**Brownfield Vs Greenfield**

Brownfield
Areas of land that have been built on previously, but are now vacant or in need of redevelopment.

- Doesn’t consume greenfield spaces
- Vacant sites are ugly and valuable
- Prevents urban sprawl
- Restricts the need to commute, relieving congestion and pollution
- Positive, sustainable approach; reuse and recycle
- Trend for gentrification & reurbanisation at present
- Promotes urban regeneration, positive multiplier effect
- Possible danger of contaminated site
- More expensive, demolition may be required, existing foundations and piping can prove hard
- Funding for brownfield sites has recently been removed as a EU legislative idiocy prohibits funding of urban regeneration schemes.

Greenfield
Areas of land that have never been used for construction, areas of natural, often grassed, land.

- Nothing to demolish, and no existing issues
- Cheaper to develop
- Demand for rural/suburban housing
- Easier to comply with environmental standards
- Profitable for local farmers to sell their land on, and they have a right to do so
  - Harder to obtain planning permission
  - No amenities in place
  - Access may be an issue
  - Promotes urban sprawl
  - Lack of green space in cities anyway

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**Greenbelt**

It is necessary to contain urban areas because:

- Very large cities have numerous associated problems, including pollution, congestion, overcrowding, core/periphery disparity and crime.
- Change in cities is slow, due to the scarcity of cheap land and the multiple layers of bureaucracy
- Decentralisation occurs if urban areas are allowed to expand, with science parks and out of town shopping centres sprawling.

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**McLaren factory, Woking, Surrey**

- Previously located in a business park
- McLaren wanted a bigger site which would allow everything (design to manufacture) to occur in one place
- After many years of haranguing, they got their greenbelt site

**Social**

- The existing factory was nearby, so building the plant in this location preserved the employment of the area and allowed the plant to function with minimum disruption. There is also a visitor and learning centre at the plant.
  - Many people felt that the development, encroaching upon the greenbelt, constituted a triumph of commercial pressure or even bribery over government legislation

**Environmental**

- The designers took a great deal of time making the development sustainable, using solar panes and natural light extensively.
  - It’s fluid shape with grass roofs and a small lake made it attractive from the air. It won the Stirling prize of 2005 for it’s beauty.
  - Despite this mitigation, the construction was still a greenfield one, disrupting local ecosystems extensively

**Economic**

- The plant provides a huge number of jobs as well as attracting tourists. A positive multiplier effect could ensure. Designers and manufacturers could work side by side in a more efficient manner. Economic loss should the company have moved elsewhere.

**Greenbelt policy**

- Introduced in 1955 to prevent urban sprawl
- Greenbelt acts to define edges of urban areas
- Just 12% of England is green land
- Development must not take place unless under ‘exceptional circumstances’
  - But people sometimes ‘leapfrog’ the greenbelt and simply build outside of it.

‘I want to ensure that we achieve our twin aims of urban renaissance and that we hand a green and pleasant land onto future generations’

**John Prescott**

**Impact of The Greenbelt policy**

Within the belt

- No development, so no speculation
- Existing settlements are protected, unlikely to change
- Very desirable for residences, so housing prices are high
- This leads to depopulation in some cases
- Still a few developments; golf courses, landfills etc.

Inside the greenbelt (I.E the city)

- Finite amounts of land, brownfield development more likely
- Land prices rise due to pressure for brownfield sites
- Building density and vertical expansion increase, urban greenfield sites become vulnerable

Outside the belt

- Strict controls needed to prevent leapfrogging
- Commuter housing, causing long travelling times
- Demand for public transport soars