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NON-TECHNICAL SUMMARY

How we would deliver a new Garden City which is visionary, economically viable, and popular

Why Garden Cities matter

As one of the great success stories in making places that work economically and which are also loved by their residents, Garden Cities seem prime candidates for reappraisal. In a context of the urgent need for substantial new housing provision and increased economic activity to contribute to prosperity, it is evident that we need a very high quality of thinking and debate about why we should deliver new Garden Cities today – and how to do so.

Taking a holistic view

Delivering a new Garden City is as much about civic design, place-making and community development as economic viability, and we bring a range of perspectives to the question, from urban design, planning, architecture, development, community engagement and place-making, as well as economics, because this is a holistic question, not a narrow, reductive or purely academic one.

Our vision

About vision we say that ‘business as usual’ or ‘technological fix’ solutions have not got us where we want to be in delivering exceptional new places to live and work, or in contributing to prosperity

and growth. Garden Cities are a tried and tested alternative and a modern Garden City vision will combine Ebenezer Howard’s principles with a systematic design approach using masterplans, transect systems, pattern books and design guides. Our vision sees these backed by a financial and engagement approach that works effectively within the present planning system and reflects unique regional and local place-making circumstances.

The vision is about meeting local needs and garnering local support in a 21st century context, with design that engages with local vernacular, and reflects local context, traditions and materials. The vision is of communities involved from the start in developing inspiring civic design using charrette processes, not simply being asked to react to the plans of others.

A knotty problem is where a new Garden City should go. We offer a vision of not one but three models which advance the vision – a stand-alone Garden City, new Garden City inspired Suburbs, and repaired Garden Cities on previously developed land – permutations that reflect the opportunities presented by the spatial, economic and political context we face. We renew Howard’s famous diagrams to show how this would work on the ground.

On viability

About viability we argue that delivering new Garden Cities can offer a fresh chance to overcome the problematic conventions and shortcomings of existing development arrangements. We suggest a series of specific ways to make best use of money that is already being spent sub-optimally to develop new places, often of indifferent quality.

In a context of public spending restraint we argue for an approach that is predicated on market viability and driven by private sector players including landowners, champions, and communities themselves, but makes best use of leverage available through taxation and other financing and ownership instruments and models to support viability over the short and longer-term.

To support viability we propose to make optimal use of spatial assets we already have – redundant public land, private sector land holdings, opportunities from existing and planned transport infrastructure and energy supply – and ensure these are combined to help de-risk and develop the best sites for new Cities. We show how approaches which connect landholders and development partners who take a longer term view can offer a workable basis for delivery; generating acceptable

returns for both developers and communities.

We demonstrate how existing budget allocations, tax regimes and more innovative financing models can be employed to good effect to support a new Garden City, without undermining the need for restraint. Tapered tax relief to encourage a more long-term approach among developers, the possibility of reanimating Enterprise Zones, the use of CIL and other ways to develop multiplier effects from Garden City development are all part of the proposed mix. We show how viability is further supported through appropriate governance and management approaches, a range of ownership models and diversity in housing types and densities.

On popularity

The advocacy of champions is a necessary basis for delivering any new Garden City, to help garner enthusiasm and support among communities, but this will not be enough. We advocate very transparent engagement processes that put communities at the centre of things, which start before any decisions have been made, and avoid any backroom deals being done that show people's views don't matter. We demonstrate that popularity requires working with communities to decide if, where and

how a city should be delivered. Starting this process early is both an ethical and pragmatic strategy for increasing popularity and making sure the benefits outweigh the costs.

We argue that there are techniques which work to develop new settlements with communities, and we give a number of UK based examples from practice – in Scotland and in Hertfordshire – of using charrette methods to successfully engage with communities on new settlement design and planning, in the process gaining their support. We reference recent engagement work carried out in Letchworth which showed how an informed 'town debate' led to predominant support for growth, and a vote in favour by the town's governors.

In conclusion

We do not pretend that delivering a new Garden City will be easy or entirely uncontentious but the ideas and arguments presented in this entry demonstrate that it is possible to bring together vision, viability and popularity– building on time tested approaches and innovating in specific areas to offer an approach that is fit for fast changing 21st century circumstances. A new Garden City is not simply a pipedream, but in our view a realistic possibility for a more prosperous and liveable future.

1.0 INTRODUCTION

Setting the scene for a new Garden City

Why Garden Cities matter

As one of the great success stories in making places that work economically and are also loved by their residents, Garden Cities seem prime candidates for reappraisal. In a context of the urgent need for substantial new housing provision and increased economic activity to contribute to prosperity, it is evident that we need a very high quality of thinking and debate about why we should deliver new Garden Cities today – and how to do so. For us, then, the prize offers a unique and extremely timely chance to combine both academic and ‘real world’ experience and expertise, and bring this to bear on how a Garden City can be created today.

Taking a holistic view

We aim to convince you in this submission that those in the built environment disciplines are strong candidates to answer such a question successfully. As you have rightly explained, the Prize Question demands thinking on matters that have as much to do with civic design, place-making and community development as they do economic viability, and we bring a range of perspectives to the question from urban design, planning, architecture, development, community engagement and place-making, as well as economics, because we

too see this as a holistic question, not a narrow, reductive one.

What our entry offers

We believe our entry offers both rigour and creativity in relation to the themes of vision, viability and popularity around which it is shaped. Rather than providing you with an academic essay on the merits of Garden Cities and barriers to their delivery, we have tried very hard to stick to the point – to as clearly as possible answer the question:

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

Our vision

About vision we say that ‘business as usual’ or ‘technological fix’ solutions have not got us where we want to be in delivering exceptional new places to live and work, or in contributing to prosperity and growth. A modern Garden City vision will combine Howard’s principles with a systematic design, financial and engagement approach that works effectively within the present planning system and reflects unique regional and local place-making circumstances.

We offer not one but three models which advance the vision – the stand-alone Garden City, new Garden City inspired Suburbs, and repaired Garden Cities on previously developed land – permutations that reflect the opportunities presented by the spatial, economic and political context we face.

On viability

About viability we argue that delivering new Garden Cities can offer a fresh chance to overcome the problematic conventions and shortcomings of our existing development arrangements. We suggest a series of specific ways to make best use of money that is already being spent sub-optimally to develop new places, often of indifferent quality. We argue for an approach that is driven by private sector players including landowners, investors, champions, and communities themselves, but makes best use of leverage available through taxation, and other financing and ownership instruments and models, to support viability over the short and longer-term.

On popularity

About popularity we emphasise that advocacy of champions will be a necessary basis for delivering any new Garden City to help garner enthusiasm

and support among local communities, but this alone will not be enough. We advocate very transparent engagement processes that put communities at the centre of things, which start before any decisions have been made, and avoid any back-room deals being done that show people's views don't matter. We demonstrate that popularity requires working with communities to develop new settlements, and we give a number of UK based examples of using charrette methods to successfully do so.

Equally important to our approach is making connections between these vital areas. Our short section 'drawing it all together' therefore focuses on the critical points from each of these areas as well as examples of cross-cutting aspects where we think important delivery opportunities for a new Garden City are to be found.

A good process

Whatever the outcome of your deliberations we wanted to say that we have found the process of exploring the question an extremely valuable one. It has allowed us to not only bring together the knowledge, experience and ideas we already possess but also to go well beyond that, to develop new insights and connections at a very practical

level. Together all these elements seem to us to offer a rigorous and creative basis for developing a new Garden City today. We intend to make use of these new insights in our design and planning work, our engagement with communities, and our teaching and research, but we hope that they will also be judged capable of supporting a new Garden City in practice.

2.0 VISIONARY

Inspiring solutions that are viable and sustainable

What constitutes a Garden City for the 21st Century?

The critical need to increase the supply of housing in the UK regardless of quality is resulting in a rush by local authorities to approve a rash of comparatively small suburban residential extensions. As a result of this 'quick fix' solution adopted since the 1950s many of our existing towns and cities now have blighted suburban edges that are poorly integrated with the original settlement's core and sprawl into the countryside.

The Garden City model by contrast provides a tried and tested alternative solution which offers many benefits: a large masterplanned, mixed use development that is viable, sustainable, aims to enhance quality of life and avoid the dormitory approach of many (but not all) smaller extensions to cities and towns. There are, of course, challenges that need to be addressed, not least funding, opposition from public interest groups and loss of agricultural land.

Despite these difficulties, which we address in other sections of this entry, we feel it is possible to deliver a Garden City using a combination of elements: Ebenezer Howard's design principles, a systematic design approach, managed effectively using Masterplans, Design Codes and Pattern

Books, with 21st century communications, energy, water, waste and transport infrastructures, but working within the present planning system. Often the nature of the architecture has been the sticking point but this does not have to be the case. Together these elements can provide eclectic stylistic approaches to building design within broader urbanist principles, so that a mixed-use development with good manners in architecture emerges which can deal with the pressures of the 21st century. Solutions that address the local vernacular, that engage with and inspire the local population, are based on low carbon producing approaches, offer good infrastructure and energy arrangements,¹ and effective transport systems, can be developed quickly to address the present housing demand but also support economic growth and vibrancy.

Developing any sizeable community has its challenges, but there are several examples of successful privately financed, market driven developments that are being built in the UK today under the present planning system and notwithstanding austere economic conditions. Poundbury in Dorset, started in 1998, is now well established, and Chapelton of Elsick near Aberdeen, which began to be designed only three years ago, is now on site with the first houses available at the end of this

year. It seems more than coincidence that there are several identical factors at work at each of these sites: an interested landowner, a clear vision, a committed leadership team, strong and ongoing community engagement and pragmatic target driven programming.

Addressing local needs

Views about what constitutes the perfect Garden City for the 21st century will vary from person to person and community to community. Most assume the solution will be similar to the romantic architecture of the Arts and Crafts inspired Letchworth, Welwyn Garden City and Hampstead Garden Suburb. As a result some may see the idea of Garden Cities as an imposition of historic, outdated ideology and design; others as a positive return to traditional values and place-making solutions. In our view it is neither of these.

