

Name:



Year 12 A Level Geography Paper 2 Unit 2 – Regeneration Readings



Article 1

Why do places change?

Five major factors have shaped how places have changed in the UK:

1. Physical factors

Dynamic changing landscapes present management challenges. Despite coastal defences, sea-level rise and climate change are causing rapid coastal erosion in some places, and threatening the livelihood of agricultural workers. At Happisburgh in Norfolk, 250 m of land has been lost to the sea over 250 years (see pages 161–162). Towns like Tewkesbury, Shrewsbury and Carlisle are facing up to the reality of more frequent floods and the need to invest in flood defences.

Concern about climate change is starting to shape policy, architecture and land-use decisions. For example, increasing amounts of farmland are being used to create large solar farms, and renewable resources and zero-emission buildings are integrated into urban planning. Buildings at the Greenwich Millennium Village (2000) in south-east London (Figure 5.8) showcase innovative design, with integration of combined heat and power, careful use of glazing and technology, together with planned use of space for an ecology park and prioritisation of public transport. In Blackpool, newly built flood defences (2014–16) protect against flooding, but have also regenerated the seafront with six new 'headlands' to create more open space for tourist attractions and better access to the beach.

2. Accessibility and connectedness

The development of the UK's motorway and rail networks has changed the importance of different towns and villages around the UK. Former major railway towns like Crewe and Nuneaton have seen relative decline since the development of the motorways after the 1960s. With the completion of the new High Speed 1 railway line (2007) between London and the Channel coast, and as London's Thames Gateway redevelopment extends eastwards along the River Thames, villages in Essex and Kent are becoming increasingly popular rural alternatives for those who cannot afford London property prices. The government is also intending to develop a brownfield 'Garden City' in Ebbsfleet Valley, to take advantage of the fast rail connections to London.

A by-product of improved transport infrastructure has been a steady flow of migration both within and into the UK. The growth of regional airports, such as East Midlands and Newcastle, has facilitated immigration from Eastern Europe into rural areas of the UK, reinforcing 'bridgeheader' communities that have been established since the early 2000s.

Communications infrastructure has also been upgraded. Two-thirds of the UK has access to fibre-optic broadband. The government has provided £530 million of funding for Broadband Delivery UK to extend broadband into rural areas, with subsequent upgrades to superfast fibre broadband.

4. Local and national planning

The UK government has struggled for some time to tackle a chronic shortage of housing stock. The National Infrastructure Plan (2010) has designated towns like Bicester as new 'garden cities', with up to 13,000 new homes and a new railway station. Bicester Village, a retail outlet on the edge of the town, has already expanded. Sometimes rural villages risk being overrun by the expansion of urban areas. For example, the growth of Milton Keynes has seen the incorporation of villages like Middleton and Great Linford, as well as smaller towns like Bletchley and Stony Stratford. As the government contemplates building an east-west rail link between Oxford and Cambridge, villages in North Buckinghamshire and Bedfordshire can expect increasing house prices and congestion, as they become more desirable and accessible places to live.

5. Other factors

Globalisation, with its developments in transport technology and communications infrastructure, has made it more cost-effective for manufacturing companies to transfer operations to other parts of the world, particularly Asia. The closure of factories in the UK, or deindustrialisation, has triggered major changes in towns and cities, for example, Redcar steel plant (2015), Goodyear in Wolverhampton (2015), and LG Phillips in Newport (2003). Equally, migration into the UK has changed the character of some towns and cities (see page 303).

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3. Historical development

Some places have changed slowly over time, and their current layout and characteristics still reflect their history. One example of this is Totnes, which has deliberately introduced 'Transition Town' projects (see page 214) to protect its local culture and history. The town grew as a traditional bridging point and then developed on the valley side of the River Dart. The establishment of a local currency, the Totnes Pound, has helped local businesses along 'Buttermilk Walk' to thrive, and St Mary's Church and Totnes Castle still exist as major cultural attractions in the town.

Article 2

Regenerating the London Docklands

1. Economic Growth



The flagship regeneration project was Canary Wharf. The area is now London's second Central Business District (CBD). New companies moved in to the area, providing lots of jobs. Barclays, Citibank and HSBC occupy some of the buildings as well as several knowledge economy companies.

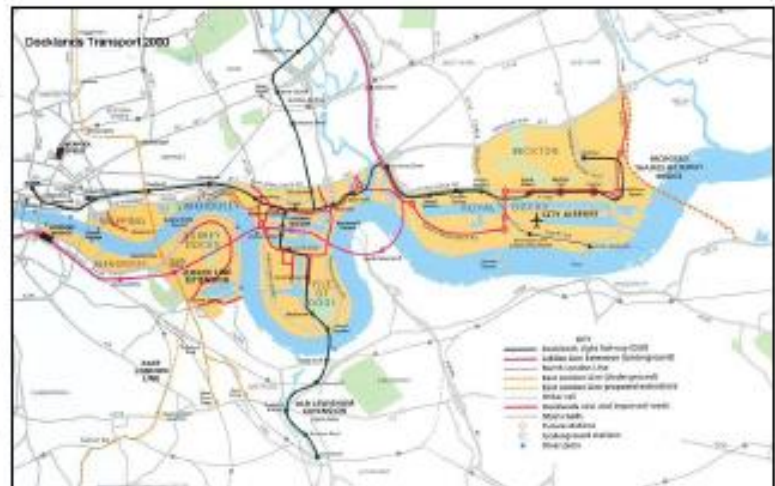
The LDDC thought that by having these companies it would generate high-earning jobs in the tertiary and quaternary sectors. The idea was that other jobs would be generated by these companies creating a trickle-down effect to poorer communities.

Every day, 100,000 commuters travel to the Docklands, as well as 325,000 who work in the City. The average property price (in 2017) is £615,099. In 2012, 27% of Newham's working population earned less than £7 per hour – the highest percentage of any London borough. Economic disparity is still existing in the Docklands.

2. Infrastructure

Accessibility and connectedness have both been key to the success of the Docklands regeneration. New transport developments have included:

- Extending the Jubilee Line on the London Underground
- Developing the DLR
- Building new roads such as the Limehouse Road Link
- Building London City Airport (5km from Canary Wharf)



3. Population and Housing

The population structure of the Docklands has been changed:

- Many older people have moved out to retire elsewhere
- Older residents have been replaced by a much younger, economically-active population
- Large-scale immigration has increased ethnic diversity.

Before regeneration, most housing was rented from local councils two big changes have occurred since then:

1. In the 1980s the government introduced the Right to Buy scheme, giving those in council houses the chance to buy homes for a lower cost. Lots of housing was transferred from the public to the private sector. Lower-income people living in social housing have been forced out due to the rise in private housing.
2. Gentrification has occurred. The LDDC aimed to increase the amount of housing available in the Docklands, and riverside property in old warehouses has become highly desirable and expensive.



