages and to redevelop to modern standards. The Antrim and nearby Ballymena New Towns were overseen by a single Antrim and Ballymena Development Commission, but developed as separate entities to reflect their differing characteristics. The Ministry developed the masterplan, with guidance from a steering group of the county and rural councils. Antrim has, overall, progressed faster than Ballymena. Development Corporation wound up 1 October 1973.

Housing, deprivation and health:

- The proportion of homes in Antrim New Town that are owner-occupied (63.1%) is 5.1% higher than the UK New Towns average and in line with the UK average. 19% of households are in social rent – 1.5% lower than the UK New Towns average and 1.2% higher than the UK average. 14.9% of households are in private rent – 1.9% higher than the UK New Towns average and 1.4% lower than the UK average.
- In the Northern Ireland Multiple Deprivation Measure 2010, Antrim local government district ranks 20 out of 26 (1 = most deprived).

- The 2011 Census reported that 45.3% of Antrim New Town residents declared themselves to be in 'very good' health – 1.3% and 2.3% lower than the UK New Towns and UK averages, respectively. 34.0% declared themselves to be in 'good' health – just above the UK New Towns and UK averages. 4.5% and 1.3%, respectively, declared themselves to be in 'bad' and 'very bad' health – broadly in line with the UK New Towns and UK averages.

Employment/economic profile:

- The town is a major industrial centre, with spare capacity in terms of infrastructure and services. It is recognised as being particularly well placed to accommodate long-term housing growth in the region.
- Antrim town centre provides service facilities for the Borough, with excellent healthcare provision and a growing retail offer.
- Economic drivers revolve around construction, distribution, transport and hospitality.

Development Corporation legacy:

- The historic town centre was retained when the New Town was designated.
- There is good access to amenity open space.
- The town benefits from excellent transport networks.
- There are design challenges in the development of vacant and under-utilised sites in the historic town centre and in reconnecting the centre with surrounding neighbourhoods.

Key issues for the future:

- Accommodating growth – 7,500 new dwellings in the Borough.
- Accommodating economic growth – making Antrim a counter-magnet to the Belfast Metropolitan Area.
- Airport-related development.
- Town centre regeneration, including improving accessibility in the town centre through public transport and cycling.

¹ Totals for the following wards: Balloo, Ballycraigy, Farranshane, Fountain Hill, Greystone, Massereene, Springfarm, Steeple, Stiles

Did you know?

Antrim is the only town located on the shores of Lough Neagh, the biggest freshwater lake in Britain and Ireland.

Irvine

North Ayrshire

'Mark Two' New Town – Designated 7 November 1966

In response to the 1966 Scottish Economy White Paper, which stressed the need for Scotland to attract more jobs in new industries and build more and better houses in good-quality environments, Irvine was designated as a New Town to provide a growth point for industrial expansion in Ayrshire. The fifth Scottish New Town, Irvine was different from its predecessors in that it was designed to meet housing demand arising from a rapid increase in labour and industrial development. In response to recession in the 1990s, the Development Corporation sought to reduce unemployment by improving the town's social and environmental conditions. Today, Irvine is the primary retail centre within North Ayrshire. A number of regeneration and employment initiatives are currently under way to revitalise the town.



www.rps.com

Key facts:

- **Location:** 38 kilometres south west of Glasgow, 14 kilometres north of Prestwick – the UK's 'only New Town by the sea'.
- **2011 Census population:** 50,297, in 22,094 households (33,698 people in Irvine, 16,599 in Kilwinning).¹
- **Local authority:** North Ayrshire Council.
- **Local Plan status:** North Ayrshire Council Local Development Plan (adopted 2014).

New Town designation:

- **Designated:** 7 November 1966.
- **Designated area:** 5,020 hectares.
- **Intended population:** 116,000 (in the 1971 masterplan), reduced to 95,000 (in 1981) and (in the run-up to winding up the Development Corporation) 63,000 (population at designation: 34,600).
- **Development Corporation:** Designated to provide a 'growth point' for industrial expansion in Ayrshire. Development Corporation wound up 31 December 1996.

Housing, deprivation and health:

- The proportion of homes in Irvine that are owner-occupied (58.4%) is in line with the UK New Towns average and 5.1% below the UK average. 33.2% of households are in social rent – 12% and 15.4% higher than the UK New Towns and UK averages, respectively. 7.8% of households are in private rent – 5% and 8.5% lower than the UK New Towns and UK averages, respectively.
- The North Ayrshire local authority area ranks 3 out of 32 in the Scottish Indices of Multiple Deprivation (1 = most deprived).
- 49.4% of Irvine residents declared themselves to be in 'very good' health – 2.7% and 1.7% higher than the UK New Towns and UK averages, respectively. 29.8% declared themselves to be in 'good' health (just under 4% lower than the UK New Towns and UK averages), but marginally more people declared 'bad' or 'very bad' health than the UK New Towns and UK averages.