The design approach proposed addresses local needs, produces a design solution that engages with the local vernacular and achieves a consensus through a charrette process (described in Section Four) with the local community and other stakeholders, which is the prerequisite for a successful development. As a result the design solution for the Garden City will be unique; reflecting the local

context, traditions and materials.

It may sound self-evident, but to garner sufficient public support, a future Garden City has to inspire the community of those already living and working in the area in which it is planned, and we look at this in more depth in Section Four. In our view this is best achieved by researching specific local needs and ensuring the majority of the community benefit. Local involvement is critical, with an ongoing engagement process that addresses all the specific design issues that are important to the existing communities and allows them the chance to help develop and shape that design rather than simply react to it.

As a result a future Garden City solution will differ greatly from place to place and will be tailored to regional and local issues and needs. Instead of getting bogged down in the often divisive issue of architectural style, the focus will be less on 'architectural dressing' and more on design fundamentals such as massing, mix of tenures, and existing site features as the key drivers of the design.

Historical design context and architectural style

Ebenezer Howard's diagrams from his *Tomorrow: A Peaceful Path to Real Reform* (1898) brilliantly summarizes his concept of 'the joyous union of town and country'. While his guiding principles may be over a century old, they are still highly relevant today. Howard's primary aspiration, to improve the quality of life for all residents, was provided by a balance between town and country rather than a blurring together of these categories when designing and planning settlements.

Howard's diagrams and writing encapsulate a basis for a successful community and show the spatial, social and economic interplay required between town, country, residents and commerce to design a thriving mixed-use City. This principle is still relevant and the basis of a successful and sustainable Garden City for the 21st century.

2.0 VISIONARY

Garden City designers and architects, Barry Parker and Raymond Unwin, were committed to the Arts and Crafts movement, as can be seen at the completed Garden Cities at Letchworth and Welwyn Garden City, and at a smaller scale at Hampstead Garden Suburb. Their very practical view of town and country resulted in mixed use, planned, walkable communities focused on town centres with well-defined civic spaces, and providing housing for a wide range of incomes and households. The Arts and Crafts influence on the crafting, careful detailing and choice of local materials is clearly evident and remains very popular today.

In our view Howard's principles still provide an appropriate framework for designing a new Garden City, while we should take a more eclectic view of Parker and Unwin's detailed designs. It would be wrong to slavishly copy these. Instead we need to be open to a range of detailed design solutions to meet 21st century place-making requirements including for housing, energy, transport, air quality, waste, water and flooding among others. Design solutions should vary depending upon regional and local needs and will take on regional traditions and context. We believe one of the great strengths of the Garden City model in design terms is its flexibility to respond to these altered circumstances.



Arts and Crafts architecture in Letchworth Garden City

Reflecting 21st century criteria

Over the 20th century there has been massive urbanization, different and more varied modes of public and personal transport and improved communications. As a result there are new pressures on both town and country, which result in the context of the debate rather than Ebenezer Howard's principles having to shift. A successful Garden City, fit for the 21st century must meet twelve criteria which have been usefully set out by the TCPA.² In relation to getting design right, we still think these are critical to any successful delivery of a Garden City in future.

Architecturally inspiring

New development proposals invariably result in a fair degree of cynicism which is a reflection of the poor standard of many residential developments over the past sixty years. To be popular, a new Garden City needs to be not just exemplary in a spatial design sense but also must get the process of developing that design right – we say much more in Section Four about how designers and developers must engage thoroughly with communities through charrette processes which both capture their imaginations and develop designs which provide for their needs. But we also need to set principles for good design to inspire, and we list elements we think are critical in our footnotes.³

Inspiring architecture is very subjective and a broad range of design solutions is to be expected and welcomed. Design should address different regional traditions and context. As a result the new Garden City will require analysis and a synoptic survey of local exemplars, which allows for replicating their form, proportions and materials, and should provide the ideal basis for integrating the best local elements into a design. This is not to say there is no room for focal points or features to provide contrast, but the desire for architects to always provide unique design solutions regardless

of the surrounding context only results in a confusing and clashing street scene. And some things should not be debatable – Lifetime Homes standards, and space standards like those pioneered by Parker and Unwin, and later by Tudor Walters, should be an essential part of any design. As noted earlier, architectural style is often the most contentious issue among architects themselves rather than with local communities who often express a preference for design solutions which use traditional architecture and detailing. We should therefore avoid confusing architectural with community preferences and deliver Garden City design which is both highly popular and robust. Unique site-specific solutions should result from the design engagement process, and generate not only regional variations but progressive and contemporary design that suits local people and places.



Contemporary architecture that respects local vernacular. Officers Field, Portland, Weymouth. Housing Design Awards, 2012 supreme winner

Elements of good place-making

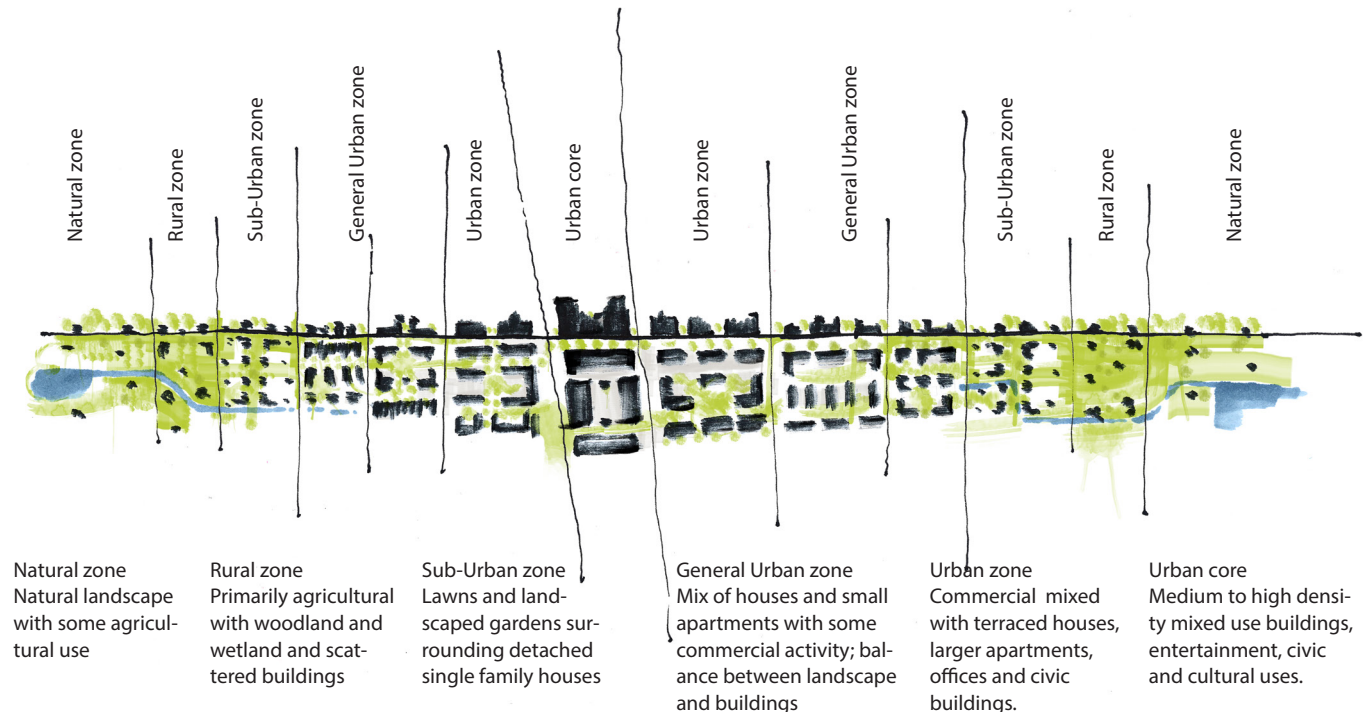
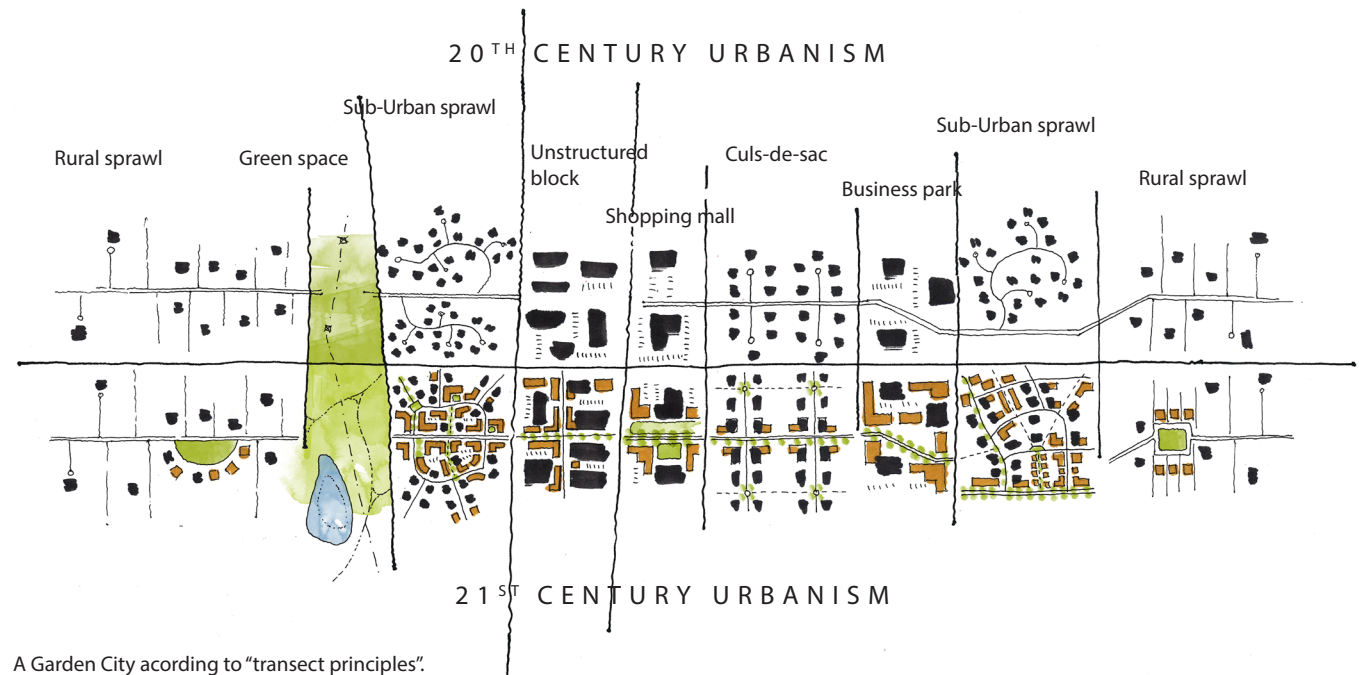
The planning system is often cited as a block on development and an impediment to good design outcomes but we believe that a Garden City for the 21st century can provide inspiring spaces by a number of means within the existing planning system. The easiest, most reliable and most robust solution is to accept the following structural ‘framing’ elements within which considerable design freedom is possible. The basic framework elements are:

- A well considered Masterplan⁴ – to define compact, mixed use, fine grained, human scaled, walkable and transport focused design proposals at settlement level.
- A transect based system⁵ – to ensure that density and other place-shaping elements are appropriate to location within the settlement.
- A place-specific Pattern Book⁶ – to ensure the details of design at area and individual building level are coherent and beautiful, by offering examples relevant to the location.
- Place-specific Design Codes⁷ – to set out the appropriate proportions, materials palette and other design elements for design coherence.

