

a new future for new towns

Lessons from the TCPA New Towns Network

Including Five-Minute Fact Sheets





***A New Future for New Towns: Lessons from the TCPA New Towns Network
Including Five-Minute Fact Sheets***

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Acknowledgements

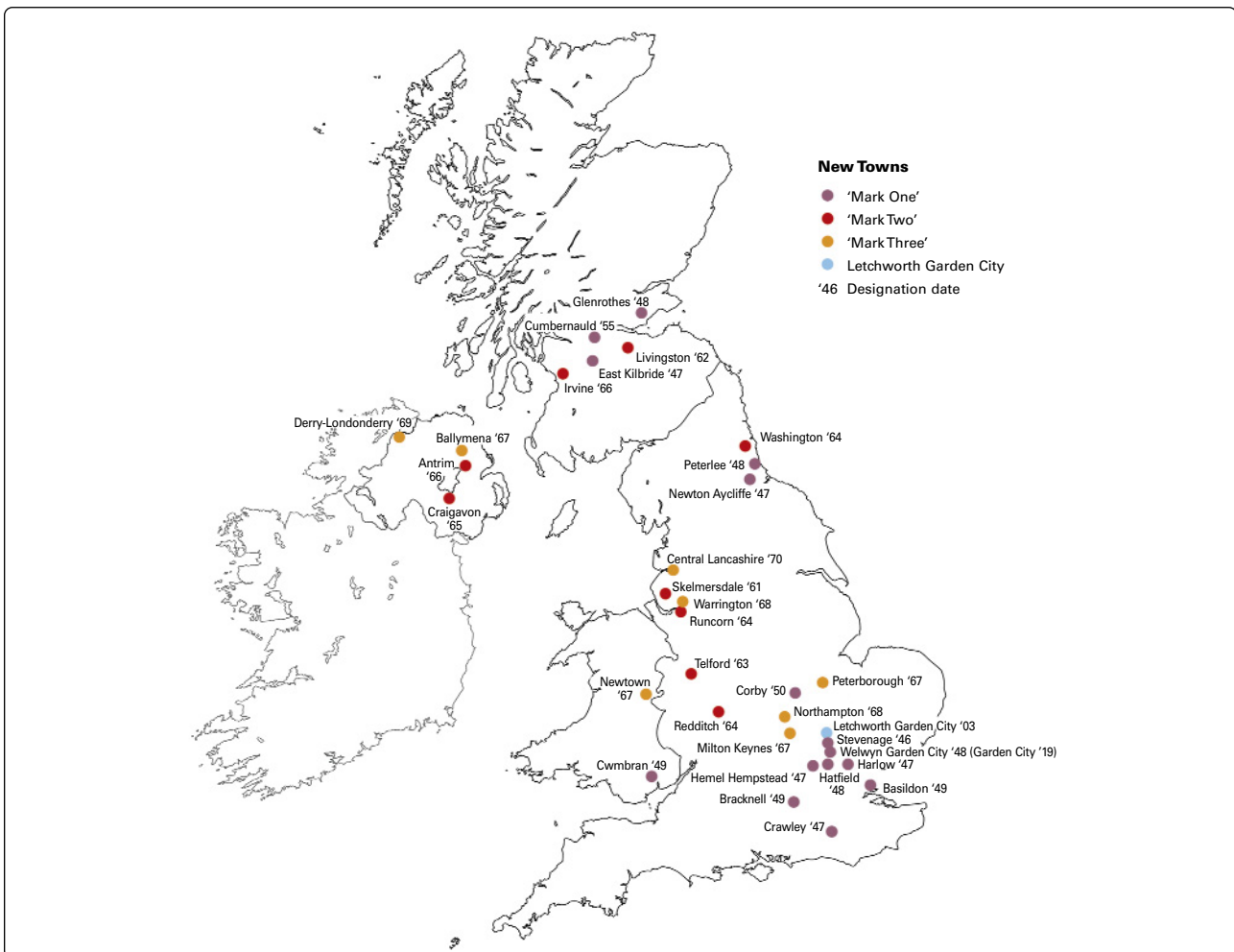
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Cover photo: Milton Keynes, courtesy of Destination MK

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Introduction



The locations and designation/founding dates of the 32 UK New Towns and the two Garden Cities

The New Towns programme, with its three phases between 1946 and 1970, was the most ambitious town-building programme ever undertaken in the United Kingdom. Alongside legislation in Scotland and Northern Ireland, the New Towns Act 1946 led to the delivery of 32 New Towns across the UK. These towns are now home to around 2.8 million people. The legislation set out how New Towns would be delivered by powerful, long-life, dedicated organisations called New Town Development Corporations. These bodies had a range of borrowing, planning and masterplanning powers, and the ability to acquire land by compulsory purchase and proactively manage the values created as the towns developed.

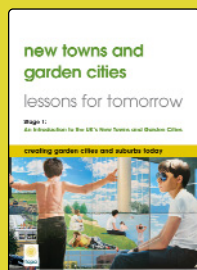
The landmark 1946 legislation set the path for an ambitious new future for the nation following the Second

World War. Reflecting the spirit of the Garden City movement, the purpose of the New Towns was not simply to provide homes and jobs, but to create socially balanced communities that integrated employment, homes and social life to provide opportunities for all. The New Towns were designed and delivered with principles of innovation, experimentation and social development in mind. The New Towns programme, combined with its premature end in the 1980s (with its fire-sale of Development Corporation assets and no consideration given to long-term stewardship for the ambitious places that they created), has left a dual legacy of both positive ambition and betrayal, leaving New Town authorities and their communities on their own and without support to fully capture the unique opportunities presented and overcome obstacles to growth and renewal.

Box 1

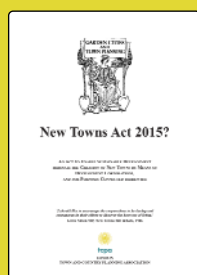
TCPA publications on New Towns

This report does not set out a detailed history of the New Towns; rather, it provides a brief update on the current situation and builds upon a range of publications produced by the TCPA in recent years, celebrating and reflecting on the contribution of New Towns to life in the UK.



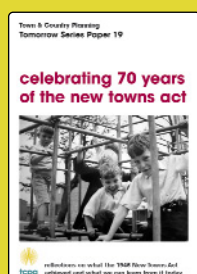
- The 'New Towns and Garden Cities – Lessons for Tomorrow' research project (2014–2015) explored how New Towns were delivered, what they achieved, and what we can learn from them to support the delivery of new communities today. The Stage 1 report, *An Introduction to the UK's New Towns and Garden Cities* (published in 2014), provides an overview of the New Towns and the Garden City movement. The Stage 2 report, *Lessons for Delivering a New Generation of Garden Cities* (published in 2015), looks at what experience from the New Towns can teach us about overcoming specific delivery challenges faced when delivering new communities today.

See <https://www.tcpa.org.uk/research-gent>



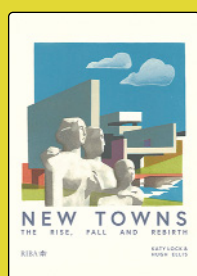
- A further TCPA report, *New Towns Act 2015?* (published in 2014), examines how the New Towns Act could be modernised to deliver a new generation of Garden Cities – combining the delivery mechanisms of the New Towns with the values and place-making principles of the Garden City movement.

See <https://www.tcpa.org.uk/new-towns-act-2015>



- To celebrate the 70th anniversary of the 1946 New Towns Act and of the designation of the first New Town at Stevenage, the TCPA issued a set of think-pieces, *Celebrating 70 Years of the New Towns Act* (published in 2017), providing a snapshot of how the New Towns Act affected the lives of individuals and the nation as a whole. It contains personal reflections and commentary from those who have lived in, worked in and explored the New Towns, and it touches on lessons for the communities of tomorrow.

See <https://www.tcpa.org.uk/nta-70>



- *New Towns: The Rise, Fall and Rebirth*, a book written by TCPA staff members (published in 2020 by RIBA Publishing), offers a new perspective on the New Towns record and uses case studies to address the myths and realities of the New Towns programme. It provides valuable lessons for the growth and renewal of the existing New Towns and post-war housing estates and town centres, including recommendations for practitioners, politicians and communities interested in the renewal of existing New Towns and the creation of new communities for the 21st century.

See <https://www.tcpa.org.uk/shop/new-towns-the-rise-fall-and-rebirth>



- Drawing on lessons from the New Towns programme and on learning gained in addressing the challenges of, and the need for, large-scale development, the *Unlocking the Potential of Large-Scale New Communities* report (published in 2021) sets out key actions that local and national government could take to unlock the opportunities that large-scale new community building offers. It offers recommendations on the best form of delivery vehicle to use and how to best identify need and location.

See <https://www.tcpa.org.uk/unlocking-the-potential-of-large-scale-new-communities>

About this report

Over the past ten years, the TCPA has been exploring the unique story of the New Towns; celebrating their opportunities and reflecting on their challenges in order to learn for the future and inform the creation of new places, as outlined in a series of TCPA publications – highlighted in Box 1 on the preceding page.