Employment/economic profile:

- Irvine is the primary retail centre within North Ayrshire.
- Only 43.5% of residents aged 16-74 were in employment in 2011 (below the then national average of 69%), but initiatives in employment and training are providing new opportunities for school-leavers and the longer-term unemployed.
- North Ayrshire Council, based at Irvine, is the town's biggest employer.
- The Irvine Bay Regeneration Partnership (a Scottish Urban Development Corporation) was set up in 2006.

Development Corporation legacy:

- The town benefits from imaginative and functional open spaces. An attractive waterfront and a semi-rural environment make Irvine a pleasant place to live, with many leisure opportunities in the town and nearby.
- Ground conditions were such that the masterplan would have been challenging to deliver even if the Development Corporation had not been wound up 'early'.
- Demolition of part of the existing core destroyed historic fabric which may have been an asset if regenerated today.
- Demolition of the bridge over the River Irvine caused accessibility issues.
- The location of the indoor shopping mall poses accessibility and riverfront access problems.

Key issues for the future:

- Town centre regeneration – revitalising the town centre and historic core to improve the town's profile and appeal and to generate a 24/7 economy. The Local Development Plan aims to promote and strengthen Irvine's role by directing major retail, commercial, leisure and other appropriate town centre uses to the town centre, including the development of the Rivergate shopping centre.
- Improving accessibility to employment and training opportunities, building on the Life Science Enterprise Area.
- Improving connections and accessibility across the central area and waterfront to improve local and tourist access.

¹ Locality 2010 Irvine and Kilwinning area used

Did you know?

Irvine was home to Robert Burns for 18 months while he learned about the weaving industry at the heckling shop.

Milton Keynes

Buckinghamshire

'Mark Three' New Town – Designated 23 January 1967

Designated to accommodate overspill from Greater London (the first New Town with this purpose since Bracknell in 1949), Milton Keynes (MK) is the UK's largest and fastest growing New Town. Its strategic location was key to its success in attracting industry and investment. Its iconic grid masterplan and supporting policy provided a framework intended to be flexible enough to accommodate future change and support high social and environmental ambitions. Despite financial setbacks in the 1970s, it has grown to be one of the UK's most successful cities, and is set to double its population through urban extensions. MK contains a number of celebrated stewardship organisations, including the Parks Trust, which manages MK's extensive green infrastructure. It is also home to Britain's only Business Neighbourhood Plan and the MK development tariff.



Destination Milton Keynes

Key facts:

- **Location:** 72 kilometres north west of London, 92 kilometres south west of Birmingham.
- **2011 Census population:** 211,062, in 82,175 households.¹
- **Local authority:** Milton Keynes Council.
- **Local Plan status:** Milton Keynes Local Plan 2001-2011 (adopted 2005). A new plan, Plan:MK, is being prepared.

New Town designation:

- **Designated:** 23 January 1967.
- **Designated area:** 8,870 hectares.
- **Intended population:** 250,000 (population at designation: 40,000).
- **Development Corporation:** The plan for MK used innovative approaches to community and social development, with its grid containing a series of neighbourhood centres and one large central area to serve the whole town, all set within a comprehensive green infrastructure network. Development Corporation wound up 31 March 1992.

Housing, deprivation and health:

- The proportion of homes in MK that are owner-occupied (55.0%) is 3.7% and 8.6% lower than the UK New Towns and the UK averages, respectively. 20.1% of households are in social rent – 1.4% lower than the UK New Towns average and 1.9% higher than the UK average. 18.0% of households are in private rent – 5.1% and 1.8% higher than the UK New Towns and UK averages, respectively.
- Household deprivation statistics are broadly in line with, or more positive than, the UK New Towns and UK averages. 45.3% of households are not deprived in any dimension – around 3% higher than the UK New Towns and UK averages. A lower proportion of households are deprived in three or four dimensions compared with the UK New Towns and UK averages.
- The 2011 Census reported that 47.6% of MK residents declared themselves to be in 'very good' health – 1% higher than the UK New Towns average and in line with the UK

average. The numbers declaring 'bad' or 'very bad' health are below the UK New Towns and UK averages.

Employment/economic profile:

- The Borough is one of the fastest growing local authority areas in the UK in terms of both population and jobs.
- MK has more jobs than people of working age living within the Borough to fill them, resulting in net in-commuting.
- MK is the geographical centre of the South East Midlands LEP area.
- MK Development Partnership has been established by the Council as an urban regeneration agency. In 2013 the Council took control of the remaining New Town assets from the HCA.

Development Corporation legacy:

- The Local Plan Core Strategy takes forward key principles from the original masterplan.
- MK has a high-quality green space network, including linear parks, a strategic sustainable flood and drainage system and extensive grid road planting, managed by the Parks Trust.
- MK has a mixed, multi-sector employment base.
- MK has a good stock of affordable housing (although some estates are now in need of renewal).
- MK benefits from the MK Community Foundation and Parks Trust stewardship bodies, and its City Discovery Centre.
- MK's extensive, separated cycleway system is today considered by some to be unsafe as it is not overlooked.
- Despite being designed for all modes of transport, including a (never fully realised) rapid bus system along its grid roads, MK is criticised for encouraging reliance on the private car.