2.0 VISIONARY

Where would these Garden Cities go?

The question seems to us to be about not just how a Garden City can be designed and built but where. It seems likely in these egalitarian times, that the firestorm of protest that would result from a Garden City proposal in the south east of England would render it politically impossible to achieve in a workable timescale. Garden suburbs or repairing existing settlements is however eminently possible. We therefore suggest that three Garden City models be considered for delivery, depending on spatial, political and economic circumstances. These are:



This urban-to-rural transect hierarchy has appropriate building and street types for each area along the continuum.

(1) A stand-alone Garden City – We envisage a new stand-alone Garden City as having most chance of political viability if sited in an area where it would not be perceived as despoiling the landscape and would make use of existing transport infrastructure (extant, planned or reinstated) to reinforce a transport oriented development approach ⁸. The intention would be to make such a settlement an economic and social attractor, just as Howard conceived in his proposal for the original Garden City, which was predicated on drawing people voluntarily to it because of both its exemplary livability and their poor existing conditions. ⁹

(2) New Garden Suburbs – The Garden Suburb model provides the opportunity to tap into existing infrastructure while providing walkable, mixed-use developments that reflect Garden City principles. ¹⁰ It may be that in locations where a stand-alone Garden City is not the right option for political or other reasons, Garden Suburb inspired town extensions can offer significant advantages and provide meaningful numbers of new houses and economic opportunities. ¹¹

(3) Repairing to Garden City principles – As shown in the Hertfordshire Charrette (2008), which we discuss in Section Four, Garden City principles can be employed in the renewal and repair ¹² of previously developed land in all sorts of contexts, from hamlets to cities. We envisage Garden City repair could occur at a number of scales from individual brownfields and greyfields sites to whole neighbourhoods, and even entire settlements.

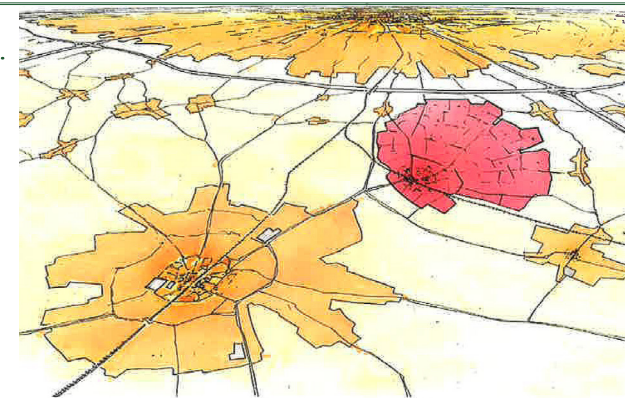
A stand-alone Garden City

Advantages

- Minimal impact on neighbours
- Rational provision of infrastructure
- High traffic capture
- Economies of scale
- Excellent jobs and housing balance
- Decreased trip generation
- Rational provision of facilities
- Provides strategic infrastructure

Disadvantages

- Diminishing of greenfields
- Complex planning process



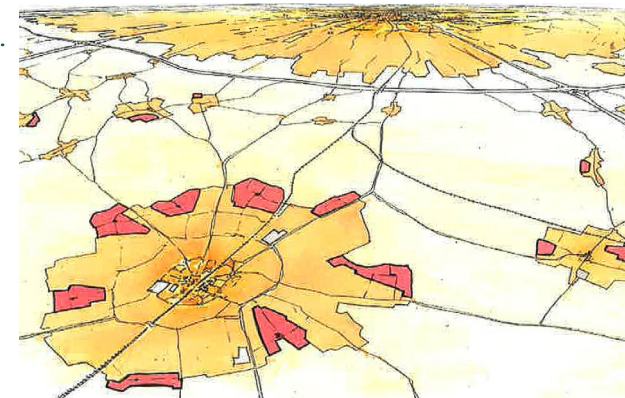
New Garden Suburbs

Advantages

- Equitable distribution of growth
- Sustains community facilities
- Integrated with transport

Disadvantages

- Could block existing green-field views
- Blocks access to green belt
- Impacts all communities



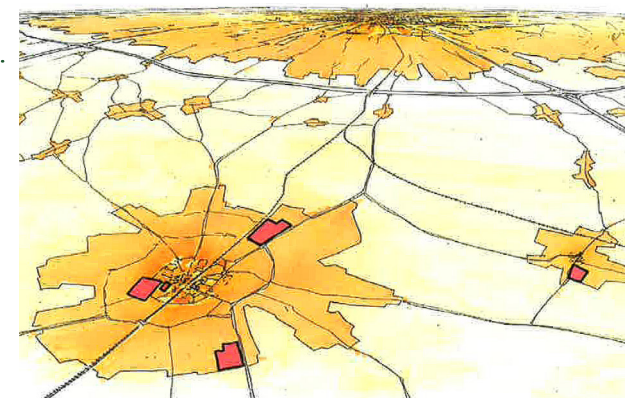
Repairing to Garden City principles

Advantages

- Conserves green belt
- Reuses land resources
- Reuses existing infrastructure
- Remediates contaminated land
- Transport based

Disadvantages

- Incurs additional clean up costs
- Removes industrial and commercial space



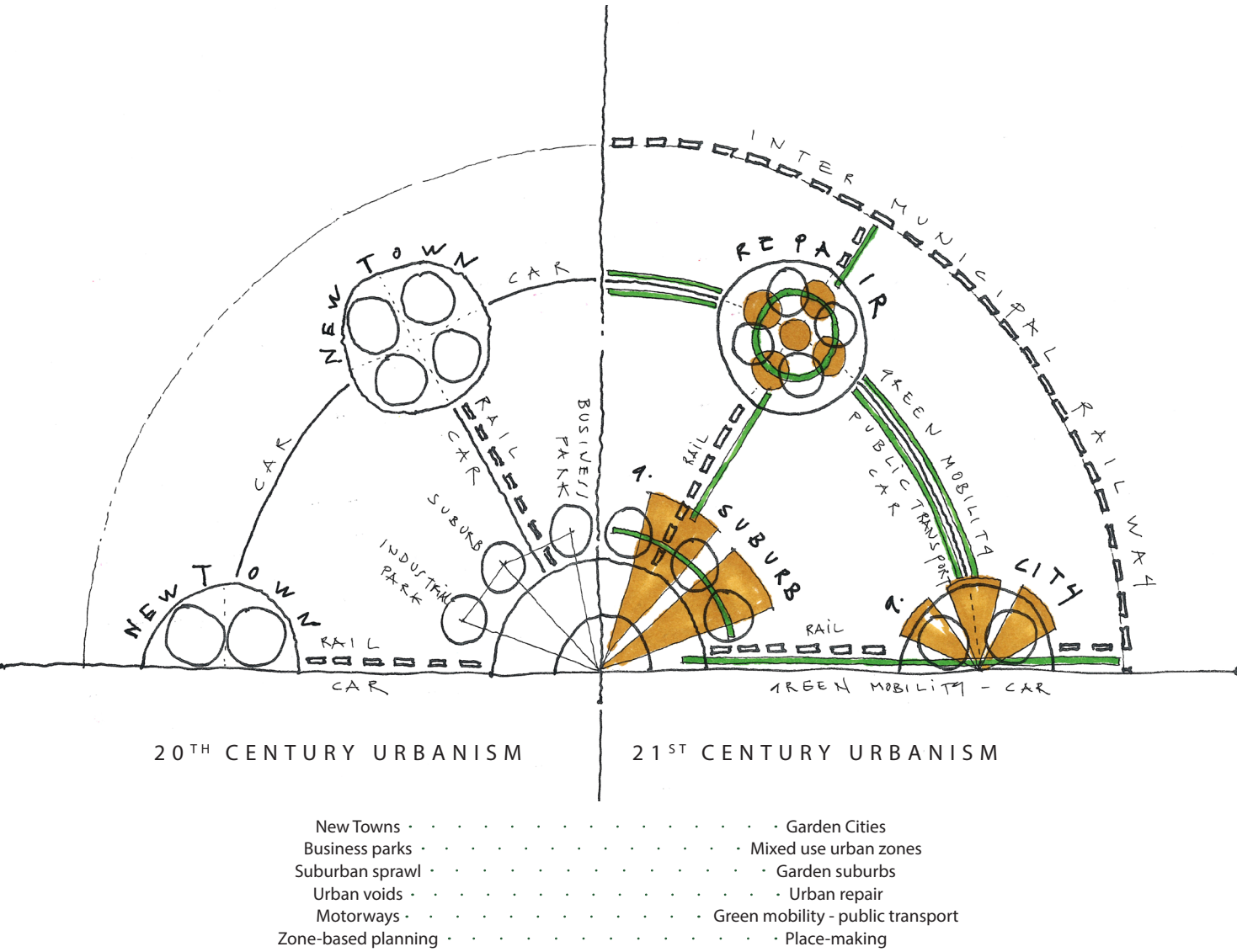
Text adapted and illustrations sourced from the Hertfordshire Guide to Growth (2008).