To mark the 75th anniversary of the passage into law of the New Towns Act 1946, *A New Future for New Towns* provides an overview of some of the key lessons from the last decade of work, alongside the TCPA's latest research into the current state of the New Towns and opportunities for their growth and renewal. The report is informed by discussions with the TCPA New Towns Network and the All-Party Parliamentary Group on New Towns, by desk-based research, and by responses to a survey sent to all New Town local authorities (i.e. local authorities which contain New Towns within their boundaries). It builds on the 2014 'Lessons for Tomorrow' project by providing, in an Appendix, updated summary fact sheets on each New Town, drawing on action and aspirations emerging within the New Towns since the fact sheets were first published.

2

The TCPA New Towns Network and the New Towns APPG

The TCPA New Towns Network (NTN) is a network of local authorities which are host to the UK's 32 New Towns. It emerged from the TCPA's 'New Towns and Garden Cities – Lessons for Tomorrow' research project, which identified the important role of a New Towns group operating under the auspices of the Local Government Association and which had provided invaluable evidence to successive parliamentary select committee reports on the New Towns. Following a series of roundtables held across the UK to scope interest in establishing a new 'New Towns Group', the NTN was established to share experience of growth and renewal opportunities and challenges in New Towns across the UK, and to discuss how New Towns can best be celebrated and how their specific needs and opportunities should be recognised by government. Since 2014, the TCPA has organised events every year to discuss the interests of members of the NTN, engaging with key officers in the planning and housing departments of the New Towns and disseminating a newsletter. Events have focused on regional shared experiences, celebrating the New Towns, and growth and renewal challenges.

Since 2017, NTN activities have complemented the activities of the All-Party Parliamentary Group (APPG) on New Towns,¹ established in that year by Lucy Allan, MP for Telford, with the TCPA providing the APPG secretariat. Like all APPGs, the group was dissolved following the 2019 general election, but it will be reinstated in 2021, with Dr Lisa Cameron MP for East Kilbride, Strathaven and Lesmahagow, and Lord Richard Best as Co-Chairs. Formed to celebrate the contribution made by the UK's New Towns and to highlight the challenges that they face, the APPG has foundational objectives to:

- Change attitudes to New Towns and gain increased recognition for them.

Note

1 See the All-Party Parliamentary Group on New Towns webpage on the TCPA website, at <https://www.tcpa.org.uk/new-towns-appg>

- Make the case for investment in the regeneration and renewal of New Town infrastructure and campaign on other issues that specifically apply to New Towns.
- Positively help shape future government policy.

The APPG has hosted a series of roundtables on the themes of housing, employment and health in the New Towns, and in 2018 published a manifesto to inform the 2018 Budget,² seeking three key outcomes:

- New Towns should be included in a Ministry of Housing, Communities and Local Government (MHCLG) Minister's list of key responsibilities, to help unlock their potential and give the New Towns the national attention and focus that they need and deserve.
- The government should publish a New Towns prospectus, setting out how it will help existing New Towns to regenerate and grow by providing tailored government support to local areas with ambitious and innovative proposals. This would include capacity funding.
- The government should review the tools and powers that local authorities need to transform the town centres of New Towns in order to unlock their potential for growth and renewal, including the regeneration of shopping areas.

The APPG continues to promote these recommendations, and seeks to work with parliamentarians across the UK to celebrate and highlight the specific needs and opportunities of the New Towns.

3

The New Towns today

Seventy-five years on from the passage into law of the New Towns Act 1946, many of the New Towns have now celebrated milestone anniversaries of their designation. The New Towns are in fact no longer 'new', but are established places which provide homes for around 2.8 million people,³ with a high proportion of those homes being for social rent (see Box 2 on the following page).⁴

Today, the New Towns exhibit a range of successes and failures – including, as they do, both the fastest-growing and most successful places yet also some of the most deprived communities in the UK. While their economic context is diverse, they share some common challenges and opportunities and have embedded in their DNA a distinct heritage which flows from how and when they were built.

While every New Town is unique, the core design characteristics and the fact that many Development Corporation employees moved between different Corporations have left some common legacies – both positive and negative. The New Towns have clear positive legacies of green infrastructure, accessibility (by road, bicycle, and foot), social housing, community development, built heritage and architectural interest, innovation, and a spirit of 'going for growth'.

Conversely, the speed of delivery and the use of cheap and poor-quality materials in some of the New Towns have left many facing the need for 'whole-estate' renewal. The sale of New Town assets to the private sector when the Development Corporations were wound up is making the renewal of town centres a challenge, and claw-back mechanisms set by HM Treasury on New Town land are in many cases preventing their development. Tight administrative boundaries restrict growth for many New Towns and in some the green space assets are not properly used. All these legacies

Notes

- ² 'APPG calls on Government to put New Towns centre stage in Budget'. Press Release. All-Party Parliamentary Group on New Towns, 27 Jul. 2018.
<https://www.tcpa.org.uk/News/press-release-appg-calls-on-government-to-put-new-towns-centre-stage-in-budget>
- ³ Britain's New Towns are home to 2,761,272 people – 2,227,627 in England, 268,702 in Scotland, 205,051 in Northern Ireland, and 59,892 in Wales
- ⁴ K Lock and H Ellis: *New Towns: The Rise, Fall and Rebirth*. RIBA Publishing, 2020.
<https://www.tcpa.org.uk/shop/new-towns-the-rise-fall-and-rebirth>

Box 2

New Town housing statistics

The nearly 2.8 million New Town residents live in 1,150,226 households, representing 4.3% of the 26.4 million households across the UK. A high proportion of homes for social rent was a characteristic outcome of the New Towns programme. While the New Towns were far from immune to the impact of the 'Right to Buy', they have retained a high proportion of socially rented housing, with 23% of all households in the New Towns being social renters – 4.9 percentage points higher than the UK average. This equates to 5.5% of the UK's socially rented housing stock – a significant contribution. The New Towns also provide 4.3% of the UK's owner-occupied housing, but the average number of households in owner-occupation in the New Towns is 4.9 percentage points lower than the UK's average, while the proportion of privately rented homes in the New Towns is 3.4 percentage points lower than the UK average. This simply reflects their New Town heritage and the focus on the provision of socially rented homes. While the high proportion of socially rented homes has contributed to a good housing mix, the 'Right to Buy' has made estate stewardship and a holistic approach to strategic estate renewal challenging.

Source: K Lock and H Ellis: *New Towns: The Rise, Fall and Rebirth*. RIBA Publishing, 2020.
<https://www.tcpa.org.uk/shop/new-towns-the-rise-fall-and-rebirth>

The data presented is based on 2011 Census data and is not highlighted in the individual fact sheets published within the Appendix to this report.

have implications for how the New Towns are managed today.

The built environment is both the biggest asset and the biggest challenge for the New Towns. This section outlines key issues that the New Towns face, under five themes:

- the renewal of town centres and land ownership;
- movement, infrastructure, and accessibility;
- built heritage and cultural regeneration;
- housing tenure and resilience; and
- stewardship of green spaces and the public realm.

It also reflects on how these issues can become opportunities for the future.

The renewal of town centres and land ownership

Many New Towns are facing challenges in their commercial centres, such as the lack of a night-time economy, the need to improve competitiveness, and the impact of online shopping – like many other towns across the country. But the design approaches and delivery of the New Towns' centres has created specific challenges for how they are managed today.

The often-monolithic design of shopping centres in the New Towns made them easy assets to sell off to the private sector when the Development Corporations were wound up – but also hard to adapt to changing retail and development needs. In many places this has proved a challenge for local authorities, who have little control over land that they do not own, making comprehensive town centre renewal difficult. In places such as Stevenage, the council has proactively acquired

land in the town centre to enable it to have a greater influence in its ambitious renewal programme.

Movement, infrastructure, and accessibility

One of the key strengths of the New Town approach was the ability to plan holistically for infrastructure and movement in each place, and the New Towns were designed to accommodate all modes of transport. Accessibility to local centres and green infrastructure by bicycle or on foot remains an important positive legacy in many New Towns.

However, some aspects of their design and layout, combined with the failure of public transport services, have made the car the most convenient way to travel, with many town centres offering abundant and free parking. At the same time, the town centres are often pedestrianised, but have poor pedestrian connectivity to surrounding neighbourhoods. New Towns are also well connected by rail and road, but often through systems that are at capacity. The strategic location on key transport routes of some New Towns contributed to their success, but not all of them secured rail links.

Built heritage and cultural regeneration

The New Towns' public art and architectural legacies are stand-out characteristics that helped to establish local character and a sense of place. The approach taken was about more than sculptures and murals – learning from the Garden City movement, creativity and the arts were integral to the New Town idea.

Renewal challenges often extend to maintaining the unique architectural detailing and design. The importance

of the built heritage and the cultural facilities is only just being realised in many of the New Towns, but at the same time they have never been more under threat. Yet these assets are also proving to be important catalysts for renewal. Culturally based regeneration provides a huge opportunity for New Town centres, but seizing that opportunity requires leadership and resources, which are absent in the complex governance of some of the New Towns.