Key issues for the future:

- Planning, managing and delivering growth.
- Securing infrastructure to support growth.
- Regenerating older New Town areas and infrastructure.
- Maintaining the positive components of the New Town and balancing them with the requirements and environments necessary to continue the city's success.

¹ Totals for the following 'urban' wards: Bletchley and Fenny Stratford, Bradwell, Campbell Park, Denbigh, Eaton Manor, Emerson Valley, Furzton, Linford North, Linford South, Loughton Park, Middleton, Stantonbury, Stony Stratford, Walton Park, Whaddon, Wolverton, Woughton

Did you know?

It is said that Milton Keynes' masterplanners envisaged a 'city of trees', with no building taller than the height of a tree canopy.

Peterborough

Cambridgeshire

'Mark Three' New Town – Designated 21 July 1967

Peterborough was a city long before it was designated a New Town. The feasibility of a large-scale expansion of Peterborough was first examined in the early 1960s, when Sir Henry Wells carried out a study for the Government on providing homes, workplaces and services and amenities for 70,000 incomers. The expanded town would take up London 'overspill' and create a regional growth city, acting as a counter-magnet to the capital. Today, Peterborough is an important regional centre, providing employment and services for people across a wide catchment area. It has been growing for many years, through a mixture of peripheral expansion and the redevelopment of vacant and derelict sites within the urban area. One of the most noticeable examples of this is at Hampton, a major urban extension under way on reclaimed brickfields.



David Lock Associates

Key facts:

- **Location:** 124 kilometres north of London, 56 kilometres north east of Northampton.
- **2011 Census population:** 183,631, in 74,023 households.¹
- **Local authority:** Peterborough City Council.
- **Local Plan status:** Peterborough Core Strategy Development Plan Document (adopted 2011).

New Town designation:

- **Designated:** 21 July 1967.
- **Designated area:** 6,455 hectares.
- **Intended population:** 188,000 (population at designation: 81,000).
- **Development Corporation:** Aimed to help relieve London's housing needs, absorb some of the natural increase in the population of the South East, and improve the existing city. The New Town's township concept was the central feature of the Hancock Hawkes advisory plan of 1968 and of the Development Corporation's masterplan of 1970. Development Corporation wound up 30 September 1988.

Housing, deprivation and health:

- The proportion of homes in Peterborough that are owner-occupied (59.3%) is 0.6% higher than the UK New Towns average and 4.3% lower than the UK average. 19.5% of households are in social rent – 2.0% lower than the UK New Towns average and 1.4% higher than the UK average. 19.1% of households are in private rent – 6.2% and 3.4% higher than the UK New Towns and UK averages, respectively.
- Household deprivation is broadly in line with the English New Towns and England averages. 40.1% of households are not deprived in any dimension – around 2% lower than the English New Towns and England averages. 0.7% are deprived in four dimensions – 0.1% lower than the English New Towns average and 0.1% higher than the England average.
- The 2011 Census reported that 44.3% of Peterborough New Town residents declared themselves to be in 'very good' health – 2.4% and 3.3% lower than the UK New Towns and

UK averages, respectively. 37.3% declared themselves to be in 'good' health – around 3.5% higher than the UK New Towns and UK averages. 4.0% and 1.1%, respectively, declared 'bad' and 'very bad' health – 0.1-0.3% lower than the UK New Towns and UK averages.

Employment/economic profile:

- Peterborough has a diverse economy. Two of the biggest employers are in the public sector, but large numbers of people are employed in a range of service industries, including insurance, publishing, travel, retailing and logistics. Manufacturing still has a significant place in the economy. An important characteristic is Peterborough's concentration of companies engaged in environment-related activities.
- Within the Greater Cambridge Greater Peterborough LEP.

Development Corporation legacy:

- The character of the modern city of Peterborough is often associated with its New Town background, but its core also contains important historic buildings and the surrounding rural area contains high-quality historic environments.
- The new Orton, Bretton and Werrington townships were designed to include a generous provision of open space. Their well integrated green infrastructure is easily accessible by local residents, but some play areas are too small and suffer from vandalism and anti-social activities because of a lack of natural casual surveillance.
- The landscaped parkways are an important part of the city's 'Green Grid'.

Key issues for the future:

- Delivering viable growth with appropriate infrastructure.
- Delivering sustainable development that contributes to Peterborough's ambition to be Environment Capital of the UK.
- Improving the quality of life for people and communities through new development, regeneration, the provision of services and facilities, and the protection and enhancement of heritage and environmental assets.

¹ Peterborough City Council area data used owing to the tight administrative boundary

Did you know?

Peterborough's 40th anniversary was marked by a three-year 'Forty Years On' programme of theatre, oral history and archive events.