2.0 VISIONARY

For example, certain post war New Towns, as well as being extremely expensive to build and maintain, have suffered significant problems with low quality housing stock, poor space shaping and low demand. There could be scope to consider staged redevelopment to Garden City principles, at the level of the house, block, area and town.

We suggest that depending on local and regional needs, the market economy and local vernacular, all three models are viable, practical solutions that can be tailored to local requirements, site conditions and locations. We list some of the advantages and disadvantages of each in a footnote.¹³ All meet the primary principles developed by Howard of keeping the local community of country and town, residential and commerce in equilibrium to produce a successful and popular community. In this way the vision of combining the advantages of “the most energetic and active town life, with all the beauty and delight of the country” can again be achieved.

In the next section we explore the economic viability requirements for this delicate balancing act.



3.0 VIABLE

Making a Garden City economically viable

Why current approaches are insufficient

Many of the issues which the Garden City movement has sought to address since the early 20th century, arise from the shortcomings of typical, volume housing developments. Issues of inadequate and poorly designed and planned supply are related to the level of speculation in land and short-term attitudes towards the built environment. In many cases development is seen as a purely financial matter – and just about housing, not about making places.

A new Garden City as a fresh opportunity

Looking to deliver a new Garden City provides a fresh opportunity to revisit our current patterns of values about civic design, and build up a new outlook on making places fit for the future. Currently, planners, politicians, developers and householders frequently find themselves defending contradictory standpoints: affordability or quality; protecting agriculture or places to live.

Building a new Garden City provides an opportunity to challenge a whole series of established conventions that development is necessarily of poor quality, reflects low architectural and design aspirations, and constitutes unacceptable sprawl into

highly valued landscapes and agricultural land. A new Garden City has the potential to both sharpen and potentially overcome points of conflict in financial as well as social and political arenas.

Why economical viability is so critical - and how to support it

Notwithstanding these present conflicts, economic viability is at the very core of the successful establishment of future Garden Cities. What makes this so very important?

Public spending restraint

First of all, the constraints on the public purse are such that it is highly unlikely Government can ever engage in a large-scale state sponsored programme of Garden City construction. That is not to say Government does not have a role to play (see below) but this can only take the form of assisting in areas which are beyond the scope of private developers and which are already part of Government's responsibilities for provision of public goods like transport infrastructure. If a new Garden City is to be built then it is essential that they be able to withstand normal market forces.¹⁴

Land availability

Second, the availability of land is a primary consideration in establishing any new Garden City. While the landowner might take a variety of forms, the returns on offer must be sufficient to enable the present owner to consider withdrawing the land from its current use (e.g. agriculture) and making it available for construction of the new settlement. There are a number of examples where an enlightened landowner has been critical to the development of a new settlement as in Scotland's Chapelton of Elsick, and Stanborough Garden Village at Hatfield in Hertfordshire, which we describe in a footnote.¹⁵

Partners and stakeholders

Third, it may seem self-evident but is worth restating that a future Garden City will rely on a number of partners and stakeholders in order to ensure successful delivery. In a similar way that the landowner will require a return, so too will other partners.

Market viability

Given these points, and mindful that all parties involved in the venture will be predominantly relying

upon private finance, the model will need to be capable of demonstrating sufficient viability as to satisfy the requirements of private lenders. That means baseline viability must be defined as a demonstrable level of return which can be sustained over a period of years and which is sufficient to attract key stakeholders' engagement with the project.

It stands to reason that market viability will also be a key factor in deciding the location of a future Garden City. Put another way, a new City can only be successful if there is sufficient demand from occupiers – commercial, residential and institutional. If insufficient demand for housing and employment exists, then the rate of construction is likely to remain low, house prices and rental levels will be similarly depressed, and employers may struggle to attract a suitable workforce.

Location, location, location...

How can such viability be ensured in practice? For us there are some obvious lessons to draw from this analysis. One is about location. While it might seem logical to place a new Garden City in a location which is presently sparsely populated, this may prove difficult to market and thus demonstrate sufficient levels of return for future success.

We believe our 'three variants' model will ensure a better spatial and financing fit.

Making use of transport infrastructure

The availability of good transport infrastructure will be critical in deciding where a new Garden City might be located, as we discussed in Section Two. However major transport infrastructure investments are likely to be difficult for developers. It follows that locations which are close to existing public transport infrastructure, hubs and interchanges, or which might be easily linked to them, through, for example, reinstatement of former rail links, should be strongly supported as potential sites through Government's infrastructure investment which will be taking place in any case. This goes beyond cost alone. In our view the Government also has the capacity to facilitate the crucial partnership working between all the agencies and organisations that would need to work together to make this happen.

As we know, Government is already thinking about major investments to support our future economy such as major new rail connections, and our view is that the formation of new public transport interchanges or railheads for industry would very much support the attractiveness and sustainability of a new Garden City location.

3.0 VIABLE

A point about finance

Another point is about finance. Although, as we have argued, Government are extremely unlikely to be able or willing to finance wholesale construction of a Garden City, it can assist in matters which are likely to be outside the sphere of influence or commercial operations of the developers of any future Garden City. Here we are not talking about Government propping up otherwise unviable schemes or increasing spending. We see this help taking a number of forms which are already being provided within existing budget allocations, and reflecting the mainstream, legitimate responsibilities of Government in the national interest.

Government does have policy, fiscal and other economic mechanisms it can use to support a new Garden City without undercutting a prudent, low borrowing, small government approach overall. The current tax system is already used to support economic activity, and Government might consider a form of tapered tax relief to encourage developers to increase the rate of house building and to retain a medium to long-term interest in the development by way of rental or shared equity schemes. Any initiative of this kind would push developers to reconsider their existing short-term, sales-based economic and financing model and

focus upon sustaining value for the future. This might encourage greater consideration of design and construction quality while also engendering developments with a sense of place – something that is extremely important when it comes to ensuring popularity.

Using what has been shown to work

We think it is worth looking at financing techniques which have previously worked effectively, as well as at new instruments. For example, Government might further encourage the construction of a Garden City through the establishment of Development or Enterprise Zones similar to those which were successfully employed during the 1980s. These were used, for example, to encourage the regeneration of London Docklands and Trafford Park, Manchester.

Providing publically held land

Government agencies could further support the delivery of a new Garden City through the provision of land. Many Government agencies hold significant tracts of land and these holdings should be assessed for their suitability as sites for a new Garden City. The Ministry of Defence holds many thousands of acres, some of which are surplus to

its requirements. Certain publically owned sites are already well served by road or railheads and arguably offer much of the baseline infrastructure required for establishing a Garden City.

Government involvement should not be seen as a pure cost to the taxpayer. For example, rather than representing a public liability, release of land from Government agencies would generate useful capital receipts for the Exchequer. More broadly, Garden Cities can already be demonstrably shown to deliver key benefits. At Letchworth, for example, the value that the town's governors accumulate through ownership of land and buildings provides rental income which is poured back into the City and provides a range of services and infrastructure support to its residents.

Economic multiplier effects

As we set out earlier in this entry we see the delivery of a new Garden City as requiring predominantly private sector and community led initiatives. It is worth reflecting on the economics and financing of existing Garden Cities, and much more recent developments in keeping with their principles as we referenced in our section on Vision. The original Garden Cities of Letchworth and Welwyn, and more recent urban extensions including

Poundbury on the edge of Dorchester, continue to attract international interest and generate many tours and visits from architects and town planners as well as academics and house builders.

To take the example of Poundbury,¹⁶ this development is relatively small by the standards of a Garden City, with 2250 homes (a substantial proportion of which are social housing sprinkled through the development) and a population of around 4500-5000, but already is providing employment for some 1,660 people in 140 businesses. As a new settlement model it is much better in terms of economic vibrancy and wealth generation than the housing 'pods' that have blighted parts of the UK. Even at this small scale, Poundbury is already calculated to have contributed over £330million in demand for goods and services to the local economy and will have contributed £500 million by 2025.¹⁷

International profile and its benefits

A new Garden City has the potential to attract similar levels of international acclaim and to provide employment and training opportunities to all of those involved in the creation of the new settlement, as well as then providing a very desirable setting for high levels of economic activity into the

future. Quite apart from the economic benefits accruing in the new settlement itself, the expertise acquired in developing such a Garden City will provide valuable knowledge as the basis for developing high value products and services. This should benefit private companies in development, building, architecture, planning, and other forms of consultancy, as well as enhancing the capacity of academic institutions, and will be capable of export to other nations re-engaging with Garden City principles.¹⁸

Land availability - development partners

As noted above, the availability of land is the most critical component for the construction of a future Garden City. As in the case of previous exemplars, a prospective Garden City will require the input of land from a supportive landowner (or group of landowners). We see this as perhaps one of the critical elements in making a Garden City viable at least in the short to medium term. Many of the mechanisms listed by the TCPA¹⁹ in relation to de-risking development are considered necessary because land is such a difficult and expensive commodity to acquire. If we could 'cut to the chase' on the land availability side as has been done at Chapelton it may be that such mechanisms would be rendered largely unnecessary.

The long-term nature of a Garden City means that it is unlikely that a project can pay inflated sums for 'marriage value' if would-be deliverers are trying to assemble multiple plots. Nor will delivery be viable if it has to support the level of land prices typically paid for conventional, speculative, short-term developments. The landowner must therefore be capable of taking a longer view and be comfortable with the concepts of a lower, albeit sustainable and ongoing return, combined with a desire to 'champion' a higher quality sustainable development and leave a positive legacy for the future – as occurred when land was acquired to develop Letchworth. Landowners might take a variety of forms but the following examples suggest the kinds of owners who we envisage from past experience are most likely to be able to take this view.