Housing tenure and resilience

Housing in the New Towns is extremely varied, with a culture of innovation and experimentation, ranging from experimental social housing to private sector executive homes. The build quality of the housing estates varied as a push for the new resulted in experimental housing designs with varying degrees of success levels. Some suffer from poor quality and the outcomes of pressure to deliver at speed, while others have stood the test of time and are being recognised as an important modern architectural heritage by councils.

In many of the New Towns, the deregulation of planning is leading to the conversion of huge amounts office spaces to residential use under relaxed permitted development rights regulations. Encouraging more people to live in town centres can be an obvious way to provide accessible homes and develop a more diverse and night-time economy, and in some places (mostly in the South of England) the conversion of town centre commercial units could provide much-needed revitalisation and homes. But any positive change resulting from such conversions can be overshadowed by the very poor quality of units created.⁵

Stewardship of green spaces and the public realm

One of the most visible and enduring legacies of the New Towns is their green infrastructure, a feature of the masterplans that remain an important element of the towns today. These assets provide important resources for renewal and climate resilience for many New Towns, but for others a valuable resource has become a maintenance burden. For those places where expensive regeneration schemes are yet to be secured, a lack of stewardship of the public realm contributes to negative perceptions.

Unlike the Development Corporations, councils do not have the funds to pay the high maintenance costs of huge areas of green space, public art or other parts of the public realm that were integral to the New Town vision. The lack of a sinking fund during the many years in which the new infrastructure and property needed little maintenance means that today, several decades after the New Towns were built, a huge amount of investment is needed, for which there are no special resources. Although the New Town assets continued to generate profits for the Commission for the New Towns and its successor bodies that inherited them, the funds were used for other projects. The lack of a long-term stewardship strategy for the New Towns can be considered one of the major failures of the post-war programme.

There are, however, notable exceptions – in Milton Keynes an endowed Parks Trust and a Community Foundation were among the not-for-profit local institutions set up to receive and maintain in perpetuity some key assets when the Development Corporation was wound up. Today, as a consequence, the Parks Trust is entirely self-financing and maintains over 5,000 acres of parks, meadows, river valleys, woodlands, lakes and the landscaped corridors which run along the main grid roads – about 25% of the new city area.⁶

Notes

- 5 Further information on the effects of the relaxation of regulations on permitted development rights are set out in *No Place for Place-Making: The Impacts of Permitted Development Rights on Place-making, and What They Tell Us about the Government's Planning Reforms*. TCPA, in collaboration with the Regional and Urban Planning Studies group at the London School of Economics and Political Science. TCPA, Sept. 2020. TCPA, Sept. 2020. <https://www.tcpa.org.uk/report-no-place-for-place-making>
- 6 K Lock and H Ellis: *New Towns: The Rise, Fall and Rebirth*. RIBA Publishing, 2020. <https://www.tcpa.org.uk/shop/new-towns-the-rise-fall-and-rebirth>

4

Opportunities and challenges for growth and renewal

The legacy of the Development Corporations has a direct influence on the opportunities and challenges for growth and renewal in the New Towns today. These opportunities cannot, of course, be separated from their (sub-)regional economic context, but there remain some common growth and renewal opportunities that are unique to the New Towns. Their built environment has the potential to be a great growth and renewal asset but at the same time presents a huge challenge, especially

in the current context. In some cases the challenges of tight administrative boundaries and Green Belts, which constrain development at their edges, make it difficult to take a strategic approach to growth and renewal. At the same time, the decay of town centres, challenges around mobility, the under-resourcing of local authorities and the fact that many assets were sold to the private sector all make it difficult to renovate town centres.

Despite the challenges, the New Towns have been looking strategically at how to deal with growth needs. Many are developing a range of growth and renewal scenarios, such as the Milton Keynes 2050 Futures Commission or Basildon's Breakthrough Basildon Borough Commission, which have sought to take a strategic and collaborative approach to considering future growth options.

Writing in a special edition of *Town & Country Planning* in 2018,⁷ Sharon Taylor and John Gardner, Leader and Executive Councillor for Environment & Regeneration, respectively, at Stevenage Borough Council, explained that one of the key principles of Stevenage's regeneration scheme is to make sure that the town is still recognisable. The aims of the scheme include 'treasuring and protecting the historic landmarks and countryside that make Stevenage unique ... inspiration for many of the new buildings and developments draws from Stevenage's rich culture and heritage and we will be working to make sure there that will be no unsightly juxtaposition

Box 3

New Towns and the Towns Fund

The MHCLG is investing £3.6 billion in the Towns Fund, with the aim of helping 101 towns to build prosperous futures under the government's 'levelling-up' commitment. The towns invited to develop proposals have been divided into cohorts. In March 2021, the first round of funding, for the first cohort, was announced. Among the first 45 places for which funding was confirmed in March 2021 were four New Towns (Crawley, Milton Keynes, Northampton, and Stevenage), receiving £81.3 million of funding for core public investment to drive economic regeneration and deliver long-term growth. Preston and Leyland, which were part of Central Lancashire New Town area, have also secured funding from the Towns Fund. Among the remaining 56 towns that were invited to develop proposals but have not yet received funding are six New Towns (Corby, Harlow, Peterborough, Redditch, Runcorn, and Telford).

Box 4

New Towns and the Garden Communities programme

The Garden Communities large-scale housing programme led by Homes England aims to contribute to meeting the government's target of 300,000 new homes by providing new housing, infrastructure and services in sustainable developments, either as purpose-built new settlements or as large extensions to existing towns. Of the 49 new 'garden communities' within the programme, three are adjacent to New Towns – Dunton Hills Garden Suburb (adjacent to Basildon), Harlow and Gilston Garden Town (adjacent to Harlow), and Hemel Garden Communities (adjacent to Hemel Hempstead) – which may support the regeneration of the existing town centre and provide new opportunities for residents by harnessing investment for the existing towns.

Note

7 S Taylor and J Gardner: 'Stevenage – a journey to Utopia'. *Town & Country Planning*, 2018, Vol. 87, Dec., 492-94

between the old and new.’ Meanwhile, Hemel Hempstead has used the restoration of its iconic Water Gardens, created by renowned landscape designer Sir Geoffrey Jellicoe and completed in 1962, to provide an award-winning focus for the renewal of the town centre.⁸

Some New Towns have gained investment from central government and the private sector to renew town centres and build new housing – for example through the Towns Fund and the Garden Communities programme (see Boxes 3 and 4 on the preceding page). This may go some way to alleviate challenges in town centre regeneration and housing growth in these places, but it is not a substitute for comprehensive and strategic investment.

Many of the New Towns are beginning to recognise the opportunities to use their artistic and architectural heritage as a catalyst for renewal. Harlow, for example, rebranded as ‘Sculpture Town’, and Milton Keynes has embraced the arts through its International Festival and the new MK Gallery. But many New Towns – such as Peterlee, which hosts Victor Pasmore’s *Apollo Pavilion* – have yet to realise how to use artistic and architectural heritage to leverage interest in the town beyond visits from curious urbanists. The climate emergency and the COVID-19 pandemic have shone a very public light on the importance of local green space and access to nature, and the New Towns’ green infrastructure assets provide an opportunity to create multi-functional spaces with uses ranging from local food-growing to energy production. Greening the New Town centres will be crucial for their future. With an ambitious approach, meaningful investment and community-led action, the New Towns could once again become exemplars of sustainable living and models for the future.

The programmes of ambitious renewal now under way can harness the adaptive capacity built into the original designs in order to meet modern challenges. But while change is necessary to reflect the challenges and to secure renewal, there is need for a great deal of sensitivity to the powerful vision that residents bought into when they moved to the New Town. To achieve meaningful renewal, local authorities and their partners should keep in mind three key issues: New Towns can thrive under the right management and stewardship of remaining assets; unique heritage is an asset that should be a core enabling catalyst; and, most importantly, people must be involved in growth and renewal processes if they are to be successful.

An understanding of the New Towns’ roles and how they were built, of the challenges that they faced and are facing and of how they are harnessing their growth opportunities is crucial to success in building towns for the future. As the New Towns go through renewal they could provide exemplars of innovation in urbanisation, just as they did in the past.

Note

8 K Lock and H Ellis: *New Towns: The Rise, Fall and Rebirth*. RIBA Publishing, 2020.
<https://www.tcpa.org.uk/shop/new-towns-the-rise-fall-and-rebirth>

5

Where next for the New Towns?

In previous publications the TCPA has explored the lessons that those proposing and building new communities can learn from the ‘rights’ and ‘wrongs’ of the delivery of New Towns – the diverse experience of New Towns offers rich opportunities for learning. In particular, *New Towns: The Rise, Fall and Rebirth* explores these lessons in detail (see Box 5 on the following page).

It has been 50 years since the UK last designated a New Town. Over the last ten years there has been renewed interest in building new communities, but, despite heroic achievements by some localities and the efforts of Homes England, the opportunities for and offered by large-scale development have remained largely unrealised. Some changes can be made now to improve the local delivery of large-scale development, but ultimately the system will be fully unlocked only through a comprehensive programme of change pursued by central government. The choice between poorly located and poor-quality homes and the opportunities that development at scale can offer in realising a zero-carbon and sustainable future remains the crucial housing delivery issue of the 2020s. This is no longer a question of our technical ability to finance, design and deliver such places: it simply a question of the political will to achieve them.