Ballymena

County Antrim

'Mark Three' New Town – Designated 31 July 1967

The 1962 plan for the Greater Belfast region recommended the expansion of a number of existing towns in the region in order to reduce the concentration of population and employment in Belfast. Ballymena's close links with Antrim led to their joint designation and development by a single Development Corporation. Ballymena has a stronger industrial base and a larger sphere of influence and so has most of the large shops, malls, offices and administrative functions. Today, Ballymena benefits from an excellent location on the edge of the Belfast Metropolitan Area, with easy access to the International and City Airports and the ports of Larne and Belfast. It is a significant retail centre and is complemented by nearby tourism attractions. A targeted investment strategy aims to further develop the town's role as a cultural and visitor centre.



Department of the Environment, Northern Ireland

Key facts:

- **Location:** 40 kilometres north west of Belfast, 18 kilometres north of Antrim.
- **2011 Census population:** 33,249, in 12,263 households.¹
- **Local authority:** Ballymena Borough Council (from April 2015 Mid and East Antrim District Council under Northern Ireland's new local government arrangements).
- **Local Plan status:** Ballymena Area Plan 1986-2001.

New Town designation:

- **Designated:** 31 July 1967. The entire rural area was designated, with 'distinguished' boundaries for Ballymena town and the four 'key' villages of Ahoghill, Broughshane, Culleybackey and Kells/Connor.
- **Designated area:** 63,661 hectares.
- **Intended population:** 60,000 (population at designation: 25,000).
- **Development Corporation:** Designated to expand the growth town of Ballymena and villages in the hinterland and redevelop to modern standards. The Ballymena and nearby Antrim New Towns were overseen by a single Antrim and Ballymena Development Commission, but developed as separate entities to reflect their differing characteristics. The Ministry developed the masterplan, with guidance from a steering group of county and rural councils. Development Corporation wound up 1 October 1973.

Housing, deprivation and health:

- The proportion of owner-occupied homes in Ballymena (64.6%) is 6.0% and 1.1% higher than the UK New Towns and UK averages, respectively. 15.4% of households are in social rent – 6.1% and 2.8% lower than the UK New Towns and UK averages, respectively. 17.4% of households are in private rent – 4.5% and 1.2% higher than the UK New Towns and UK averages, respectively.
- In the Northern Ireland Multiple Deprivation Measure 2010, Ballymena local government district ranks 11 out of 26 (1 = most deprived).

- The 2011 Census reported that 44.2% of Ballymena New Town residents declared themselves to be in 'very good' health – 2.5% and 3.4% lower than UK New Towns and UK averages, respectively. 35.3% of residents declared themselves to be in 'good' health – around 1.5% higher than the UK New Towns and UK averages. 3.7% and 0.9%, respectively, declared 'bad' and 'very bad' health – less than 1% lower than the UK New Towns and UK averages.

Employment/economic profile:

- The Borough has good road and rail network connections and is close to Belfast International and City Airports.
- With a vibrant mix of national and independent businesses, Ballymena is one of the province's top retail destinations.
- Ballymena is one of three hubs within Northern Ireland recognised as having a sub-regional role and is expected to generate higher levels of future growth.
- 41.9% of those aged 16-74 (excluding students) are in employment.

Development Corporation legacy:

- Vesting powers for New Towns were left intact after most of the New Towns Act (Northern Ireland) 1965 was dismantled. Although slowed by changes in the policy and strategy environment, the development of Ballymena New Town carried on according to the masterplan even after it was revised in the adopted Area Plan of 1989.

Key issues for the future:

- Improving the quality of the town centre.
- Accommodating housing growth – the Regional Development Strategy 2035 set the housing growth indicator for 2008-2025 for Ballymena District (not just the town) at 6,400.
- Improving accessibility – public transport access and cycling provision.
- Improving connections and accessibility across the central area and waterfront to improve local accessibility and enhance the tourism offer.

¹ Totals from the following wards: Academy, Ardeevin, Ballee, Ballykeel, Ballyloughan, Broughshane, Castle Demesne, Dunlug, Fair Green, Galgorm, Harryville, Moat, Park, Summerfield

Did you know?

Ballymena is also known as the 'City of the Seven Towers', referring to the seven church towers within the town in the 1800s.

Newtown

Powys

'Mark Three' New Town – Designated 18 December 1967

In 1957 a group of county councils established the Mid-Wales Industrial Development Association – one of the first regional development bodies in the UK – to arrest rural depopulation in Mid-Wales, promote industry and revitalise economic and social life. Following an initial proposal for a large NewTown, a more modest approach was adopted, based on the expansion of the existing market town of Newtown under a new Mid-Wales Development Corporation (succeeded on dissolution by the Development Board for Rural Wales). The expansion of Newtown was to involve the provision of cultural and commercial facilities to encourage and sustain immigration. Factories were built in advance of homes to accelerate development. Today, Newtown is the largest town in mid-Wales and a primary key settlement in the Wales Spatial Plan.



