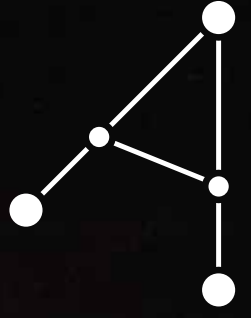


YEARBOOK 2013

The guide to planning in the capital's 33 boroughs: people, policies, opportunities





Man must rise above the
Earth... for only thus will
he fully understand the
world in which he lives.

Socrates

almacantar



JUST SOME OF THE OPINION FORMERS IN THIS ISSUE

PLANNINGⁱⁿ LONDON

Journal of the London Planning & Development Forum

Yearbook 2013

Welcome to the Planning in London Yearbook 2013

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10 Hammersmith Grove: 110,000 sq ft of prime new office space, open for business in 2013



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Keeping up with the Victorians

The biggest surprise for London plan-makers last year was the revelation of the 2011 Census, that London's population has risen to 8.2million. Now at its highest level since the late 1930s, it is growing at more than twice the previously predicted rate. The biggest surprise this year (so far) has been the Government's announcement that 25 per cent of the money raised by Community Infrastructure Levy should be passed to Neighbourhood Forums – to encourage them to accept more housing. Are these two things connected? Does the Mayor occasionally make us laugh?

The idea that cities are eco-systems, where decisions that affect them are based on rational analysis of issues, assimilating sociological and economic factors, is the basis of planning in Britain. Unfortunately, the figures and the analyses used in relation to London have turned out to be outdated and wrong. Worse, they appear to have been massaged in some boroughs, so that tricky political decisions about where housing needs to go have been taken on a false basis.

London planning has not been working properly and Generation Rent is the result. The Mayor's housing target has been increased to 32,000 homes a year – but we need more like 50,000. Problems with delivery mechanisms are on the agenda (see Barriers to Delivery page 16) and a One Stop Mayoral Shop is being considered.

The most serious shortages concern development and mortgage finance and thus the restricted ability of the market to absorb built homes; the number of sites in the hands of owners who can't or won't build does not help. Daft levels of taxes and levies on housing development have exacerbated the problem.

London's office market provides a lesson which those responsible for housing policy should learn. The development of Canary Wharf has resulted in stable office rents for 30 years because supply has been sufficient – a boon for business. By contrast, nowhere near enough family homes (in particular) have been built over the same period. Boroughs need to wake up! The Mayor needs to 'saddle up' and tackle the problem. Lack of appropriate housing is a sure-fire way to undermine the capital's economy.

Crossrail may be finally on its way and Battersea Power Station will be getting a welcome new tube station, but then London is on a decades-long regeneration roll, with unprecedented levels of overseas investment interest. Yet it still features some of the worst levels of deprivation in the country. How can that be? It could be so much better for so many more Londoners.

Planning and economic policy – going for growth – need to be much bolder; boroughs need to modernise and rationalise. New York has five, London 33. They need to cooperate to exploit cross-border Opportunity Areas, or else hand over the land to someone who can make things happen. London is fantastic, but it could be so much more successful, so much less of a victim of its recent post-industrial past, if it were fed the same growth hormones of which the Victorians were so fond. ■

Westfield Stratford City



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AND REGENERATION

Westfield Milan



Croydon Development



At last! Offices to resi' will free up the market

We have campaigned for 20 years to allow change of use from offices to residential to ease London's housing crisis. Planning minister Nick Boles was about to announce the change as we went to press. Assuming no change to the external envelope, it means owners will be able to transform underused offices quickly since permission will not be required and Building Regulation approval is simple to obtain.

Objectors to the policy elevated minor concerns into a root-and-branch attack on the proposal, which will now make best use of property at a time of extreme housing shortage. In fact worries about small businesses being evicted could be addressed by limiting the policy to buildings of, say, more than 2,500 sq ft. The City of London's paranoia about nimbyism on the part of new residents objecting to commercial development could be dealt with through its local plan; what it is really worried about is having a significant voting population, an entirely different matter.