As outlined in this report, the New Towns exhibit a range of successes and failures, but they also offer a wide range of opportunities to move forward. Government recognition of the unique challenges of the New Towns, particularly regarding their town centres, and of the need to renew infrastructure and the public realm that are ageing at the same rate would be a major step forward.

6

Fact sheets

Within the current context set out above, the TCPA has produced a set of ‘five-minute fact sheets’ on each of the New Towns to give a brief overview of the situation in each New Town. The fact sheets, published as an Appendix to this brief report, are informed by 2011 Census data, development plans, and online interviews with those in charge of planning and developing the New Towns today – supplemented by information from the *New Towns Record* and other sources. The fact

sheets are updated versions of the ‘five-minute fact sheets’ produced alongside the TCPA’s *Lessons for Tomorrow* report, published in 2014.⁹ While the new fact sheets provide updates on activities within the New Towns since 2014, for the most part the statistical data has not been updated, as statistics from the 2021 Census will not be published until 2023. The ‘Housing, deprivation and health’ sections from the 2014 versions have been removed and a new ‘Growth and renewal’ section added, as explained in the introduction to the fact sheets.

Box 5

Key lessons from the New Towns programme – from *New Towns: The Rise, Fall and Rebirth*

The Lesson 1 – There is a need for innovation, not experimentation, in design

New Towns provide an ideal opportunity for innovation in housing design, materials and tenure, but quality, wellbeing and the lived experience of the residents, alongside sustainability, should be given priority over speed and experimentation.

Lesson 2 – National government must play a strong role in supporting site identification

It is a myth that the New Towns were imposed by central government. A strong national policy enabled local authority led studies to identify scale, need, and location.

Lesson 3: Modernised Development Corporations are the most effective way to deliver large-scale new communities

History has shown that the private sector alone cannot deliver at scale. For larger new settlements, Development Corporations provide the right combination of powers, speed and commitment to quality. The relevant legislation is still on the statute books but requires modernisation in terms of participation, climate resilience, and a commitment to the Garden City principles.

Lesson 4: New towns can pay for themselves

The New Towns programme was an investment; and, despite challenges, the 60-year fixed-rate loans from central government were repaid with interest by 1996, even with some assets unrealised.

Lesson 5: Stewardship of community assets is vital to a truly sustainable outcome

The biggest failure of the New Towns programme lay in not securing stewardship arrangements in the legislation. The right stewardship model can provide the resources to pay for and maintain the features that make a place worth living in, and, linked to public participation, it can enable a strong sense of community.

Lesson 6: People must be empowered to be at the heart of decision-making

Based on analysis set out in K Lock and H Ellis: *New Towns: The Rise, Fall and Rebirth*. RIBA Publishing, 2020. <https://www.tcpa.org.uk/shop/new-towns-the-rise-fall-and-rebirth>

Note

- 9 *New Towns and Garden Cities – Lessons for Tomorrow. Stage 1: An Introduction to the UK’s New Towns and Garden Cities*. TCPA, Dec. 2014. <https://www.tcpa.org.uk/research-gcnet>; and *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, Dec. 2014. <https://www.tcpa.org.uk/research-gcnet>

Appendix

Five-minute fact sheets

Notes on the data sources used

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 FJ Osborn and A Whittick. Details of the sources of information for each section of the fact sheets are set out below, followed by the questions posed in a survey of Heads of Planning in the New Town local authorities.

Sources used

Descriptive paragraph:

- 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>
- FJ 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:

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

New Town designation:

- 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>
- FJ Osborn and A Whittick: *New Towns: Their Origins, Achievements and Progress*. Third Edition. Leonard Hill and Routledge & Kegan Paul, 1977

Employment/economic profile:

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

Development Corporation legacy, and Growth and renewal:

- 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?:

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

While the fact sheets provide updates on activities within the New Towns since the first versions of the fact sheets were published in 2014, for the most part the statistical data has not been updated, as statistics from the 2021 Census will not be published until 2023. For this reason, the ‘Housing, deprivation and health’ sections from the 2014 versions have been removed altogether – but the 2014 fact sheets are still available from the TCPA website (at <https://www.tcpa.org.uk/research-gcnt>). These new fact sheets contain a new ‘Growth and renewal’ section, focusing on town centre renewal, regeneration programmes, and large-scale new developments.

Summary of data on housing, deprivation and health in New Towns from the 2014 fact sheets

Housing and health:

- The 2.76 million New Town residents live in 1,150,226 households – 4.3% of the UK’s 26.4 million households.
- New Towns provide approximately 5.5% of the UK’s socially rented housing and 4.3% of the UK’s owner-occupied housing. 23.0% of all households in UK New Towns are socially rented – 4.9 percentage points higher than the UK average.
- The average number of households in owner-occupation in the New Towns is 4.9 percentage points lower than the UK average. The percentage of privately rented homes in the New Towns is 3.4 percentage points lower than the UK average.
- The general health of New Town residents (self-assessed) is broadly consistent with UK averages.

Deprivation:

- Deprivation statistics for New Towns in England and Wales (which relate to unemployment, lack of education, poor health, and poor housing conditions) are in line with the averages for England and Wales (on average 0.2-0.3% worse than the UK average for deprivation in two, three or four of the deprivation categories listed).

- Of Scotland's 32 local (unitary) authorities, those which include Scotland's New Towns all feature at or above middle ranking for deprivation (1 = most deprived): Cumbernauld: 5 (includes 10.5% of the 20% most deprived data zones in Scotland); East Kilbride: 12; Glenrothes: 16; Irvine: 3; and Livingston: 11.
- Of the 26 local authorities in Northern Ireland up to re-organisation in 2015, those which include Northern Ireland's New Towns all feature at 20 or above for deprivation (1 = most deprived): Antrim: 20; Ballymena: 11; Craigavon: 4; and Derry-Londonderry: 3.

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 New Town or New Towns fall within this local authority area?

Updating the data in the 2014 fact sheets:

- 5 Do you have up-to-date data on the population of your New Town (other than from the 2011 Census)? If yes, please provide the source of the data.
- 6 Housing, deprivation and health: Do you feel that there has been significant change compared with the data on this theme from the 2011 Census shown in the 2014 fact sheet? If yes, please provide the source of data.
- 7 Employment/economic profile: Do you feel that there has been significant change compared with the data on this theme from the 2011 Census shown in the 2014 fact sheet? If yes, please provide the source of data.
- 8 Biggest employer: Has the biggest employer in your New Town changed since 2014? If yes, please provide further information.
- 9 Have the Local Enterprise Partnerships and/or Neighbourhood Planning Forums (or equivalent) that are active in the New Town changed since 2014?

The legacy of New Town status:

- 10 How do you think the masterplan (urban design, layout and green infrastructure) for your New Town affected the way that it is developed and managed today?
- 11 What do you think are the key legacies of the Development Corporation and its approach to development in your New Town?
- 12 What do you consider to be the most positive legacy of the Development Corporation that developed your New Town?
- 13 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?

Key challenges facing your New Town today:

- 14 What are the top three challenges that your New Town is facing today?
- 15 What key developments are planned or are taking place in your New Town (for example town centre regeneration, urban extensions, etc.) that are not mentioned in the 2014 fact sheet?

New Town myths – setting the record straight:

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

Heritage:

- 19 Have you undertaken any Heritage Assessments in your New Town?
- 20 Have any New Town heritage assets (for example public art) been destroyed or are any at risk of being destroyed due to redevelopment?

Milestone anniversaries:

- 21 How has your New Town celebrated any milestone anniversaries?

Government support:

- 22 Has your New Town recently received funding or any other type of support from central government to improve the built environment?

Planning and delivering new communities today:

- 23 Is your New Town planning to build an urban extension or a large-scale new community as part of a growth plan?
- 24 Based on your knowledge of the New Town you work in, and considering what has worked well and what has not worked so well, what are the top three pieces of advice you would give to local authorities planning for or developing large-scale communities today?

Anything else:

- 25 What would be a useful topic for the New Towns Network to include in its programme?
- 26 Please add any comments, suggestions, facts, contacts or anything else that you think we should know to help inform the TCPA's New Towns and Garden Cities project.

Stevenage

Hertfordshire

'Mark One' New Town – Designated 11 November 1946

Stevenage was the first New Town designated under the New Towns Act 1946. 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 (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 now creates challenges for planning for housing growth. The council has actively acquired premises in the town centre for regeneration but has been clear that it wants to respect the original vision for the town.



Stevenage Borough Council

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.

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.
- The Borough's resident workforce is characterised by below-average skill levels and educational attainment.
- Within Hertfordshire LEP.

Development Corporation legacy:

- The original 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.