Key facts:

- **Location:** 53 kilometres east of Aberystwyth, 51 kilometres south west of Shrewsbury.
- **2011 Census population:** 11,357, in 5,015 households.¹
- **Local authority:** Powys County Council.
- **Local Plan status:** Powys Local Development Plan 2011-2026 Deposit Draft, published in July 2014. Wales Spatial Plan (adopted 2004, updated 2008).

New Town designation:

- **Designated:** 18 December 1967.
- **Designated area:** 606 hectares.
- **Intended population:** 13,000 (population at designation: 5,500).
- **Development Corporation:** Designated to stem the depopulation of rural Mid-Wales and to create conditions for economic growth in the area. Outline plan drawn up by Cwmbrian Development Corporation, acting as agents for the Mid-Wales Development Corporation. Development Corporation wound up 31 March 1977.

Housing, deprivation and health:

- The proportion of homes in Newtown that are owner-occupied (52%) is 6.7% and 11.5% lower than the UK New Towns and UK averages, respectively. 30.7% of households are in social rent – 9.2% and 12.6% higher than the UK New Towns and UK averages, respectively.
- 36.7% of Newtown households are not deprived in any dimension – 0.9% and 2.3% lower than the Welsh New Towns and Wales averages, respectively. 35.2% of Newtown households are deprived in one dimension – 1.6% and 3.2% higher than Welsh New Towns and Wales averages, respectively. The numbers of Newtown households in deprivation in two, three or four dimensions are lower than the Welsh NewTown and Wales averages.
- The 2011 Census reported that 43.6% of Newtown residents declared themselves to be in 'very good' health – 3.1% and 4.0% lower than the UK New Towns and UK averages, respectively. 35.5% declared themselves to be in 'good'

health – a little over 1.5% higher than the UK New Towns average and UK averages. 5.3% and 1.4%, respectively, declared themselves to be in 'bad' and 'very bad' health – just over 1% higher than the UK New Towns and UK averages for 'bad' health and around 0.2% above the UK New Towns and UK averages for 'very bad' health.

Employment/economic profile:

- As a primary key settlement, Newtown offers a variety of small, locally owned businesses and some national retailers, serving its resident population and the wider Mid-Wales area.
- Newtown has recently seen large new retail developments, including new supermarkets.
- Newtown is within the Powys Local Growth Zone.
- Powys Regeneration Partnership is bringing £4 million into the local economy for innovative regeneration through local business and community groups, funded through the Rural Development Plan, supported by the Welsh Government and the European Agricultural Fund for Rural Development.

Development Corporation legacy:

- The majority of the new housing was well designed.
- Flood control defences and the riverside parkland are assets.
- There was substantial industrial development and relocation of fellmongery 'downwind' and out of town.
- Not all the road infrastructure envisaged has materialised.
- Some pre-designation Newtown residents still criticise what they considered to be a housing allocation policy in parts of Newtown that did not favour existing residents.

Key issues for the future:

- Development of a premium business site.
- Providing housing to accompany strategic employment sites.
- Restoring the Montgomery Canal and promoting it for tourism.
- Transport network improvements, such as the Newtown bypass, to support development and regeneration opportunities in parts of Powys.

¹ Newtown and Llanllwchaearn (parish) Census data used

Did you know?

Social reformer and industrial pioneer Robert Owen was born in Newtown in 1771 and left to seek his fortune ten years later.

Northampton

Northamptonshire

'Mark Three' New Town – Designated 14 February 1968

Historically a market town, Northampton was designated as a New Town to accommodate London overspill and provide for regional growth. Development was promoted as a partnership between the local authority, leading on the development in the central area, and the Development Corporation, focusing on expansion in new areas. Today, Northampton is the wider area's main employment, retail and cultural centre, providing the main services and facilities for the wider population of Northamptonshire. It has been recognised as a location for growth, and it is anticipated that its population will continue to grow to approximately 240,000 by 2026, mainly through sustainable urban extensions. A programme of regeneration projects is also under way to revitalise the town.



David Lock Associates

Key facts:

- **Location:** 108 kilometres north west of London, 16 kilometres north west of Milton Keynes, on the M1.
- **2011 Census population:** 212,069, in 88,731 households.¹
- **Local authority:** Northampton Borough Council. Planning at a more strategic level is led by the West Northamptonshire Joint Strategic Planning Committee (a partnership of Northampton Borough, Daventry District, South Northamptonshire and Northamptonshire County Councils).
- **Local Plan status:** Northampton Central Area Action Plan (adopted 2013). West Northamptonshire Joint Core Strategy (adopted 2014).