Government initially proved resistant to the idea, but brought it back because it is obvious it will tackle two substantial issues: the need to kick-start the economy and to tackle the housing crisis. As is too often the case, whatever the London market wants to do runs into the brick wall of planning dogma. ■

Chocks away for a new hub

The Mayor's effective and successful campaign to force new runways in the south east onto the political agenda against the Coalition's manifestos is being frustrated by the extended timetable given to the enquiry by Sir Howard Davies, which is to:

- examine the scale and timing of any requirement for additional capacity to maintain the UK's position as Europe's most important aviation hub;
- identify and evaluate how any need for additional capacity should be met in the short-, medium- and long-term.

The significance the Mayor places on the issue is reflected in the role given to his former deputy at Transport for London, Daniel Moylan (see page 12) and the £3m found to research the impact on London of proposals for expanding hub capacity. Meanwhile he urges options be brought forward without wanting to favour any one in particular.

Despite this wish he is clear that new capacity should benefit east London – though it would then be outside his patch – and he considers Stansted to meet this criterion as much as one of the estuarial projects being floated.

This decision is too important for London to be pushed some way beyond the next election, and then be followed by a whole period of consultations. Big business agrees but is tempted to go for a poor short term fix at Heathrow in its rush. The Davies Commission timetable should be curtailed and a cross-party commitment negotiated to implement its recommendations without further delay. ■

Planning in London in 2013 will be challenging thinks Mike Hussey



Sustainable economic growth should be the priority of the planning process. The planning system must deliver investment and jobs to ensure that London maintains its role as the Global City.

Political, economic and social challenges are set against a backdrop of a unique heritage and architecture and a changing requirement for physical space to live and work in.

The specific challenges that will continue to impact upon growth throughout 2013 and beyond include:

- Increasing demand for commercial and residential space in London leads to growing pressure on its resources, creating design and density challenges, particularly in the Central area.
- Reducing carbon emissions is a priority and technology needs to keep pace with targets. The battle between improving energy efficiency and viability/design is the ultimate test.
- Certainty of decisions and efficiency in the process.

- Creating affordable housing in London is essential. It needs to be created so it can be easily managed, well designed, is truly affordable and does not have an unacceptable effect on other development.

- Community Infrastructure Levy. This is non-negotiable and it is vital this does not impact upon the incentive to invest and develop when individual boroughs introduce their own CIL charging schedules.

The "layering effect" is our biggest challenge. As LPAs become budget-constrained they are looking increasingly to developers to plug financial holes. If you combine the complexity of use and density issues, with the growing punitive tax on development and the extended time-frame for securing consents, there is an increasing prospect of stagnation. Some boroughs are worse than others. The Government need to focus on speed and certainty of planning decisions (negative or positive) if they are truly wedded to a growth agenda. ■

Mike Hussey is chief executive of Almacantar

Architects, and planners, should quit bricking it says Sarah Gaventa



A recent exhibition "Housing London" at nla presented a vision of what it described as new London vernacular architecture - consisting of rather austere and predominantly brick flats and houses, a style that is increasingly familiar. Calling this "New London Vernacular" is a misnomer for three reasons:

this style is not new; it isn't distinctively London, as similar examples can be found across the UK; and nor is it even vernacular. The materials are more local to China or Northern England. (more surplus stock than London stock) and the designs rarely respond to the ways Londoners live. The basic premise of creating well designed and beautifully detailed brick housing is alluring, but the exhibition included many faint photocopies of Accordia and other original schemes that inspired this new aesthetic. The style has been cynically cut and pasted by lazy practices.

At its best it is quietly polite, sincere and slightly dull, like a partner your mum would approve of. At its worst it is cheap and soulless, like miniature prison blocks but with Juliette balconies instead of bars, – unforgivable in a city that contains the Brunswick Centre, Dolphin Square, Highpoint, the Bedford, Boundary and Golden Lane Estates. Surely schemes like these are London's true vernacular.