3.0 VIABLE

Landed estates – as we have seen, new settlements such as that currently being delivered by the Duke of Fife in Scotland, and that developed by the Duchy of Cornwall at Poundbury have been able to use existing land holdings to deliver Garden City inspired towns and urban extensions.

Government agencies – a number of Government agencies and semi-governmental organisations including health authorities are redeveloping former hospitals and other facilities, while the Ministry of Defence is making use of former airbases and other redundant sites. These offer substantial landholdings which could be appropriate sites for a new Garden City.

Mineral companies – former quarries and other mineral extraction sites have to be restored following being worked out and offer interesting potential for Garden City settlements, as in the proposed Birchall Garden Suburb extension to the south east of Welwyn Garden City.²⁰

Large corporates – business parks and other big firms including retailers²¹, also retain extensive, but sometimes redundant land holdings. Again it may be that they could become involved in consortia to deliver a Garden City on one of their sites.

Achieving acceptable returns

A landowner's decision to make their land available rests upon the ability to achieve an acceptable level of return through land sales to developers and to receive sustained income over a period of years from retained or residual interests. There are a number of models by which a landowner can unlock their landholding and deliver a development.²²

If the owner has sufficient capital for investment then it will be possible to fund the initial master-planning, the passage through planning and the potential establishment of the site, as in the innovative and very successful Poundbury model.²³ This work in itself will realise a substantial uplift in value as has been seen in the premium commanded by Poundbury's housing stock.

An ability to sell or lease 'serviced plots' where key infrastructure has been provided can reduce the risk to the builder and remove the usual barriers of entry to small and medium sized builders. Serviced plots invariably provide a greater return to the landowner compared to bare land transactions.

Development densities

Increased development densities can also increase economic viability but have often been presented as a trade off against social and environmental quality. The example of Poundbury again demonstrates that this does not have to be an 'either/or' proposition. By building in narrow streets, compact mixed use, and tight housing blocks, but housing of exceptional beauty, quality and energy frugality, this Garden City inspired area has substantially increased the yield from land over that of conventional subdivisions and managed to achieve a price premium. The development has both enhanced land values and improved its sustainability as a walkable place focused on local living and working, in part by increasing densities in a way that works for residents, economically and spatially.²⁴

Longer term, residual interests

Economic viability needs to be considered as about longer term, residual interests, not just short term profits. As noted earlier, a new Garden City will require a landowner to make land available on the basis that they are content with the level of return offered by the new use. Return will vary in form – from receipts received where land is sold

(either freehold or on long leaseholds). Under a lease, the ground landlord can look forward to a dependable stream of rental income and to get the improvements when the lease's term comes to an end. Alternatively, the landowner may retain an element of property interest within the Garden City and from which they might derive rental income. Finally they may retain certain other residual interests. These might include open space, ducting within streets (for use by telecoms or utilities) or the right to receive ongoing income from covenants. Where insufficient capital is available, the landowner might find a suitable joint venture partner, but the same ongoing income opportunities would apply.

As we discuss in the next section, developers should be attracted to the concept of a Garden City due to the ability to engage in and market a popular concept.

Infrastructure costs

A key element in the creation of a future Garden City will be infrastructure costs. These will clearly be site specific and may in themselves play a significant part in the location of a future Garden City. The strongest possible locations will be those which offer an opportunity to undertake some

initial construction whereby an income stream can be established from initial phases of development. This income can then be re-invested in subsequent infrastructure development.

Income opportunities

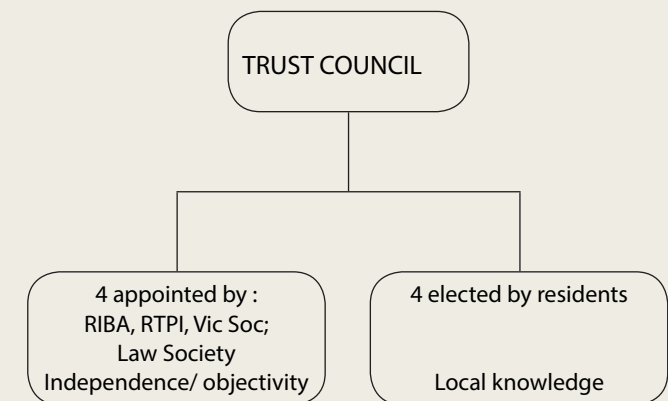
A Garden City will also have the capacity to generate specific income opportunities related to the particular site chosen. Certain sites might offer other income generating opportunities before establishing the construction programme. For example, mineral extraction or restoration of worked sites may provide income, which can be used to offset or pump prime the cost of initial phases of infrastructure and construction.

The right governance and management models

Economic viability will also rely on getting governance and management models right. The success of any new Garden City will depend to a very great degree upon an ability to maintain a coherent vision, share both that vision and its economic benefits with residents, and ensure good standards of maintenance for both buildings and landscapes, as Letchworth Garden City Heritage Foundation has shown so convincingly over the long term. This is something of a virtuous circle.

As our previous section demonstrates, a great vision is central to success; but the City needs to get the economics right for this to be maintained. One of the challenges of sustaining a Garden City vision therefore has always been to ensure a viable economic model by which the settlement can be governed, managed and maintained for future generations. There is little to suggest this will be any different in future years.

There are two notable examples or models which we think are worth considering for a future Garden City. It should be emphasised that these models are not unique and several variations exist upon these themes.



Hampstead Garden Suburb Trust governance. Balance of local knowledge and independence.

3.0 VIABLE

The self-funding charitable organisation model

The first model is that established at Letchworth and which is sustained through the work of Letchworth Garden City Heritage Foundation. This is a self-funding charitable organisation which re-invests its income for the long-term benefit of communities within Letchworth Garden City while maintaining Ebenezer Howard's original ethos.

The Scheme of Management model

The second model is a Scheme of Management similar to that used at Hampstead Garden Suburb. The Scheme makes freeholders' contributions to the Trust's costs mandatory. The Trust thus has a reliable source of income and uses that to maintain an exceptionally high quality urban environment that in turn helps reinforce the economic vibrancy of the area.

The Trust operates under several sets of complex governing mechanisms related to its many responsibilities: it is a landlord, the operator of the Scheme of Management, a charity and as a private company limited by guarantee has its own memorandum and articles of association. The Trust's control is exercised mainly through the Scheme of Management.

For special, fragile areas like this, subject to great pressures for change, the 'belt and braces' approach of the Scheme in addition to TCPA legislation is justified.

In operating the Scheme the Trust charges its basic costs across all the 3,500 odd properties, levies specific charges for semi-private spaces to those properties which have use of them, and charges applications fees for the alteration of property according to a standard fee scale. It seems fair and reasonable that the residents, who benefit most from the work of the Trust in protecting the character of their settlement, should meet that cost and that it should not fall on ratepayers or taxpayers. That said, there is a potential wider public good in the work that these Management Trusts can do. Hampstead Garden Suburb has succeeded in recent years as an exemplar for posterity and not simply a wonderful environment for its current residents.

Ownership models

We envisage that a new Garden City will need to rely on a variety of ownership models that allow a diversity of households to enjoy the benefits of locating here, while generating sufficient income to help sustain the town. We see this being

configured as follows:

Freehold – a sufficient number of properties will need to be sold to maintain adequate cash flow for developers and provide an initial basis for financial return to the landowner.

Shared ownership – ever increasing house prices are making it more difficult for people to find a route on to the housing ladder. Shared ownership will allow people, who might otherwise be excluded, to participate in home ownership, through a shareholding in their property. The residual element may be held by either a developer or as a route whereby the landowner can retain a long-term interest in the development.

Private rental – private rental properties might be offered through a combination of buy-to-let or properties held by the developer or landowner.

Social housing – affordable housing including that provided by social landlords will be an essential ingredient in ensuring a well-rounded social mix in the population and ensuring a range of tenures to all income groups.

Co-finance and co-operative self-build – the co-partnership movement was a key part of the early Garden City movement, and we consider that a modern day re-interpretation of this model could assist in the delivery of a future Garden City. Under this model, tenants would purchase shares in a company formed to develop houses, which would be owned by the company or its corporate association, rather than by individuals. Dividends paid would give tenants a stake in the potential success of the venture.

Housing mix and mixed use

Mixed housing should ensure that affordable housing is largely indistinguishable from private housing and is interspersed with other tenures. This can remove the stigma traditionally attached to certain forms of rental property and ensure a more cohesive community. Such benefits will reduce the high social costs to individuals often found within unmixed areas of social housing’²⁵

We believe that housing associations and a new Garden City could prove mutually beneficial to each other. With average grants for affordable housing falling, and a sector that already has borrowing facilities of £69 billion against an asset base – mostly existing affordable homes – worth just

£44 billion, associations face a further increase in their leverage. Many associations are thus setting out plans to become increasingly commercial in order to cross-subsidise the construction of affordable homes with private sales. This funding arrangement could provide a key element of a delivery model for the Garden City, tying financial viability very positively to delivering many wider social and community benefits.

Clearly, housing associations can only be one part of the overall funding equation. Other sources of finance will (and must) include banks, insurance and pension funds, sovereign wealth funds and other private funds. The critical element is for lenders to be prepared to engage in a longer-term model that offers lower, albeit reliable and steady, returns compared to the more highly speculative and crash prone models of construction which have proved less resilient.

The Community Infrastructure Levy (CIL)

Present constraints on public finance mean that Local Government increasingly looks to developers to fund infrastructure or community related improvements through the imposition of the Community Infrastructure Levy (CIL) or traditional Section 106 payments.

In recognising many of the wider objectives of the Garden City and some of the sustainable funding models, our view is that Authorities should be prepared to forego CIL or S106 payments in order that the development is not overburdened by statutory costs. Instead Garden Cities should be encouraged to provide their own infrastructure and a wide range of community facilities. A factor in determining viability then will be giving preference to sites where a sympathetic local authority is likely to recognise this long-term economic perspective and thus financially support the development of a new City in this way.