Growth and renewal:

- Stevenage has a 20-year regeneration programme worth £1 billion which includes major commercial and residential developments that will transform the existing town centre and the surrounding area. The programme partnership includes Stevenage Borough Council, Hertfordshire Local Enterprise Partnership, Hertfordshire County Council, and Hertfordshire Chamber of Commerce, as well as two major developers – Reef Group and Mace.
- As part of the regeneration programme, the town is receiving £37.5 million from the Towns Fund to support projects including Gunnel's Wood improvements, a sports and leisure hub, key worker housing, and Stevenage Enterprise Centre.
- An expansion of the railway station was completed in 2020 to provide improved services.
- Between 2016 and 2020, 200 apartments were completed in Park Place, 150 apartments were completed in the Skyline development, and an office building was reconverted to create 132 new apartments in Six Hills.

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.



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 Local Plan (adopted 2015).

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.

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:

- The masterplan's emphasis on landscape setting, historical features and character remains the key to good planning.
- The masterplan phased the development of the town through the addition of complete neighbourhoods, each with good access to its own centre, offering a mix of uses to serve local needs. The relatively small size of each neighbourhood was intended to help build up the new communities, achieve closer integration, and provide greater accessibility to the neighbourhood centres.

Growth and renewal:

- Crawley has grown beyond the original masterplan boundaries. However, even by 2030 the principle of the original neighbourhoods will remain a characteristic of the town, and neighbourhood centres will continue to play an important role as a focal point for community facilities and local shopping.
- Crawley is receiving £21.1 million of investment from the Towns Fund to help boost job creation, business growth, and economic recovery, taking into consideration the impact of the COVID-19 pandemic on Crawley, as Gatwick Airport is a key aspect of the local economy.
- There are plans for a government-backed 10,000-home 'Garden Village' on the edge of Crawley.
- 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

Hertfordshire

'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.

Employment/economic profile:

- Since 2015 there has been a 39% increase in finance and insurance sector jobs, a 33% increase in scientific and technical, a 20% increase in human health and social, and a 25% increase in transport and storage. Conversely, there has been a 22% reduction in manufacturing over the same period. Amazon is the town's biggest employer, with over 2,500 staff and still growing.
- 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:

- Positive legacies are the town's planned open space network around residential neighbourhood areas and the town centre. There are a mix of neighbourhood parks, amenity spaces and connecting green infrastructure, enhanced by the significant green space managed by the Box Moor Trust. The Water Gardens are a positive retained open space legacy, recently regenerated by the council.
- Negative legacies are experimental housing designs all ageing at similar rate, and the explosion of private car use and its impact on the neighbourhood public realm and on the appeal of walking and cycling throughout the town. The under-utilised large garage blocks behind residential development can attract anti-social behaviour.

Growth and renewal:

- In 2019 Hemel was designated a 'Garden Town' by central government, to sensitively accommodate significant new growth. Dacorum Borough Council is working in partnership with St Albans City & District Council, Hertfordshire County Council, Hertfordshire LEP and landowners to deliver a programme of transformational development.
- Hemel Place Board has been established to oversee the development of a Hemel Place Strategy.
- Hemel Hempstead recently received £50,000 of support as part of the government's National Model Design Code pilot studies (focused on the town centre and Paradise Lane employment area).
- The Water Gardens have been restored using National Lottery Heritage/Big Lottery funding.
- Urban fabric has been renewed and important New Town features have been protected (some through heritage designation).
- Rapid changes to high street retailing are resulting from COVID-19 and Brexit.
- An 'enviro-tech' enterprise zone is proposed.

¹ Totals for the following wards: Adeyfield East, Adeyfield 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?

The TV series *Afterlife* was filmed in Hemel Hempstead. There is a big filming presence in the town and surrounding area (with many *Harry Potter* scenes being filmed at Ashridge and *Dancing on Ice* being filmed at Bovingdon).

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 the growth rate 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.



Harlow District Council

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:** Harlow Local Development Plan (adopted December 2020).

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.

Employment/economic profile:

- Harlow is one of 24 Enterprise Zones set up across England to drive job creation and business growth, and is within the South East LEP.
- 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.
- The council is planning for the creation of 8,000-12,000 new jobs and will be supporting investment from new businesses to broaden the town's employment base and to provide opportunities for the town's growing workforce.

Development Corporation legacy:

- The tight administrative boundary is restricting the ability to regenerate and maintain the town's 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.
- When the Development Corporation was wound up, the town centre was sold off to private owners, which makes regeneration a challenge today.

Growth and renewal:

- Approximately 4,000 dwellings are being delivered at Newhall and on land north of Gilden Way, and up to 5,000 new jobs have been created at the Harlow Enterprise Zone.
- A number of infrastructure improvements are proposed or have been completed recently, including a new M11 junction.
- Projects such as Newhall have already been recognised for their creative approach to design and layout, setting a standard for residential development elsewhere in the town.
- Harlow remains a unique place, with significant arts and environmental assets but faces issues of ageing infrastructure, and some of its design heritage has been destroyed by 21st-century redevelopment. Recent developments such as Newhall show that the town is able to deliver high-quality design.
- The relaxation of permitted development rights has resulted in a significant number office-to-residential conversions on former industrial estates, without contributions being made to affordable housing or public amenities.
- The challenge is to ensure that the full benefits 'Garden Town' status are harnessed, along with investment from Public Health England to secure the renewal of the town centre and surrounding estates. A primary challenge is the lack of council-owned land in the centre.
- Harlow has been invited to bid for Towns Fund monies.

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 Historic England.

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:** County Durham Plan (adopted 2020).

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.

Employment/economic profile:

- The Housing Strategy for County Durham 2010-2015 notes that the town is 'a major housing and employment centre in the south west of the County'. Automotive component 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 Hitachi train factory has brought in over 1,000 jobs.
- A recently adopted Neighbourhood Plan has highlighted the importance of retailing, specifically related to improving the retail offer in the town centre as well as improving the evening economy.
- 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 the environment and the foresight displayed in planning the town are still valued today.
- Although there is a railway station, most people in employment drive to work (67%), compared with the national figure of 57%.

Growth and renewal:

- A new £140 million industrial park, Forrest Park, is under construction next to the A1(M). It will accommodate a range of business, industrial, warehouse and trade units, as well as a 60-bed hotel, a public house, a roadside restaurant, and retail space. There may be an opportunity to provide sites for an inland rail freight interchange that would potentially serve the wider North East.
- Key issues for the future include:
 - 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.
 - 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

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.



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 Development Plan (adopted 2015).

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'. Had the longest-running Development Corporation, operating until major changes were made to the structure of local government in Scotland. Development Corporation wound up 31 December 1995.

Employment/economic profile:

- East Kilbride is one of the main town centres and business locations in South Lanarkshire.
- In 2016, East Kilbride Shopping Centre (EK), Scotland's biggest undercover shopping centre, was expanded to include a new leisure development – The Hub, EK.
- There have been significant job losses in South Lanarkshire in recent years. South Lanarkshire is experiencing only half the employment growth rate of Scotland as a whole. A focus for some of the investment needed to generate jobs will be in East Kilbride.

Development Corporation legacy:

- East Kilbride Community Growth Area is a major planned expansion following 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 expensive maintenance.
- Some of the urban fabric is becoming obsolete and will need to be replaced, particularly the neighbourhood centres.

Growth and renewal:

- In response to the loss of major employers in the East Kilbride area, the East Kilbride Taskforce was established to consider economic and employment issues.
- The Glasgow City Region City Deal includes a series of infrastructure projects in the town. The proposed upgrading of Greenhills Road and Stewartfield Way will improve accessibility to the core industrial and business areas in East Kilbride and boost their marketability.
- Key issues for the future include:
 - 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. Locality 2010 area for East Kilbride used. Statistics based on 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 miner, 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 frustrating 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.



Durham County Council

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:** The Development Plan is the County Durham Plan (adopted 2020).

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.

Employment/economic profile:

- Peterlee has strong links with Sunderland and Hartlepool.
- Car parts maker GT Group is the town's biggest employer.
- There is a significant amount of in- and out-commuting, with 10,000 commuters travelling into Peterlee from outside the local area to work in its industrial estates every day.
- 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.
- Fragmented land ownership across multiple agencies and no legacy of infrastructure and funding have resulted in a fragmented approach to managing the town.
- The town centre is in private ownership, which has made it difficult for local authorities to work to prevent degradation of the town centre.

- 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.

Growth and renewal:

- The council is addressing challenges through its regeneration masterplan. Proposals include a new leisure centre, large employment allocations at North West and South West Industrial Estates, and a rail halt at the east of Peterlee.
- A new central retail development on the former East Durham College site has brought a new retail and food franchise to the town.
- Durham County Council has overall objectives to secure new homes in a range of tenures, better housing standards, and better provision for vulnerable populations
- The regeneration of adjacent village of Horden led to the opening of a new railway station in June 2020 which improves the connectivity of the area and is expected to bring new opportunities for growth and renewal to Peterlee and nearby towns.

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

Hertfordshire

'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. Welwyn Garden City celebrated its centenary in 2020, and 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.

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 that the town is planned and managed today.