Planners should put design localism into action and if faced with approving a project that looks like it could be built anywhere, is so undistinguished that you can't recognise it without reading the title of the presentation drawing, has the whiff of something cheap and grimly institutional, then it's time to say this isn't good enough for your borough. Whether your mum would approve or not. ■

Sarah Gaventa – Urban Design Commentator

How should we measure sustainability and well-being asks Matt Bell?



We need to build a lot more homes – urgently. But you can't separate this from the social question of what kind of places we want to create. We know how to assess the design quality and environmental performance but talk about the social dimensions of new development and the conversation quickly gets confused. People use words like cohesion and resilience which have limited practical value.

This is a concern because of the presumption in favour of sustainable development. If we cannot define what is meant by "sustainable development", how will the NPPF help planners make quick decisions with confidence? There are different parts of Government beavering away on ways of measuring wellbeing and sustainable. The Office for National Statistics has been charged by the PM with the former while DEFRA has responsibility for the latter. It came as no surprise in November when the Environmental Audit Select Committee pointed out there might be some overlap. Back at the coalface of localism, there are more pressing concerns. Namely, should this application get consent?

Berkeley's response has been to create a way of measuring social sustainability and test it on four developments. Residents were surveyed face to face, alongside a site assessment based on Building for Life, and the results compared with the data for comparable places. The findings showed people in new homes feel they belong; they regularly talk to their neighbours; and they plan to stay in the community. When compared against all people nationally, the residents emerged as being more likely to report feeling reasonably happy and more likely to feel safe.

The residents of high-density communities reported stronger feelings of safety and higher levels of neighbourly behaviour those in suburban and rural communities. Higher densities might positively influence feelings of trust and perceptions of safety, which would challenge assumptions at one or two committees! The point is we can bring clarity to decision-making based on the presumption in favour of sustainable development. You can measure all three pillars of sustainability. We might create better places as a result. ■

Matt Bell is group head of external affairs, Berkeley Group

Planning will be the new cool in 2013 thinks Seema Manchanda



I couldn't agree more.

It often seems planners are blamed for the lack of housing delivery, incessant red tape and constraints to growth. It doesn't always seem to be considered cool. So it's nice to see that Time Out has published the "A to Z of Cool in 2013" and that "B is for Battersea and Nine Elms" – The planning side isn't mentioned in the article but it is clear to me that the planning of the area is behind the very heart of this new cool – and there will certainly be plenty more planning to be done this year. The Chancellor's Autumn Statement gave support to the £1bn loan to fund the Northern Line Extension to Battersea Power Station and work is progressing at full speed to take this forward.

Vinci St Modwen have been confirmed as joint venture partners for the Covent Garden market site and detailed planning applications will follow this year.

So in 2013 lets all make the case for planners as we are, as a collective, concerned with a wide agenda of economic, social and environmental matters, responsible for delivery of policy to address needs of multiple stakeholders, critical players in place shaping communities and often at the heart of growth initiatives.

We are also flexible enough to respond to regular changes of national and local policy and practise – sounds pretty cool to me. ■

Seema Manchanda is assistant director planning and environmental services, Wandsworth Borough Council

We need to increase airport capacity Keith Hearn reminds us



Whether one was lucky enough to experience the excitement of the Olympics first hand or on the TV, few would disagree that London looked its very best on the global stage – especially in the sun.

Aside from looking good, the more important point was – contrary to expectations – how well the capital functioned throughout the Games.

While discussion continues as to the benefits of the strength of London's economy at a time when the rest of the country struggles, recent evidence illustrates the fact that, on a per capita basis, London makes a greater contribution to the economy than any other area of the country.

In the face of criticism from "banker bashers", Boris has since his re-election in May consistently expressed support for London's role as a pre-eminent global centre for financial and related professional services.