As can be seen, opportunities to support economic viability connect to all sorts of aspects of delivering a new Garden City. But necessary as all these elements are, they are not enough to make any new City a workable proposition. Perhaps most crucial of all is to answer the question about popularity – and in the next section we explore how we think that should be approached.

4.0 POPULAR

Making a new Garden City popular

Advocates and champions - necessary but not sufficient

It may seem facile to say that critical to the development of a new Garden City will be the advocacy of particular individuals and organisations. The Garden City will need inspiring individuals who can champion its development with local residents and communities and garner local support for a new City in their area. However, as has been seen in a range of examples relating to proposed new sustainable developments, this is not so easy in practice. The need for strong political and cultural support is clear and we envisage that nationally recognised figures with strong constituencies will be central to the process of making a new Garden City vision into a reality. But individual leadership, however inspired, is not going to be enough.

Making engagement central to the process

We advocate very transparent engagement processes that put communities at the centre of things, which start before any decisions have been made, and avoid any backroom deals being done which show people's views don't matter.

Our view is that the process of garnering local support needs to be given as much, if not more,

attention as ensuring the exceptional quality of the Garden City proposals in civic design or economic terms.

Starting early - an ethical and a pragmatic strategy

Ideally, therefore, local residents and communities should be involved and engaged from the very beginning of thinking about the new Garden City. There is no point just telling people about what has already been decided – where a City should go or what it should be like – because that is sure to cause a backlash and make it very difficult to get any proposals through. Our experience tells us that both ethically and pragmatically, planning for the new Garden City should be an open process with no 'a priori' assumptions: one of deciding with local residents and communities in the first instance if a Garden City is a good idea locally before moving on to where, when or how it might be built.

Techniques which work

Fortunately there are techniques in practice that show how good, open engagement processes can help with increasing popularity – showing residents how the benefits of a new City would outweigh the costs - and we want to share some

examples of these with you – especially in relation to garnering support. We think these methods work at both the strategic level – where people get together to work through requirements for Garden City place-making for the future – and in relation to specific proposals for Garden City inspired towns on the ground.

About charrettes

Each of the examples we mention here used variations of what are known as ‘charrette’ techniques.²⁶ These are sometimes described as just a glorified form of planning workshop but actually they are a process of engagement which starts with mapping stakeholders and collecting baseline evidence, includes an intensive workshop, often over a number of days, and usually produces a range of documentation agreed by all the participants such as master plans and design codes which will guide any future development. Although these techniques have been used more in America than here, they are gaining traction as our examples show and as is recognised by the mention of both early engagement and design codes in the National Planning Policy Framework.²⁷

How charrettes deal with conflicting interests

While it is important to be clear that the charrette process has engagement at its heart²⁸, it might sound as though this kind of process will work when everyone agrees with each other but will not be much good on the difficult issues where peoples’ different economic interests are at stake. But our experience is that it is exactly these contentious aspects that charrettes are so good at handling because they are organised to encourage the intensive, informed participation of everyone who has an interest in the future of a proposal (such as for a Garden City as examples below demonstrate). That includes the developers, business interests, politicians and civil servants, interested residents, and activists who often otherwise take an adversarial position about any development.

Some charrettes specifics

Because, ultimately, the purpose of the charrette is to give all the participants enough information to make good decisions about new development, the specifics of the process really matter. At any charrette everyone involved helps designs to go through feedback loops from broad proposals to an agreed plan.

And this is not about settling for the lowest common denominator – but about creating and agreeing the best design, planning and economic outcome for making a new place.²⁹

The Hertfordshire Guide as Growth as a strategic charrette example

This isn’t just a theory or an academic exercise. It has been shown to work in practice. Six years ago the University of Hertfordshire and its Chancellor, Lord Salisbury, sponsored a county wide ‘strategic level’ charrette using these techniques. The Hertfordshire charrette was guided by Andres Duany and involved a wide range of stakeholders with interests in the future of the county. The charrette workshop offered Hertfordshire residents and professionals the opportunity to work directly with a design team developing sustainable growth strategies.

That process produced the excellent Hertfordshire Guide to Growth which focused on six general ‘Scenarios’ by which the county might grow in the years until 2021, and concluded that the best option for future development in the county would be to build a new stand-alone Garden City.³⁰

4.0 POPULAR



Repairing Stevenage to Garden City principles. Hertfordshire Guide to Growth.

A recent review of the findings of The Guide to Growth found that while certain structural things have changed, engagement with planners, developers, politicians, designers and community members in the county suggests that the original judgment still holds about a stand alone Garden City being the most optimal development scenario; demonstrating that the charrette process was an effective way to define the best strategic options for growth for the future.

Chapelton of Elswick charrette 'on the ground' in Scotland

When it comes to work 'on the ground', a range of projects are underway at a very practical level, focused on the development of new towns in Scotland, sympathetic to Garden City principles. One of the most interesting lessons from this work has been that the advocacy of landowners wanting to create new settlements has been absolutely critical to success, while the support of Local and National Government has also been influential in making a positive case for stand-alone new towns reflecting Garden City principles, which local communities and residents can understand and appreciate.³¹



Town planners, architects and local community collaborate on a vision for development, Mill Green charrette. Hertfordshire, 2010

Among these was Chapelton of Elswick, 10 miles south of Aberdeen, where an intensive series of public charrettes, presentations and exhibitions was employed, to deliver a Scotland's largest new town. There is a real pressure in Aberdeenshire, both for residential and commercial space, and speed of delivery was a key driver. The process started in 2010 with the first charrette - working with the existing planning system it employed a masterplan, pattern book and design code. Within three years of its inception it is now delivering houses and services including a shop and nursery.

Lead by the Earl of Southesk, the local residents and neighbouring towns actively participated, and alternative outreach initiatives were also coordinated through local schools and community groups. As on other sites the landowner's personal involvement throughout was seen as a positive element in the process and was perceived as quality a control mechanism setting it apart from other commercial developments.

The charrette process offered an extremely open and transparent process by which residents could not only be persuaded about the merits of new development but take an active role in determining how the benefits of a new city in the area would exceed the costs.

Winning a local referendum – a relevant Letchworth case study

The Judges also ask that we convince you that the proposals set out would stand a good chance of winning a local referendum. A recent engagement process focused on the possibility of extending Letchworth, the UK's first Garden City, through substantial new housing and related development. Although not the whole answer, it shares some territory with such a referendum so seems highly relevant.

In late 2013, the Letchworth Garden City Heritage Foundation undertook a two-week open consultation and exhibition as part of a Town Debate with Letchworth residents on the question - Should more homes be built in Letchworth? It was made quite clear that the question about new homes was an open one and that the Board of Governors had not made up their minds whether to approve new development before consulting with the local community.

The Heritage Foundation actively sought views in a variety of ways through the town debate over two weeks, and provided very detailed information explaining different aspects. These included the town's development principles, reasons for posing the question about new homes, the timeline of planning work to date on these issues, and exploration of implications for existing residents and town infrastructure, services and finances of any decision to build more houses. 673 people from Letchworth visited the Exhibition, with 157 filling out sometimes very detailed comments cards, or made their comments by letter, email, through Facebook or on the Heritage Foundation's website.

The Town's Board of Governors was thoroughly briefed about the process and range of views expressed, and in an example of direct democracy in action, then voted on whether or not to develop over 1,000 new homes, with the majority in favour of new housing development. Of particular interest in relation to the question of garnering local support, it was clear that there was more support than otherwise for new homes to be built in the town, and that the process of engaging openly without a preordained view about the way forward had been critical in making this process a success.³²

4.0 POPULAR

Winners and losers

Of course the opportunities and impacts from developing a stand-alone Garden City would be uneven – some people would benefit and others might feel they were worse off as a result, if, say, views were compromised, services were used by more people, or local roads became busier. But, as noted in the Prospectus, there are some techniques including the purely financial that could make the prospect of a new City more palatable.³³

The TCPA, too, has shown very useful, proven techniques for returning value to community members from the creation and growth of Garden Cities, while in earlier sections of this entry we cited a number of more innovative ideas we think could be equally useful as part of an array of rewarding and compensatory mechanisms. In our view, these can play a valuable role in increasing popularity by showing that as far as possible the approach is based on being fair and can offer very specific benefits to individuals.

Creating more benefits than costs: four critical elements

Given these experiences we would distill down four critical things we think are required to help persuade people that benefits outweigh costs and to help make proposals popular rather than the reverse. These are:

Inspired advocacy – experience to date suggests this has come from landowners (as in Scotland), those involved in governance (as at Letchworth), and those with a strong vision for the future in civic design terms (such as the charrette leader for The Herts Guide to Growth).

Open engagement – engaging with local communities and residents before decisions are made to ensure that engagement is a completely open, transparent and educative process on all sides. Using techniques like charrettes will be critical to work towards the best holistic civic design, planning, economic and social outcomes – not the lowest common denominator that will always be opposed.

Being fair – recognising that outcomes will be uneven means that financial and other mechanisms need to be built in to the process to acknowledge

and compensate those who would otherwise lose out through new development and to reward those who ‘sign up’.

Learning from experience – analysing both successes and failures can teach us a lot about what innovations and more time-tested elements work and what don’t. So it is important to document this and get that knowledge out to others who can benefit from it – as in The Herts Guide to Growth (2008), the Scottish Charrette Series Report (2010) and the Letchworth Town Debate Report (2013).

In the next and final section of this entry we review and summarise the critical points about making a new Garden City that is visionary, economically viable and popular.

5.0 DRAWING IT ALL TOGETHER

Delivering a new Garden City

Making a new Garden City matters because in a context of the urgent need to create new areas to live and work we must do so in ways that support prosperity, are loved by their residents, and are broadly seen by the entire community as a positive addition to the United Kingdom's landscape. This entry offers a holistic view that describes how to deliver a new Garden City through creative rigour in civic design, place-making and community development as well as clever economics.

Our vision is about going beyond 'business as usual' mind-sets or 'technological fix' approaches, and instead combines Howard's excellent principles with more innovative elements that reflect 21st century needs – in transport, energy, communications, environmental protection, economic growth and social life.