Growth and renewal:

- Hertfordshire County Council, in partnership with Welwyn Hatfield Borough Council and supported by Welwyn Garden City BID, has developed a scheme to enhance the area around Welwyn Garden City town centre. The aim of the scheme is to reduce traffic circulation, improve the environment for pedestrians and cyclists, and enhance the experience for people using the town centre. The first phase will see the creation of a new public space at Stonehills northern end, and parking bays will be reconfigured to improve footways and reduce vehicle congestion issues.
- The Wheat Quarter development, on the former Shredded Wheat factory site, is going through the planning consent process after a reassessment of the regeneration project. The new proposal includes a scheme with over 1,200 new homes, office space, an art centre, and a civic building. The key issue is to accommodate housing and employment growth while maintaining the quality of place and respecting the unique heritage and design of the town.
- Other issues for the future include:
 - 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: Sherrards, 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

Hertfordshire

'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.

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 EE, 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.

Growth and renewal:

- The Hatfield 2030+ programme sets out a long-term plan for the future renewal of Hatfield to 2030 and beyond. The programme is led by the Hatfield Renewal Partnership, which includes the council, landowners, and educational institutions. The vision was a result of consultations and engagement with key stakeholders, businesses, community groups, and residents. It includes:
 - The revamping of White Lion Square – subsequently a £20 million Hatfield town centre development will create 71 new homes (25% affordable) and five new retail units.
 - The building of a multi-story car park so that the council can turn over several parking sites to housing use.
 - Undertaking the regeneration of High View, South Hatfield, through a development comprising 146 new homes, a retail centre of 12 units, and community facilities.
 - Improving connectivity for walking and cycling and establishing effective public transport links within the town.

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:** Local Development Plan (FIFEplan) (adopted 2017).

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.

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, and the town is guided by strong design principles.
- The town has good connectivity and good transport links.
- The town has benefited from strong investment in public art, helping to create a sense of place.

- Glenrothes is well endowed with green spaces and has maturing structural landscapes.
- Much of the town's housing is still popular, and there is beneficial flexibility in employment opportunities.
- The move away from Garden City principles in the 1960s and 1970s in favour of adopting Radburn layout principles has left a housing stock that is in need of refreshment and significant investment, and has contributed to problems of anti-social behaviour and crime.
- Difficulties have been posed by the loss of control of the town centre, which is currently managed by a pension fund, and the amount of investment has been limited. Any structural changes require major financial investment.

Growth and renewal:

- Creation of the Glenrothes Energy Network is delivering heat from RWE's biomass combined heat and power plant to public, private and domestic customers in Glenrothes town centre, and the UK's first '100% green' data centre has been developed at Queensway Technology and Business Park.
- The former Tullis Russell papermill site is to be converted into a mixed-use development, including around 800 new homes, new business and industry premises, and local retail units.
- Glenrothes has recently received funding from the sustainable transport charity Sustrans to help improve connections within the town centre and improve the urban realm at key entrances.
- The town has received Scottish government funding specifically aimed at town centres, which has been used to improve connectivity, create new green spaces, and improve access to a major park from the town centre.
- The ageing stock of industrial premises needs replacement, the provision of suitable modern office space needs to be addressed, and the dominance of the retail mall – which is the proxy town centre but is closed in the evening – leaves the town with no night-time economy.

¹ Locality 2010 area for Glenrothes used

Did you know?

Glenrothes is abundantly endowed with public art. Over 200 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, hippos, 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 that 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.



Basildon Borough Council

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 2034 Local Plan submitted in March 2019, 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 central government policy to encourage food production, 40% of the designated area was allocated for agricultural use. Development Corporation wound up 31 March 1986.

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:

- The green lungs between housing zones and employment areas work well, and there are strong solid lines for transportation (whether through the car, cycling or walking).
- 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 ‘Right to Buy’ and increased car ownership have affected the success of estates and put pressures on land use.
- Innovative man-made washlands manage 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.
- There is a preponderance of three-bedroomed homes, a main-stay housing typology now often inadequately delivered.
- Strategic planning of highway infrastructure delayed the emergence of significant congestion.
- Restrictive covenants on land transferred from the Commission for the New Towns has hindered proactive management by Basildon Council.
- Growth on land that had been passed on to English Partnerships and more lately Homes England by central government is hindered, not only raising financial issues for the Borough over the redevelopment of vacant public land but also imposing numerous and possibly pointless covenants.
- The once-in-a-lifetime experiments of New Town creation were not followed up with sustained additional central government investment.
- There was a lack of clarity on whether green spaces were part of the masterplan or just land undeveloped at the time.

Growth and renewal:

- The town centre has stagnated and is in need of upgrade, but land ownership issues pose difficulties. Plans to include large-scale development within the town centre, as outlined in the December 2020 Town Centre Regeneration Strategy, are subject to review by the council’s new administration.
- Some historic estate development and construction techniques have resulted in failures, requiring CPOs.
- The challenge is to deliver transport, social and environmental infrastructure upgrades in tandem with development.

¹ Totals for the following wards: Crouch, Fryerns, St Martin’s, Pitsea North West, Vange, Lee Chapel North, Laindon 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 the former New Town area

Did you know?

Basildon has a miniature version of the famous white Hollywood sign, reading ‘Basildon’ – at five feet tall, the sign is one-ninth of the height of the Hollywood original.

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.



Bracknell Forest Council

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:** The emerging Bracknell Forest Local Plan provides the strategy for growth up to 2037. 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.

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.
- The New Town has evolved into a strong and cohesive community with genuine ambition and pride.
- The masterplan and subsequent planning permissions have provided a positive framework for the regeneration that has taken place to date. However, there is a lack of connectivity between the commercial and residential zones.
- There are extensive green spaces and natural environment provision.
- 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.

Growth and renewal:

- Through the emerging Local Plan, new residential settlements and urban expansions are being planned to support the coherent growth of the wider community.
- There are plans for a new leisure and community quarter and additional mixed-use residential schemes.
- Key issues for the future include:
 - Sustaining investment.
 - Balancing the competing demands of living and working in a post-pandemic world.
 - Delivering on climate change targets.
 - Town centre regeneration.
 - Infrastructure investment and replacement.
 - 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 designated 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 Shawille/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). This will be replaced by the new Local Development Plan (2018-2033).

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 consultants Minoprio & Spencely and PW Macfarlane – Anthony Minoprio had been the planner of Crawley New Town. Development Corporation wound up 31 March 1988.

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 Monmouthshire and Brecon Canal was regarded as a liability rather than a strength, which has limited its use as a key asset for the town. The council has recognised the huge opportunity in terms of health, social, economic and environmental benefits.

Growth and renewal:

- The council is seeking to create a new mixed-use quarter based around the Monmouthshire and Brecon Canal to create a more accessible environment, increase tourism opportunities, and renew the night-time economy.
- In April 2018, a planning application was approved to redevelop parts of the town centre, including Monmouth Square. While this provides a new public space, it involves flattening the former water gardens, one of the town centre's few distinct architectural heritage features.
- The open space provision planned as part of the New Town, and the older employment areas constructed by the Development Corporation, are coming under increasing pressure for development for higher-value uses.

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.



North Northamptonshire 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:** North Northamptonshire Council.
- **Local Plan status:** North Northamptonshire Joint Core Strategy, adopted 2016. Part 2 Local Plan for Corby submitted 2019.

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.

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).
- Corby has strengths in manufacturing and in sports provision. Over 40% of Corby employees work in manufacturing.
- 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 District.
- 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 focus 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.
- The town won the Academy of Urbanism's Great Town for 2018 award.

Growth and renewal:

- Corby is a well established growth area, with an agenda to double the population to around 100,000 people by 2030, alongside the required services to help support this growth.
- The area is in a strong position to both contribute to and benefit from the Cambridge-Oxford Arc, which is recognised by central government as a strategically important area in which to stimulate economic growth in the national interest.
- The agreed Town Investment Plan submitted to central government in 2021 is to receive funding from the Towns Fund and could unlock up to £25 million of funding for Corby projects.

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#tabresp)

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 250,000 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 a 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.



North Lanarkshire Council

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.

Employment/economic profile:

- Cumbernauld is the largest town in, and a strategic business centre for, Lanarkshire.
- North Lanarkshire Council is the biggest employer in the town.
- A greater proportion of residents is 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, such as the Scottish Wildlife Trust, which runs Cumbernauld Living Landscape. The initiative aims to maximise the benefits of the town's green infrastructure to improve health, wellbeing and access to nature.
- 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.

Growth and renewal:

- There are plans for two urban extensions to the south of the town, on council-owned land – the South of Cumbernauld Community Growth Area, which includes a site at Placerigg and another at Mid Forest. The sites have been identified as the location for up to 2,000 new homes by 2025, to help meet demand for new housing in the area.
- The council is developing plans, with the input from the community, to rebrand the town centre, improve accessibility and the cultural offer, and implement a greening policy linked to the Cumbernauld Living Landscape project.
- There is a need for Cumbernauld to re-define itself as a '21st century new town' and develop its commercial, industrial and regional retail role in the region.
- There is a need to improve 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.

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 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.



Report 1x (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.

Employment/economic profile:

- 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:

- The town has been developed as envisaged in the original masterplan, although the density of residential developments has decreased with more modern styles.
- There are significant areas of green space running through the town – 56% of the area of Skelmersdale is green space.

- The segregation of roads from housing and from footpaths, and the separation of the different areas of the town, have left a lasting legacy with negative and positive effects.
- 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.