Overall the London property market remains buoyant despite the threats posed by ever greater CIL requirements and, on the residential side, it is heartening to learn the availability of mortgage finance may

begin to ease in 2013.

Looking as I believe we should, to the medium term, the need for continuing investment in infrastructure to underpin confidence in property investment remains critical. Energy capacity and the ease with which that capacity can be delivered, remains a major challenge.

2012 saw the completion of the London Over ground orbital route and attention is now turning to the scale of the benefits and opportunities that will arise from the completion of Crossrail in four years' time.

The debate about how to provide London with a twenty first century airport has become the topic of daily comment. The Mayor has sought to push the pace by undertaking his own work alongside that of the Government's commission chaired by Howard Davies.

As I write, a Mori survey has just confirmed 73% of the UKscaptains of industry are calling for a third runway at Heathrow. It was on the same issue I concluded a similar piece for the Planning in London Yearbook twelve months ago. ■

Keith Hearn is senior director, CBRE Planning

Co-operation is best for neighbourhood forums suggests Ivan Tennant



Within London, the emerging picture of neighbourhood plans coming forward is that those being taken seriously are those willing to work constructively with the development industry not to frustrate change, but to mould it to suit their needs. Bermondsey, Bloomsbury and Chatsworth Road spring to mind. Those that see it as an opportunity to mount a campaign of "covert resistance" are unlikely to move beyond the status of local activist group.

Plan Projects is currently are working with a community group in Hackney on a neighbourhood plan for the Well Street area of the borough. I was reminded of this point in discussions within the group about the potential not so much of the plan, but of the forum itself. The model of the forum has the potential to evolve into a powerful channel by which local opinion may be represented beyond local plan making, but into other areas too.

While the scope of the plans themselves is limited essentially to

spatial issues, the forums are under no such limitation. Indeed, Peter Eversden, Chairman of the London Forum of Amenity & Civic Societies, commented at a recent planning conference that neighborhood forums across London could work together to effect improvements in civic life across the city.

As forums gather strength and become more established, they could offer a grass roots movement that, in the realm of property development, could allow people's voices to assume it's rightful position as a "civic estate" to match that of private developers and Local Planning Authorities. This would represent a major culture change in the planning system and help bring about a shift towards a longer term perspective.

But this can only happen if they are prepared to take the more mature view and engage in constructive dialogue, rather than approach potential partners with their fists up. ■

**Ivan Tennant is principal of Plan Projects
www.plan-projects.co.uk**

Paul Dimoldenberg enthusiastically welcomes back the parish pump



The lesson for 2013 is that Localism can mean what you want it to mean. This has led to confusion and disappointment for many, particularly those communities that have been hoping that Localism is their way of defeating development proposals.

But for me Localism has meant the historic vote by residents of Queen's Park Ward in Westminster (which I represent) to set up the first urban parish council in London for 50 years.

A diverse set of local residents has come together to campaign, promote and organise a new tier of Government. At a time when decision making is getting more remote and complex, people need to feel that

they have some control over the forces that affect their lives. For those people who say there is no appetite for more democracy, the Queen's Park example is a salutary lesson.

There has never been a truer saying that "all politics is local" and giving people more say and responsibility for the future of their own "back yard" is the key to better and more informed decisions.

With more Neighbourhood Forums setting up across London's boroughs, 2013 could see a breakthrough for real community involvement in planning. ■

Paul Dimoldenberg is leader of Westminster City Council's Labour Group and md of public relations company Quatro

Westfield will hit its triple whammy in 2013 predicts Simon Cochrane



Aerial view of Westfield's proposed extension

We are looking forward to 2013 with optimism and confidence following a challenging but ultimately successful 2012. We welcomed over 47m people to Westfield Stratford City in the project's first 12 months of trading, including 5.5m for whom we were the gateway to the Olympic Games. Across the capital at Westfield London we will hit more than 27m visitors. Between Westfield Stratford City and Westfield London we will turnover more than £1.8 billion in sales.