A new Garden City vision requires inspiring architecture and design to create great urbanism but at the heart its civic design is not about style but based on robust, time-tested principles and techniques including master-planning, the use of transect approaches, pattern books and design codes to make a great place. We offer three 'variants' that maximise location choice and asset use – a stand-alone Garden City, a 'repaired' Garden City, and Garden Suburbs for edge of town extensions.

To be viable we say that the best strategy to deliver a new Garden City is to challenge the shortcomings of existing development arrangements where this will be effective, but equally to make intelligent use of strengths we already have, deploying existing funds, infrastructure and assets wisely – to develop the right location in market and spatial terms.

In a delivery approach led by private sector players, including landowners, investors, champions and communities themselves, we show ways to make best use of the opportunities offered through taxation, and other financing and ownership instruments and models, to support a new Garden City that works 'on the ground'.

To increase popularity we argue that strong and inspiring advocates and champions will be necessary but not sufficient in themselves to ensure a new Garden City is a popular idea or reality. Instead we say that engagement with people who have an interest in the new Garden City – local communities and also wider communities of interest – needs to start very early in the process. This is both an ethical and a pragmatic strategy because good engagement makes development processes faster, not slower. Communities need to be involved in deciding if a Garden City should

be built before moving on to where, when and how it should be built.

We argue for using charrette processes as our experience in new settlement planning and design. In England and Scotland demonstrates that they work to make places both popular and extremely well designed. And finally, we point out how excellent process can help make for fairer outcomes where there are many more winners than losers – and those who suffer impacts are acknowledged and fairly recompensed.

It is very clear that these elements are closely crosscutting. For instance, a new Garden City which has a vision which strikes a chord with people – of a walkable, mixed-use, human-scaled place with beautiful, well priced housing and excellent local work opportunities – will be much more viable if those who buy in as homeowners or institutional investors can see that values will appreciate – as they have at Poundbury. That in turn will make the new Garden City more popular, setting up a positive feedback loop of benefit to all. Similarly if infrastructure and services are properly developed (or reused or reanimated as we have suggested), this will make places that are at once more viable and more popular.

People will be attracted to a Garden City that offers good schools, excellent transport links, affordable low carbon energy, great communications, and environmentally conscious systems such as 'SUDs' that protect from flooding.

We know that big ideas that are technologically driven have a surface glamour but we don't think they will work to deliver a new Garden City in a realistic timeframe or budget – or create places people love. We take a less ideological view. We have to work from where we are, not where we would like to be. We strongly believe that we can work within the systems we have – financial, regulatory, planning, spatial and social – to shape them toward delivery of a new Garden City. Existing examples shown here demonstrate that.

We believe that a Garden City is both an exciting and a necessary prospect for creating new living and working areas which celebrate our rich heritage and offer an exemplary model for prosperous living in future.

FOOTNOTES

1. As Ben Pentreath (2013) has noted, Poundbury has developed very good low carbon energy and waste solutions. "On October 11 last year the first biogas from the Poundbury anaerobic digester was injected into the National Grid. The plant, adjacent to the housing and an integral part of the development plan as a whole, takes local slurry, food and farm waste and converts it into enough clean gas to supply the entire settlement. It is carbon-neutral, visually sensitive and commercially viable, and it is no surprise, given the history of Poundbury, that the prince's biogas operation is the first such commercial plant in the UK."

2. The TCPA (May, 2012) has noted that criteria for building a Garden City today are: 1. The proposals must be inspirational and proposed by a strong leadership team. 2. There must be a strong vision following ongoing community engagement. 3. There must be land value capture for the benefit of the community. 4. Community ownership of land and long term stewardship of assets. 5. Mixed tenure homes that are affordable for all the community. 6. A strong local jobs offer in the Garden City itself, with a variety of employment opportunities within easy commuting distance. 7. High-quality imaginative design (including homes with gardens), combining the very best of town and country living to create healthy homes in vibrant communities.

8. Generous green space linked to the wider natural environment, including a mix of public and private networks of well managed, high-quality gardens, tree-lined streets and open spaces. 9. Opportunities for residents to grow their own food, including generous allotments. 10. Access to strong local cultural, recreational and shopping facilities in walkable neighbourhoods. 11. Integrated and accessible transport systems – with a series of settlements linked by rapid transport. 12. Provide a full range of employment opportunities (as set out in Howard's vision of the 'Social City').

3. Design principles include:

- A carefully thought out town plan including civic space based upon features on the land
- Similarly proportioned buildings which are human-scale and future proofed, with a maximum of five storeys to avoid expensive, difficult-to-maintain technical solutions
- Design integrity to reflect local vernacular
- Building life cycle and sustainability
- Carefully orientated and detailed buildings
- A limited palette of materials
- Good design standards

These Key Aspects of Urban Design are set out in the Urban Design Compendium (2000: 12) as follows:

Places for People - For places to be well-used and well-loved, they must be safe, comfortable, varied and attractive. They also need to be distinctive, and offer variety, choice and fun. Vibrant places offer opportunities for meeting people, playing in the street and watching the world go by.

Enrich the Existing - New development should enrich the qualities of existing urban places. This means encouraging a distinctive response that arises from and complements its setting. This applies at every scale - the region, the city, the town, the neighbourhood, and the street.

Make Connections - Places need to be easy to get to and be integrated physically and visually with their surroundings. This requires attention to how to get around by foot, bicycle, public transport and the car - and in that order.

Work with the Landscape - Places that strike a balance between the natural and man made environment and utilise each site's intrinsic resources - the climate, landform, landscape and ecology - to maximise energy conservation and amenity.

Mix Uses and Forms - Stimulating, enjoyable and convenient places meet a variety of demands from the widest possible range of users, amenities and

social groups. They also weave together different building forms, uses, tenures and densities.

Manage the Investment - For projects to be developable and well cared for they must be economically viable, well managed and maintained. This means understanding the market considerations of developers, ensuring long term commitment from the community and the local authority, defining appropriate delivery mechanisms and seeing this as part of the design process.

Design for Change - New development needs to be flexible enough to respond to future changes in use, lifestyle and demography. This means designing for energy and resource efficiency; creating flexibility in the use of property, public spaces and the service infrastructure and introducing new approaches to transportation, traffic management and parking.

4. The Scottish Government has defined masterplanning as follows: "In broad terms, a masterplan comprises three dimensional images and text describing how an area will be developed. Its scope can range from strategic planning at a regional scale to small scale groups of buildings. Most commonly, it is a plan that describes and maps an overall development concept, including present

and future land use, urban design and landscaping, built form, infrastructure, circulation and service provision. It is based upon an understanding of place and it is intended to provide a structured approach to creating a clear and consistent framework for development.

Whereas a development plan sets out the scale and type of development, and the key principles of character for a region, a masterplan is generally employed where there is a greater degree of certainty regarding the development of a specific site, and is linked to social and economic analysis and a delivery strategy. Although a masterplan may specify more detailed governing principles such as building heights, spaces, movement, landscape type and predominant uses, it does not necessarily preclude a degree of flexibility in designs within the plan" Source:

<http://www.scotland.gov.uk/Publications/2008/11/10114526/2>

5. Transect based design approaches to place-making are well used in the United States and better known there than in the UK. The Transect has been described as "an analytical system that conceptualizes mutually reinforcing elements, creating a series of specific natural habitats and/or urban lifestyle settings.

The Transect integrates environmental methodology for habitat assessment with zoning methodology for community design. The professional boundary between the natural and man-made disappears, enabling environmentalists to assess the design of the human habitat and the urbanists to support the viability of nature. This urban-to-rural transect hierarchy has appropriate building and street types for each area along the continuum." (Source: <http://www.newurbanism.org/newurbanism/principles.html>)

6. For the Chapelton of Elswick masterplan for a new settlement in Scotland, a Pattern Book was developed which was designed to "govern the development of the first phase of Chapelton of Elswick and ensure that the new town is built in line with the aspirations of the Elswick Development Company."

The Pattern Book instructions "articulate the principles of the Chapelton masterplan and provide detailed guidance on the street, block and house designs within Chapelton's first phase. Materials provided include block plans, architectural plans, diagrams and regulations, all of which correlate with the Chapelton masterplan and its neighbourhood structure".

FOOTNOTES

It explains that, “by managing the scale, configuration and design of buildings within Chapelton’s first neighbourhood, this Pattern Book will ensure the harmonious relationship between the town’s buildings and public spaces and enable the development of an exemplar public realm.”

“Taking the varied needs of the different user groups into account, the Pattern Book will accomplish the following:

- Provide a framework that ensures that the town is developed in accordance with the principles of the masterplan and in line with the vision which has been established by Elswick Development Company
- Guide housebuilders and others involved in the physical construction of Chapelton by providing detailed specifications for each development parcel
- Give certainty to the local planning authority and local population over the nature of development which will occur at Chapelton and the specific delivery model
- Protect against any unacceptable development which does not adhere to the overriding principles of the masterplan.

Copies of the Pattern Book can be downloaded from

<http://chapeltonofelsick.com/resources/>

7. CABE has described a design code as “a type of detailed design guidance that is particularly useful for complex scenarios involving multiple parties in long-term development. A code can be a way of simplifying the complex and often elongated processes associated with new development to give more certainty to all those involved and help to make high quality places. Code preparation can allow organisations and local communities work together more effectively, helping to build consensus about what kind of place everyone wants to create.

Design codes vary mainly according to their level of prescription (what they fix and what they leave flexible) and the scale at which they operate. They can, effectively, set out ‘rules for assembly’ of a place. They are the instructions that tell you how to assemble the different parts of the plan. Preparing a code well is about finding a balance between technical specificity and a succinct description of what is required. Some of the best, most effective codes are very short.” Further details can be found at <http://webarchive.nationalarchives.gov.uk/20110118095356/http://www.cabe.org.uk/masterplans/preparing-a-design-code>

8. The Herts Guide to Growth (2008) says about Transport-Oriented Developments that these “are located within walking distance of rail stations or bus stops. Catering to both those who work in the vicinity and those who commute, T.O.D. can lessen the general dependence on cars. Whilst opportunities for this sort of development exist in Hertfordshire, there are not enough suitable sites remaining to accommodate all of the housing allocation.