Growth and renewal:

- Phase 1 (three new large retail units) of the Skelmersdale town centre regeneration scheme is now under way (due to be completed in 2022) and a new Leisure and Wellbeing Hub proposed on land adjoining the phase 1 site will replace the existing leisure centre.
- Skelmersdale received £2 million from the Local Growth Fund (administered via Lancashire Enterprise Partnership towards the phase 1 development).
- The Skelmersdale Regeneration Plan, to be prepared during 2021, will consider phase 2 of the town centre regeneration and the former Glenburn School site, alongside ongoing proposals to improve the Tawd Valley Park.
- The Skelmersdale rail proposal – a new rail link to Liverpool and Manchester, with a new station on land within the town centre – is due to be considered by the Department for Transport

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.



Kim Taylor (Wikimedia Commons)

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 Development Plan (adopted 2018).

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.

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.
- The Sky call centre based in Kirkton Campus is the biggest employer.

Development Corporation legacy:

- There is a comprehensive network of traffic-free paths, within a network of greenways and along some main road corridors.

- There are extensive areas of employment development in different areas of the town.
- There is a strong legacy of public art promotion, which has radiated out to the rest of surrounding West Lothian.
- The Deans South housing estate, one of the first built in Livingston, is now in need of significant redevelopment.

Growth and renewal:

- The Livingston North Blue/Green Network Masterplan focuses on environmental enhancement of the greenways. The council is seeking to use climate change sequestrations funding to lever in additional grants.
- In 2019/20 and 2020/21, monies from the Scottish government's Town Centre Fund were used to carry out numerous small-scale public realm enhancements at local centres.
- Proposals in the Local Development Plan include the following:
 - A large, 75 hectare, employment site at Linhouse, on the south side of town, is to be converted to housing use (more than 1,000 homes), with a school and a small local centre.
 - A 2,200-home proposal at Gavieside Farm, on the west side of town, would also provide 40 hectares of employment land to replace the adjacent Kirkton Campus.
 - Livingston's Deans South estate is an area where the council wishes to see a comprehensive redevelopment take place in order to replace houses with structural problems with modern houses and re-use vacant land, thus creating a high-quality place where people want to live. This process has commenced, with the council proposing to build new homes as part of the current council housebuilding programme.
- Other issues for the future include:
 - Promoting and maintaining the employment base, including revamping the employment areas.
 - Tackling areas of social deprivation.

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.



Telford & Wrekin Council

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:** Telford & Wrekin Local Plan 2011-2031 (adopted 2018).

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.

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 percentage points higher than the English and Welsh New Towns average, and 10 percentage points 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 Homes England, for which Telford & Wrekin Council provides stewardship and planning advice.
- The infrastructure legacy provides Telford with significant physical capacity for future development.

Growth and renewal:

- A programme of regeneration of Telford town centre is drawing on investment from the private and public sectors:
 - Telford & Wrekin Council and joint-venue partner Southwater Event Group are to redevelop the 30 acre 'Southwater' development site. The £250 million regeneration scheme will include 300,000 square feet of offices, 330 homes, two hotels, plus retail and leisure uses.
 - Telford has developed a proposal asking for £22.3 million from the Towns Fund, which will go towards work on the town's 'Station Quarter' development, planned for the area between the town's railway station and the town centre. The council expects that the development will attract £30 million of additional investment.

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:** Borough of Redditch Local Plan No. 4 (adopted 2017).

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.

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.

Growth and renewal:

- Redditch will receive £25 million from central government through the Towns Fund scheme. The council has developed a Town Investment Plan, which details projects that will transform the town. These include:
 - Transforming the railway quarter – introducing a multi-modal transport interchange and a new station building.
 - Redeveloping the existing town centre library site.
 - Developing a Redditch Digital Manufacturing and Innovation Centre, which it is hoped will attract entrepreneurs and technology companies.
 - Upgrading a range of historic buildings across the town.
 - Introducing a Sustainable Projects Programme, encouraging low-carbon travel and installing charging points for electric vehicles.

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 second bridge connecting the two towns opened in 2017, 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). Delivery and Allocations Local Plan submitted in 2020.

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.

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 the 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.
- Much of the original green infrastructure has been retained, as has the transport network, albeit with some modernisation to facilitate cycling and walking.
- The green town parks and their integration with surrounding residential areas has been a positive legacy.
- Some of the town's design has not stood the test of time, requiring, and continuing to require significant investment. The circular design created segregation of communities and difficulties in expanding those areas.
- The transport network creates physical barriers (and also perceptions of barriers) hindering access to services and assets beyond neighbourhoods.

Growth and renewal:

- Key issues include town centre regeneration (in both the old and new towns), housing renewal, provision of housing in East Runcorn, and the growth of Sci-Tech Daresbury.
- There is a challenge posed by permitted development rights changes of use from former commercial space to residential use, which can result in low-quality housing.
- There will be further extension in East Runcorn.
- Runcorn is part of the Healthy New Towns Programme (at Halton), and has benefited from the One Public Estate programme. It has also bid for Town Fund monies, which could result in £25 million to be invested in the town.

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?

Runcorn Shopping City (formerly Halton Lea and Runcorn Shopping Centre) was the first UK indoor mall.

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:** Core Strategy and Development Plan (2015-2033) (adopted 2020).

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.

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.

Growth and renewal:

- 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).
- The intention is to protect 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. While it may not have developed as originally planned, it is now using the many positives of the 'New City' framework to enable significant areas of modern housing and town centre growth within the core area.



Wockep71 (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:** Armagh City, Banbridge and Craigavon Borough Council.
- **Local Plan status:** Craigavon Area Plan 2010 (adopted 2004). The Craigavon Integrated Development Framework (2010) provides a framework for the Craigavon urban area. Local Development Plan being developed.

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.

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 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. It was very different from the traditional town centre format and fulfilled a different role. Its settlement form, unique in Northern Ireland, provides a framework to enable future sustainable development through an active travel network (the 'black paths'), planned landscaping, existing local centres, existing social, community and retail facilities, and blue and green infrastructure.
- Around 19% of the Development Corporation housing stock was demolished as its design and quality of materials was unsuitable.
- The infrastructure put in place by the Development Corporation makes the town suitable for private investment.
- One of the key legacies is the provision of recreational and leisure facilities, including Craigavon City Park and Lakes.
- The original masterplan set a framework for development, included significant blue and green infrastructure, and provided linkages throughout and from the 'New City' (i.e. the central part of Craigavon) to Portadown and Lurgan.

Growth and renewal:

- A new Borough-wide Local Development Plan is being made, which will consider the development of Craigavon as one of the councils hubs (i.e. a focus for sustainable development).
- The Council's Community Plan is drawn up in conjunction with partners and communities to develop and implement a shared vision for their area.
- The Craigavon masterplan sets out the basis for the future growth and development of the Central Craigavon, Lurgan and Portadown town centres.

¹ Totals for the following electoral wards: Woodville, Drumnamoe, Parklake, Court, Knocknashane, Mourneview, Church (all Lurgan); Killycomain, Edenderry, Corcrain, Tavanagh, Ballyoran, Ballybay, Annagh, Brownstown (all Portadown); 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/geograph.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 and Newtownabbey Borough Council.
- **Local Plan status:** A new Local Development Plan being prepared for the Borough will look forward to the year 2030.

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 were 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.

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.
- Employment within the Borough is primarily located in Antrim and sites such as Antrim Area Hospital.

Development Corporation legacy:

- The historic town centre, retained under the New Town plans, has high heritage value and is designated a Conservation Area.
- 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.

Growth and renewal:

- Significant public realm improvements have been undertaken in Antrim town centre, part-funded by the council and the Northern Ireland Department for Communities. They are aimed at improving foot flow and business activity, and have improved the aesthetics of the centre. The council administers funding for shop-front improvement schemes through its statutory partners.
- Sufficient land is available to accommodate expected growth within the existing New Town – urban extensions are not being considered.
- Future jobs growth in the Borough is expected to be in administration services, construction, and health and social work. The retail, storage and distribution, accommodation and professional and scientific sectors will continue to grow.

¹ Totals for the following wards: Balloo, Ballycraig, 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. A monastery was founded in Antrim after St Patrick died, to forward his Christian ministry in the area.

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.



winmillar/geograph.org.uk

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 2019).

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.

Employment/economic profile:

- Irvine is the primary retail centre within North Ayrshire.
- North Ayrshire Council, based at Irvine, is the town's biggest employer.
- Irvine Bay Regeneration Company (an Urban Regeneration Company) was set up in 2006. It was wound up in March 2017, with responsibilities being passed to the council.

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.
- Irvine is perceived as being remote from and peripheral to Scotland's Central Belt.
- The road infrastructure, with multiple roundabouts, inaccessible trees and mono-culture grassland, cannot easily be re-purposed into meaningful places for people to use. It is an expensive legacy for the council as maintenance budgets are cut back.