New Town designation:

- **Designated:** 14 February 1968.
- **Designated area:** 8,081 hectares.
- **Intended population:** 260,000 (population at designation: 133,000).
- **Development Corporation:** Designated to provide homes and jobs for Londoners and to help relieve pressure on restraint areas and areas of undue pressure in the South East. Development Corporation wound up 31 March 1985

Housing, deprivation and health:

- The proportion of homes in Northampton that are owner-occupied (62.7%) is 4% higher than the UK New Towns average and less than 1% lower than the UK average. 17.0% of households are in social rent – 4.5% and 1.1% lower than the UK New Towns and UK averages, respectively. 17.8% of households are in private rent – 4.9% and 1.6% higher than the UK New Towns and UK averages, respectively.
- Northampton Borough contains significant pockets of deprivation in the central and eastern areas, with 16 wards that are among the most deprived 20% in the country.
- The 2011 Census reported that 46.4% of Northampton residents declared themselves to be in 'very good' health – 0.3% and 1.2% lower than UK New Towns and UK averages, respectively. 36.5% of residents declared themselves to be

in 'good' health – around 2.5% higher than the UK New Towns and UK averages. 3.6% declared 'bad' health – 0.7% lower than the UK New Towns and UK averages.

Employment/economic profile:

- Northampton accounts for nearly 70% of jobs in West Northamptonshire, where creation of office jobs has been high over the last ten years or so, largely associated with Northampton. Strong growth in the warehouse sector has been due to the town's strategic location.
- 80% of those working in Northampton also live within the Borough, with the majority of trips to work being of less than 5 kilometres (albeit 61% are made by car).
- Within Northamptonshire Enterprise Partnership LEP.

Development Corporation legacy:

- Northampton East consists of a series of communities and estates largely built under the New Town expansion, using Radburn design principles to separate pedestrian and vehicle movements and ensuring that residents have good access to local facilities. Some estates require significant renewal.
- The New Town estates were built as separate units, each with its own identity.
- Northampton East has higher-than-average amounts of green space compared with the rest of the town, but the quality of these spaces varies significantly.
- In the New Town estates car dependency is higher and public transport less accessible compared with the rest of the town.

Key issues for the future:

- Northampton town centre has many good attributes, not least its historic buildings, but is in need of regeneration and new investment. Service provision has not kept pace with housing growth.
- Planning for growth.
- Improving accessibility and dealing with traffic congestion.
- Improving the management of green spaces, including a new town park.

¹ Borough level data used owing to the tight administrative boundary

Did you know?

Northampton has the biggest market square in England.

Warrington

Cheshire

'Mark Three' New Town – Designated 26 April 1968

Initially designated with twin aims of accommodating Manchester overspill and revitalising industrial areas, Warrington's purpose soon became to provide a natural growth point for North West England. Warrington has evolved from a medium-sized industrial town to the home of major national and international companies, attracting workers from across the region. Following a period of constrained growth, the town is undertaking an ambitious economic growth and regeneration programme which seeks to regenerate the town centre and harness the town's natural locational advantage for major economic growth. A public-private sector partnership has been established to drive growth forward. Warrington is now nationally recognised as one of the most successful economic growth centres outside London.



Warrington Borough Council

Key facts:

- **Location:** 27 kilometres south west of Manchester, 26 kilometres east of Liverpool.
- **2011 Census population:** 171,840, in 73,411 households.¹
- **Local authority:** Warrington Borough Council.
- **Local Plan status:** Local Plan Core Strategy (adopted 2014).

New Town designation:

- **Designated:** 26 April 1968.
- **Designated area:** 7,535 hectares.
- **Intended population:** 210,000 (population at designation: 124,000).
- **Development Corporation:** Aimed to provide a wide range of opportunity and choice, make Warrington an attractive place in which to live and work, facilitate growth and change, and employ a rational use of resources in four district centres and a town centre. Development Corporation wound up 30 September 1989.

Housing, deprivation and health:

- 69.1% of homes in Warrington are owner-occupied. 19.9% of households are in social rent, and 11.4% of households are in private rent.
- Warrington has fewer deprived households than the English New Towns and England averages. 46.0% of households are not deprived in any dimension – around 3% higher than the English New Towns and England averages. 11 Super Output Areas (SOAs) fall into the 10% most deprived nationally, but 39 are ranked among the 20% most affluent nationally. A significant percentage of the Borough's SOAs (concentrated within the town centre and inner Warrington) rank among the worst nationally for health and disability deprivation.
- The 2011 Census reported that 49.5% of Warrington residents declared themselves to be in 'very good' health, 32.9% in 'good' health, 12.2% in 'fair' health, 4.25% in 'bad' health, and 1.2% in 'very bad' health.

Employment/economic profile:

- Traditionally, Warrington has benefited from a broadly based industrial structure, with manufacturing jobs in a wide range of industries.
- Warrington has a strong and resilient economy. Since the changes brought about by New Town growth (new workforce and employment opportunities), Warrington has developed a strong labour market. Current land take-up is good, and the Borough has a strong and diverse land and premises offer. Omega, Warrington is one of the largest employment sites in Western Europe.
- Within Cheshire and Warrington LEP.