Although the majority of railway stations in Hertfordshire have already been developed, some stations offer the opportunity for additional residential, commercial and retail development. Amongst these are rural railway stations which could become hubs for larger settlements, and urban sites which currently include large car parks or other underutilised land offering the opportunity for development.

Because these sites offer the ideal location for housing, they may justify the demolition of existing underutilised structures, even if it will add to the expense of development. Indeed, when developed in a balanced, pedestrian-oriented and mixed-use pattern, these sites can become both destinations in themselves and feeders to London, ultimately allowing a more efficient use of the rail network as a whole.” For more details about how

this can be done, see Dittmar, H., & Ohland, G. (Eds.). (2003). *The new transit town: best practices in transit-oriented development*. Island Press.

9. This is not simply a speculative suggestion. There are less densely populated parts of the UK that have recently approved, and benignly welcomed, a large, new mixed-use, walkable community. The development at Chapelton of Elswick near Aberdeen is designed and under construction and on completion will provide 4045 units and around 50000sqft of commercial space. It is seen locally as a more favourable alternative to the usual suburban residential and business park additions. The local authority and residential community hope it provides all the housing allocation needed which in turn will alleviate concern by local towns and village about further residential extensions till 2023 and possibly beyond.

10. As discussed elsewhere in this entry, Poundbury at Dorchester is the most recent example analogous to a Garden Suburb, where a mixed-use development with residential, commercial and industry has been built to a masterplan prepared by the Duchy of Cornwall.

11. A number of such proposals are currently seeking planning permission including Birchall Garden Suburb on the edge of Welwyn, as noted in Section Four. The 'Birchall Garden Suburb' visioning statement and masterplan was influenced by Ebenezer Howard's and Louis de Soissons' original 1920s designs for the city. The masterplan features a large landscaped area alongside 2,500 new homes. The scheme includes a park, wildlife corridor and tree-lined streets in a bid to increase biodiversity. Direct public transport and cycle routes would link the development to the existing Welwyn Garden Suburb district.

12. Urban repair strategies are described in detail in Galina Tachieva's (2010) *Sprawl Repair Manual* Island Press, and in Ellen Dunham-Jones, E., and J. Williamson's (2011) *Retrofitting Suburbia*, Updated Edition: *Urban Design Solutions for Redesigning Suburbs*. Wiley.

13. Each of these Garden City or Suburb scenarios was explored through the Hertfordshire Guide to Growth and in this table we list advantages and disadvantages defined for each.

14. Howard understood this point very well. "Howard proposed that in future years revenue obtained from higher rents [would] benefit the entire community rather than a handful of individual landowners: the income would amortise the money borrowed to start the garden city and eventually subsidise a whole range of cultural and social welfare institutions" Schuyler (2002: 6) "Introduction" in Parsons and Schuyler. (Eds.) (2002) *From Garden Cities to Green Cities* Baltimore: Johns Hopkins University Press.

15. Stanborough Garden Village will be a new community designed to follow Hertfordshire's Garden City planning tradition. Gascoyne Cecil Estates and CEMEX own the 129-ha site and recently commissioned urban designers Duany Plater-Zyberk & Company to generate a preliminary masterplan. The proposed masterplan, which will be further developed through a public process and should help the development move forward, is introduced in detail in this report. The aspiration is for Stanborough to be a mixed-use, pedestrian-friendly community that will be a model urban extension both locally and nationally.

FOOTNOTES

The settlement should include approximately 2,500-2,700 housing units, with the site developed at approximately 25 units/ha. Of these houses, 30-35% will be affordable, including units for rental and shared ownership. All of these houses are designed to sit within three pedestrian-friendly neighbourhoods, featuring shops, offices, parks and a school.

The architecture will follow precedents in Hertfordshire and the wider region, and will most likely adhere to the standards set out in the Gascoyne Cecil Estate design code.

The site masterplan builds from the concepts developed at the 2008 Hertfordshire Charrette, which was led by Duany Plater-Zyberk and sponsored by the University of Hertfordshire, Hertfordshire County Council, Gascoyne Cecil Estates and other private sources. The charrette generated six growth scenarios which would allow Hertfordshire to grow sustainably, with concepts developed in consultation with regulatory agencies, the Council and community members. The Stanborough Garden Village plan follows the standards set out at the charrette, promoting the development of 'urban villages' in which houses, shops, offices and parks are integrated within a community framework. If the land is adopted for development, the

site will represent the first major extension of Hatfield in the twenty-first century.

Gascoyne Cecil Estates and CEMEX are committed to ensuring Stanborough Garden Village is delivered as described in this report. Both are long-term land owners with a commitment to Hertfordshire and a desire to build an urban extension of the highest quality. Both parties are well-funded, confident in the financial viability of the proposal, and willing to contribute to infrastructural and community requirements. In addition, Gascoyne Cecil Estates has contributed to the dialogue on the quality of development in the area through participation in the Hertfordshire Charrette and subsequent exercise in relation to Old Hatfield. GCE is eager to put the design principles explored at the Charrette into practice at Stanborough, and to develop a sustainable settlement inspired by the Garden City tradition.

16. The Duchess of Cornwall has continued to develop Poundbury; Dorchester's urban extension of 2250 homes to a masterplan by Leon Krier. With the establishment of distinct neighbourhood centres, walkable and pedestrian friendly street patterns, and a mix of uses and housing tenures, Poundbury arguably represents the most consistent urbanist development in the United Kingdom.

The scheme has now reached a mature phase with the building of the South West Quadrant and the advanced status of the new retail and commercial centrepiece of the development, Queen Mother Square.

17. An economic assessment of Poundbury undertaken by Dorset County Council concluded that the construction activity that had taken place in Poundbury since 1994, when the development began, has created the equivalent of 1,877 person-years in employment and 1049 business years of work for firms including the self-employed (Poundbury Media Pack). That assessment did not cover the activity generated by people working in Poundbury now so is a significant under calculation of economic benefits.

18. For a discussion of the extensive global reach of Garden City principles, developments inspired by these, and therefore some likely markets for such services, see Shaping sustainable urbanism: are Garden Cities the answer? (Parham, 2013) http://www.uh-sustainable.co.uk/docs/Shaping_sustainable_urbanism.pdf

19. The Town and Country Planning Association has offered guidance for Creating Garden Cities and Suburbs Today: Policies, Practices, Partnerships and Model.

Approaches – A Report of the Garden Cities and Suburbs Expert Group (TCPA, 2012).

20. As Lafarge Tarmac say of their proposed development: “This would be an especially appropriate way of extending the Garden City in keeping with the design principles of the Garden City movement, respecting in a modern context the ideas not only of Howard and his investors, but of the approach taken by their chosen Canadian master planner and architect Louis de Soissons.” (Welwyn Hatfield Times, Sunday, March 24, 2013).

21. “Out-of-town supermarkets still account for most new grocery space earmarked for the UK. So while town centre sites, proposed, approved or being built, account for 8.5m sq ft, the pipeline of out-of-town stores is 39.47m sq ft.” (Graham Rudick, The Telegraph, 7 December 2013).

22. ‘The long term nature of landed estates can create severe challenges at times of succession from one generation to the next. Opportunities exist for government to incentivise release of land for construction of new garden cities through

amendments to the regulation of succession planning, inheritance tax and agricultural property relief. In certain cases this would provide additional funding for reinvestment in maintaining existing heritage assets.’

23. See, for example, How the Poundbury project became a model for innovation (Ben Pentreath, Financial Times, November 1, 2013).

24. Not only has the housing for sale in Poundbury commanded a premium in the regional housing market and continued to appreciate in value, but as Ben Pentreath (2013) notes, most unusually the Guinness Estate social housing is also appreciating.

25. Poundbury’s example is instructive both in relation to its fine-grained mixing of its tenures, including 35% social housing, and because its Guinness Trust housing is so popular and well looked after that it is the largest scheme that does not require an on-site manager (Pentreath, 2013).

26. For details about the charrette approach, see Patrick Condon’s book Design Charrettes for Sustainable Communities (2008) <http://www.rudi.net/pages/18797>

27. To paraphrase, the charrette has been described in the following way: A charrette is an intensive planning and design session where local communities, designers and others collaborate on a vision for development. It provides a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the plan (The Town Paper, undated).

28. “Through brainstorming and design activity, many goals are accomplished during the charrette. First, everyone who has a stake in the project develops a vested interest in the ultimate vision. Second, the design team works together to produce a set of finished documents that address all aspects of design. Third, since the input of all the players is gathered at one event, it is possible to avoid the prolonged discussions that typically delay conventional planning projects. Finally, the finished result is produced more efficiently and cost-effectively because the process is collaborative” (The Town Paper).

FOOTNOTES

29. To create and agree the best design, planning and economic outcome for making a new place issues from any sector are aired, explored and tested – “live”; there is parallel, not serial, engagement – those contributing hear multiple perspectives, all inputs are recorded, how they are processed is auditable – so everyone can understand why, and why not, and perspectives are actively sought, not reactively received (The Town Paper).

30. As the Herts Guide to Growth (2008: 24) noted: “A stand-alone garden city is the only type of Scenario which could accommodate the entirety of the housing allocation and the necessary amenities. The development would require a large, well-drained, relatively uninhabited area of Green Belt, with the potential for, or a pre-existing, railway station. There is at least one such site available in the county.” The Guide can be downloaded from https://www.herts.ac.uk/__data/assets/pdf_file/0020/10289/herts-charrette-guide-to-growth_02-12-2008.pdf

31. The Scottish Sustainable Communities Initiative Charrette Series Report (2010) can be downloaded from <http://www.scotland.gov.uk/Resource/Doc/260590/0105938.pdf>

32. The Letchworth Town Debate Consultation Report (2013) can be read here: http://www.leetchworth.com/sites/default/files/attachments/leetchworth_town_debate_consultation_report.pdf

33. “For example, long-term residents could be offered three times the value of their home if they chose to sell out; or residents could be offered options over the shares in the developing body so that they had an ongoing stake in its success.” (Wolfson Prize Prospectus, 2013).

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