We will continue to strengthen both these iconic centres, with the expansion at Westfield London over the next four years to include a major new department store, several new retail entries to the UK and

around 1500 apartments.

In partnership with Hammersons, we will develop detailed proposals for a comprehensive and transformational change to the retail heart of Croydon, on a scale not seen since our Stratford City development.

We expect to receive the go-ahead for our redeveloped plans in Croydon in 2013, providing an opportunity for regeneration of another London borough on a scale similar to Statford City.

2013 will also see a concentrated focus on working collaboratively with our international offices in The United States, Australia and New Zealand. Launching centres of the scale of Westfield London and Stratford City demonstrated we are at our best when we work together as a global business to share ideas, experiences and opportunities. With major projects planned in London, Milan and New York now is the time to broaden our thinking, whether in the selection of architects and designers, the use of innovative technologies or in discussions with retailers who want to enter new markets. ■

Simon Cochrane is director of design, UK and European Projects

Performance Agreements point the way say Will Lingard and Matt Humphreys



In a busy year for the capital with the Jubilee, Olympics and an avalanche of shoot-from-the-hip planning reform, Boris was re-elected. Growth in jobs and new homes was the battle

cry for Boris and Ken. Praise should also go to developers and LPA's now working in partnership through funded PPA's to get new developments delivered. Some onlookers raised eyebrows but most accepted that PPA's reflect the true cost of an effective planning service.

Boris also brought us his CIL, which sparked a rush to determine applications prior to April Fools' Day as councils realised that S.106 receipts would dwindle even further. Nobody was satisfied with the lazy drafting of the CIL regulations which have now been belatedly addressed.

After much debate in the *Daily Telegraph* the NPPF came into force. Stripping away unnecessary volumes of planning advice, its pro-development agenda creates opportunity and discretion for professionals and locals alike. However, many have questioned its true impact.

Watching the summer Olympics/Paralympics one wondered what sort of a Games would have been delivered under the traditional planning system? The LLDC MDC shoulders a huge responsibility and challenge, with the opportunity to build on Stratford's regeneration and leave a lasting legacy.

Following the continued influx of foreign investment and "flight to prime" the buoyancy of London's economy became even more distinct, underlying the importance of infrastructure investment in the capital and the continuing airport hub debate. Still no sign of Chelsea Barracks, but previously stalled tall buildings popped up, whilst one whopper opened with Gherkin-esque public approval.

Equally, breath-taking was the Emirates Airline across the Thames; if only it landed on top of a ski-slope with an affordable tartiflette and not Canning Town! We'll just have to settle for canny infrastructure investment and wait to see what happens. ■

By Will Lingard, director (above left) and Matt Humphreys, associate director, Turley Associates

Implementing CIL is complicated writes Duncan Bowie



The last few months have seen considerable progress implementing CIL. Redbridge and Wandsworth are now operating it as is the Mayor. Croydon's CIL comes into operation in April and several other boroughs having put their proposals out for consultation. We are seeing a range of different approaches – a single borough-wide rate, differential rates for key areas and different rates by use. It could be argued this is localism in action. But the differential rates raise fundamental issues – not just for developers and for neighbourhoods – but also for strategic planners. Nick Boles has announced the neighbourhood proportion would be 15%, but where a neighbourhood plan was adopted the neighbourhood proportion would be increased to 25%. This has been dubbed "Boles' Buck", and as the Minister puts it, is a bribe to local residents to support new development.

Will CIL put off development in some areas more than others?

Will the Boles' Buck be sufficient to persuade NIMBYs that new development is in their interest? Will planning obligations be reined in and what will be the impact on affordable housing? Is CIL the best way of collecting private funding to support strategic infrastructure? How does a borough get its CIL levy through an Inspector and EIP and how do you demonstrate the impact on development will not be negative. Does CIL promote the growth or is it an obstacle?