Development Corporation legacy:

- Retailing has been decentralised to district centres in suburban locations and the Gemini out-of-centre retail park.
- The town's Sankey Valley Linear Park is characterised by 'New Town' ecology-led landscaping.
- Warrington is fairly car dependent as a result of dispersed development patterns.
- Warrington New Town's transportation infrastructure was only part-completed, resulting in significant congestion.
- There is a very strong and positive working relationship between the Council and the HCA (together the largest landowners in the town).

Key issues for the future:

- Delivering 'Warrington means Business', the town's economic growth and regeneration programme.
- Regenerating the town centre – focusing on getting more people living in the heart of the town.
- Regenerating Warrington's waterfront – a major large-scale development opportunity requiring significant infrastructure investment.
- Dealing with the success of growth, including tackling congestion and providing essential infrastructure.

¹ Totals for the following wards: Appleton, Bewsey and Whitecross, Birchwood, Fairfield and Howley, Grappenhall and Thelwall, Great Sankey North, Great Sankey South, Hatton, Stretton and Walton, Latchford East, Latchford West, Orford, Penketh and Cuedley, Poplars and Hulme, Poulton North, Poulton South, Rixton and Woolston, Stockton Heath, Westbrook, Whittle Hall

Did you know?

In 2014 Warrington was ranked the fastest growing 'region' in the North of England in the RBS Regional Growth Tracker, and scored highly in Grant Thornton's English cities economic growth (second) and dynamism (ninth) indices.

Derry/Londonderry

County Derry/County Londonderry

'Mark Three' New Town – Designated 5 February 1969

Unlike Craigavon and Antrim, Derry/Londonderry was not designated to attract overspill population from Belfast but as a means of delivering economic and industrial development and reducing unemployment. Derry/Londonderry has had to cope with an inherent sense of physical isolation, as well as enduring 25 years of violence and civil unrest. Its strategic location on a river estuary in Ireland's North West has historically and geographically defined its role over the centuries as the principal city of the region. Today, Derry/Londonderry is a major service centre for the region. It has some pockets of severe deprivation and has suffered in the economic downturn, but is undertaking an ambitious regeneration programme to address its problems. It is a university city and was UK Capital of Culture in 2013.



Zoecreative (Wikimedia Commons)

Key facts:

- **Location:** 120 kilometres north west of Belfast.
- **2011 Census population:** 87,820, in 33,814 households.¹
- **Local authority:** Derry City Council, Department of the Environment Northern Ireland Executive.
- **Local Plan status:** Derry Area Plan 2011 (adopted 2000). Regional Development Strategy for Northern Ireland up to 2025. Regeneration Plan for Derry/Londonderry.

New Town designation:

- **Designated:** 5 February 1969.
- **Designated area:** 36,610 hectares.
- **Intended population:** 94,500 (population at designation: 82,000).
- **Development Corporation:** Worked to an Area Plan that was like a New Town masterplan but included both strategic and local objectives. Detailed plans for each area of the city followed. Development Corporation wound up 1 October 1973.

Housing, deprivation and health:

- The proportion of homes in Derry/Londonderry that are owner-occupied (53.9%) is 4.8% and 9.6% lower than the UK New Towns and UK averages, respectively. 25.7% of households are in social rent – 4.3% and 7.7% higher than the UK New Towns and UK averages, respectively.
- In the Northern Ireland Multiple Deprivation Measure 2010, Derry/Londonderry local government district ranks 3 out of 26 (1 = most deprived).
- The 2011 Census reported that 47.6% of Derry/Londonderry residents declared themselves to be in 'very good' health – in line with the UK average and 0.9% higher than the UK New Towns average. 29.4% declared themselves to be in 'good' health – a little over 4% lower than the UK New Towns and UK averages. 5.8% declared 'bad' health – approximately 1.5% higher than the UK New Towns and UK averages. Around 0.4% more people declared 'very bad' health than the UK New Towns and UK averages.

Employment/economic profile:

- The city is a major service centre and provides shopping, educational and other services for its district and for the neighbouring districts of Limavady, Strabane and parts of County Donegal.
- The 2011 Regeneration Plan notes that the city sits at, or near the bottom of, the league table of UK urban areas in a range of measures, including the employment rate, the rate of youth unemployment, the economic inactivity rate, the proportion of the working-age population with no qualifications, levels of benefit dependency, resident wages levels, and the concentration of professional services employment. However, the Regeneration Plan is set to transform the city through a series of regeneration and investment initiatives.

Development Corporation legacy:

- A reference to 'planned settlements' as a built environment legacy is included in the 2011 Area Plan.
- Despite political instability, the thrust of the original Area Plan has been achieved on the ground.