Growth and renewal:

- The Ayrshire Growth Deal is a commitment of £251.5 million from the UK and Scottish governments which will deliver a 10-15 year programme of transformative projects across the region. The Deal will help to fund the development of more visitor and tourism facilities at the Harbourside, including the Maritime Mile and Great Harbour plans. Renewal will build on the legacies of conservation and regeneration work from the New Town era.
- Under the Irvine Bay Regeneration Company (2006-2017), improvements were made to the high street, Kilwinning, and Bridgegate. The council has continued the work in the High Street and Bank Street – both parts of the original pre-New Town centre.
- There is a need to focus on working with the environment – the New Town was not planned for climate change – and on 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 town's heckling shop.

Milton Keynes

Buckinghamshire

'Mark Three' New Town – Designated 23 January 1967

Designated to accommodate overspill from Greater London, 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 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 become one of the UK's most successful cities, and is set to further increase its population through urban extensions. Its 50th birthday in 2017 was celebrated in a year-long events programme. MK contains a number of celebrated stewardship organisations, including the Parks Trust, which manages MK's extensive green infrastructure. It is also home to a 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:** Plan:MK was adopted in March 2019, replacing the Core Strategy (2013) and saved policies of the Local Plan (2005).

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.

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's biggest employers include Network Rail, Milton Keynes University Hospital, the Open University, and Santander Bank.
- MK Development Partnership was established by the council as an urban regeneration agency. It has more than 70 sites across the city.

Development Corporation legacy:

- 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, but is currently facing pressure as there is increased stress on the local housing market.
- 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.

Growth and renewal:

- Through the MK Futures 2050 programme, the council will deliver a portfolio of projects aimed at building a stronger future for Milton Keynes.
- Major construction schemes are under way in the city centre, including a new Santander Bank headquarters (to be completed in 2022) and a 14-storey luxury Hotel La Tour.
- Several of the original areas across the city are part of an estate renewal programme.
- Plan:MK includes two major urban extensions that are going through the planning process: South East Milton Keynes, and on land east of the M1 motorway.
- Milton Keynes will be a recipient of £21.9 million of Towns Fund support, which will be used to make improvements to the Bletchley and Fenny Stratford areas.
- The city has set the ambition to become carbon neutral by 2030 and carbon negative by 2050. All new development will need to contribute to meeting these challenges.
- Viability for public transport is challenging – few people cycle in the city, and parking in the city is affordable.

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?

Milton Keynes is a city of firsts. Among other things, it had the UK's first solar powered house, autonomous delivery robots, multiplex cinema, and doorstep recycling collections.

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 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 Local Plan (adopted 2019).

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.

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.
- Peterborough was part of the Greater Cambridge Greater Peterborough LEP, which became the Business Board of the Cambridgeshire and Peterborough Combined Authority in 2017.

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'.

Growth and renewal:

- Peterborough City Council will be enabling £600 million of private capital investment to regenerate the city centre. The investment will focus on improving the Station Quarter, developing cultural, retail and leisure amenities, and creating a residential mixed-use scheme in Northminster. The Northminster scheme is intended to deliver 350 homes with a community focus, and will aim to improve surrounding Laxton Square. Planning expected in 2022; completion by 2024/25.

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 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:** Mid and East Antrim Council.
- **Local Plan status:** Mid and East Antrim Local Development Plan – Draft Plan Strategy, submitted 2021.

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.

Employment/economic profile:

- The Borough has good road and rail network connections and is close to Belfast International and City Airports. The dualling of the A26 north of Ballymena further improved its connectivity and attractiveness.
- 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.

Growth and renewal:

- The Mid and East Antrim Local Development Plan 2030 – Draft Plan Strategy includes a Spatial Growth Strategy which seeks to direct major population growth and economic development into the area's three main towns of Ballymena, Carrickfergus, and Larne.
- Accommodating housing growth – the Regional Development Strategy 2035 sets the housing growth indicator for 2008-2025 for Ballymena District (not just the town) at 6,400, and identifies Ballymena as one of two main hubs (Larne being the other).
- Other priorities are to improve accessibility (public transport access and cycling provision), enhance the quality of the town centre, and improve the connections and accessibility across the central area and waterfront in order to enhance local accessibility and upgrade the tourism offer.

¹ Totals from the following wards: Academy, Ardeevin, Ballee, Ballykeel, Ballyloughan, Broughshane, Castle Demesne, Dunclug, 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 New Town, 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.



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 (adopted in 2018).

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 Cwmbran Development Corporation, acting as agents for the Mid-Wales Development Corporation. Development Corporation wound up 31 March 1977.

Employment/economic profile:

- As a primary 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.

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.

Growth and renewal:

- A bypass opened in 2019 has improved access and helped to ease congestion in the town.
- The 'Growing Newtown' programme is a collaboration between Powys County Council, Newtown and Llanllwchaearn Town Council and the Welsh government's Transforming Towns programme. The town has secured £760,000 to build on the transfer of 130 acres of green and blue spaces in Powys in 2018 – the largest community asset transfer seen in Wales. The project aims to link wider green spaces to the town centre in order to create corridors of biodiversity and revitalise the town centre.
- Newtown is part of the Bro Hafren Regional Growth Area in the Future Wales: The National Plan 2040.
- Other priorities for the future include:
 - Providing housing to accompany strategic employment sites.
 - Restoring the Montgomery Canal and promoting it for tourism.
 - Making improvements to the transport network, 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:** West Northamptonshire Council. The former Northampton Borough Council became defunct on 1 April 2021 due to local government organisation in the former Northamptonshire County Council area.
- **Local Plan status:** Northampton Central Area Action Plan (adopted 2013). West Northamptonshire Joint Core Strategy (adopted 2014). Northampton Local Plan Part 2, submitted February 2021.

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

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).
- Part of the Northamptonshire Enterprise Partnership LEP, which merged with South East Midlands LEP in 2016.
- Panattoni Park, a large industrial centre, is being built in Northampton, offering over 1 million square feet of logistics and industrial spaces.

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 ensure 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.

Growth and renewal:

- Northampton secured £25 million from the government's Towns Fund grant to kickstart town centre regeneration. The bid was made by Northampton Forward, a public-private partnership that includes representatives from the West Northamptonshire Council, a range of businesses, and community interests. Plans include turning the empty Marks & Spencer and BHS units in Abington Street into residential developments, extending the Charles Rennie Mackintosh-inspired 78 Derngate, and completing the much-delayed Four Waterside development.
- Northampton Business District (BID) secured £1.5 million to spend on the town, focused on defining an identity for Northampton and based on strategic objectives voted upon by local businesses.
- There are plans to build 1,400 homes on the edge of Northampton at Upton Lodge, a Homes England site.
- Other priorities include improving accessibility and dealing with traffic congestion, and 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 development 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.

Employment/economic profile:

- Warrington has 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 Homes England (together the largest landowners in the town).

Growth and renewal:

- The ambitions of the 'Warrington means Business' growth and regeneration programme were approved within the Warrington Town Centre Masterplan. A number of key areas form the focus of the plan, including:
 - 'Town centre living', which will see the construction of 8,000 new homes in the heart of the town.
 - 'Circular parklands', where the aim is to enhance the green ring around the town centre.
 - 'Rediscovering the river', where the aim is to develop an attractive waterfront.
 - 'Changing the main shopping streets', through encouraging cafes and restaurants.
 - Making Warrington 'a place of culture', thus enhancing the town centre's sense of place.
 - 'Keeping the town centre moving and connected', where the aim is to enhance the town's transport network, promote active travel as laid out in Warrington's fourth Local Transport Plan, and deliver a national rail hub at Bank Quay train station.

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 Cuardley, 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 many 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 and Strabane District Council.
- **Local Plan status:** Derry City and Strabane District Council Local Development Plan (LDP), 2032 draft Plan Strategy published 2019.

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.

Employment/economic profile:

- The city is a major service centre and provides shopping, educational and other services for the 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 wage levels, and the concentration of professional services employment. The Local Development Plan (LDP), 2032 draft Plan Strategy states that the council is progressing a very significant multi-million-pound capital investment programme for its key regeneration sites in Derry and Strabane to pump-prime finance from central government and the private sector. The Strategic Growth Plan for the District includes a list of key infrastructure projects, many of which are due to be delivered through a City Deal.

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.

Growth and renewal:

- The Local Development Plan adopts a 'city centre first' approach in relation to shopping and other uses, ensuring that the city centre builds upon its regional centre status.
- Other priorities for the future include:
 - 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.

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 structures, 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.

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 Homes England, and also a number of sites still with extant planning

permissions resulting from commitments under the 1981 New Towns Act.

Growth and renewal:

- Central Lancashire will be one of the recipients of the Lancashire City Deal, a £434 million investment that will see investment in the improvement of transport infrastructure, new jobs, and new homes. It sets out a ten-year vision for the region, including the construction of 17,000 new homes, 1,000,000 square metres of employment space, the creation of 20,000 private sector jobs, and the creation of a new motorway junction.
- Preston and Leyland, which formed part of the former Central Lancashire New Town area, are receiving funding from the Towns Fund. Preston has been successful in securing £19.9 million and Leyland £25 million.

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.



tcpa

***A New Future for New Towns: Lessons from the TCPA New Towns Network
Including Five-Minute Fact Sheets***

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