Key issues for the future:

- Improving employment and the economy through regeneration programmes, and building on opportunities arising from the return of town planning powers and functions to local authorities in April 2015.
- Improving skills and employment and expanding the higher-education offer in the city.
- Building better communities through the Foyle Valley Gateway initiative and the regeneration of neighbourhoods and the public realm.
- Encouraging healthier lifestyles and health for all.
- Promoting sustainability by improving transport and promoting the green economy.
- Establishing a city development limit to prevent sprawl, using a Green Belt designation.

¹ Totals for the following wards: Altnagelvin, Ballynashallog, Beechwood, Brandywell, Carn Hill, Caw, Clondermot, Creggan Central, Creggan South, Crevagh, Culmore, Ebrington, Enagh, Foyle Spring, Kilfennan, Lisnagelvin, Pennyburn, Rosemount, Shantallow East, Shantallow West, Springtown, Stand, The Diamond, Victoria, Westland

Did you know?

The 17th century walls that encircle the old city centre make Derry the most complete walled city on the island of Ireland.

Central Lancashire

Lancashire

'Mark Three' New Town – Designated 26 March 1970

Central Lancashire New Town was essentially a regeneration and development programme for Preston, Leyland and Chorley. The scale of development proposed was considered to be too much for municipal delivery, so the Central Lancashire Development Corporation was designated to drive delivery – a bold move requiring tact, consultation and co-operation between seven local authorities. The Development Corporation had just a 15-year lifespan and is considered more akin to an Urban Development Corporation than a New Town Development Corporation. Central Lancashire was never intended to be recognised as a New Town in its own right. Today, Preston is a 'Primary Urban Area'. Recognising opportunities and key links, since 2008 Preston, Leyland and Chorley Councils have been working together on a joint Local Plan.



Andrew Giff/Geograph.org.uk

Key facts:

- **Location:** 38 kilometres north west of Manchester, located on the M6 motorway and the West Coast Main Line.
- **2011 Census population:** 313,332, in 131,637 households.¹
- **Local authority:** The former New Town area is split between Preston City and Chorley and South Ribble Borough Councils.
- **Local Plan status:** Central Lancashire Joint Core Strategy (adopted 2012).

New Town designation:

- **Designated:** 26 March 1970.
- **Designated area:** 14,267 hectares.
- **Intended population:** 321,500 by 1986, rising to 420,000 by 2001 (population at designation: 235,300).
- **Development Corporation:** The outline plan, for development in a main centre (Preston) and enlarged townships (based on Leyland and Chorley), was designed to respond to changing demographic needs. The townships were to be separated by areas of open space and tree belts. Development Corporation wound up 31 December 1985.

Housing, deprivation and health:

- The proportion of homes in in the former Central Lancashire New Town area that are owner-occupied (69.0%) is 10.3% and 5.5% higher than the UK New Towns and UK averages, respectively. 15.6% of households are in social rent – 5.7% and 2.4% lower than the UK New Towns and UK averages, respectively. 13.6% of households are in private rent – 0.6% higher than the UK New Towns average and 2.7% lower than the UK average.
- 44.5% of households are not deprived in any dimension – 2.5% and 2.0% higher than the English New Towns and England averages, respectively. 31.3% are deprived in one dimension, 18.4% in two dimensions, 5.3% in three dimensions, and 0.5% in four dimensions – all 1-3% lower than the English New Towns and England averages (except for deprivation in three dimensions, which is 0.1% higher than the England average).

- The 2011 Census reported that 47.1% of Preston built-up area residents declared themselves to be in 'very good' health – 0.4% higher than the UK New Towns average and 0.5% lower than the UK average. There is less than 0.2% difference in those reporting 'bad' and 'very bad health' in the Preston built-up area compared with the UK New Towns and UK averages.

Employment/economic profile:

- The area's largest settlement, Preston, is its main retail and commercial centre, with a large and successful university. Leyland and Farington have a strong and diverse manufacturing base, and Chorley is a thriving market town.
- Preston increased its number of private sector jobs by around 16% between 1998 and 2008, the third-strongest performance among England's cities, but despite city-wide growth the city centre has recently lost private sector jobs.
- Within Lancashire Enterprise Partnership LEP.

Development Corporation legacy:

- There is a positive attitude to growth and joint working.
- The area benefits from green wedges of open country.
- The area benefits from good transport infrastructure.
- There are a number of sites now owned by the HCA, and also a number of sites with extant planning permissions resulting from commitments under the 1981 New Towns Act.

Key issues for the future:

- Managing and locating growth. Central Lancashire was designated as a growth point and the Preston area needs to accommodate 22,000 homes over the next 15 years.
- Delivering infrastructure to meet future needs.
- Planning for more sustainable travel.
- Providing good-quality affordable homes for all.
- Encouraging economic prosperity through employment provision, tourism, retail and education provision, and rural economic development.
- Improving design quality, health and wellbeing and addressing climate change.

¹ NOMIS Census data used for the Preston built-up area: the total for three local authorities would be too inaccurate and ward-level analysis too complex

Did you know?

Preston is home to Europe's largest bus station, given Grade II listed status for its controversial brutalist architecture.



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