The University of Westminster with Redbridge and Wandsworth are running a short course on implementing CIL – with John Pearce of Redbridge and Martin Howell of Wandsworth, and myself. The one day short course is on 1st March – book through the University's Build Up short course website: buildup.westminster.ac.uk or email buildup@westminster.ac.uk. ■

Duncan Bowie is senior lecturer in spatial planning, University of Westminster

London's cheek-by-jowl life-style needs good design says Pat Brown



London's population is growing at a faster rate than we imagined, barreling towards 10 million inhabitants by 2031. We are adding, as Tony Travers puts it, the equivalent of a London borough every four years.

Meanwhile, our lives are changing. We live longer, and frequently alone, we work in coffee bars, we cycle more and drive less, and live our varied, busy, lives on the move.

In this scenario of growth and shift, one element remains static: 1500 square kilometres of land. So as we plan and build for growth, we fill up brownfield land and demand increased density.

Chunks of London, already home to established communities, are earmarked for new homes and offices. The unspoken request is for everyone to budge up, to accommodate more souls.

The potential for good or bad outcomes in this cheek-by-jowl scenario depends on our ability to grasp the importance of design. Our future quality of life revolves more than ever around well-designed homes, streets and public spaces and buildings.

Over the past decade, London's built environment has attracted more positive attention than ever in the post war years. In urban design, good progress has been made, slowly resetting the dial towards a people-friendly city.

But we have a long way to go if we are to shape future developments and retrofit spaces into objects and places that will enhance our lives rather than detract.

Getting this right goes beyond aesthetics. It means keeping the needs of people and communities we are ultimately building for front and centre of everything we do, rather than faceless end consumers of whatever we serve up.

It is an on-going process requiring time, and a thorough grounding in a bespoke sense of place and community. That means a commitment to a long-term dialogue and investment in people and partnerships to help achieve – and sustain – the optimum balance and common ground. ■

Pat Brown is director of Central and deputy chair of the Mayor's Design Advisory Panel

Small business needs more help from planning argues Angus Boag



2013 holds a unique challenge for planning in London – how to use the regulatory framework to stimulate the economy and provide places for people to live whilst seeking to reconcile this with local views.

The debate over meeting housing demand is extensive, less prominent is the discussion over how to use planning to facilitate economic development – primarily from small and growing businesses, which form the lifeblood of the London economy and require a specific-type of purpose-built development. Cafes and networking spaces, close to transport and residential areas is essential – it is not a case of simply dividing office buildings.

Employment-led, mixed-use development brings investment, employment and vibrancy – particularly to the fringe and outer London

where such centres tend to be located. Such development is unlikely to be economically viable requiring cross-subsidy from higher value enabling uses. Achieving this requires a pragmatic approach to planning and zoning, currently preventing such cross-subsidising.

These kinds of businesses are unlikely to pre-let space so purpose built centres can take 18 months to fill and run at a 10% void to allow churn. The reprieve on Empty Rates which came at the end of 2012 is helpful, however clarification is required to establish what is covered within definitions.

With the economy continuing to plateau and an acute need for small business growth, 2013 is the year when legislation and platitudes need to become action. ■

Angus Boag is development director, Workspace

Ealing has an historic feeling for film explains Harry Handelsman



One of the things that makes London such an exciting city in terms of its built environment is that it reflects the capital's history as well as its aspirations. Its buildings represent centuries of battles lost and won, loves conquered or abandoned, crushing defeats and jubilant celebrations – correlating with its citizens' fortunes, interests and pursuits.

One particular pastime which has shaped London is the public's love of the cinema from the picture palaces of the 1920s and 30s like Dalston's Rio or Notting Hill's The Electric through to the multi-plexes of today; and I'm pleased to say this passion looks set to continue. Where better to see this than in Ealing?

The home of British cinema and of the oldest working film studio in the world, Ealing Studios, is finally the place where planners are pushing Ealing's contribution to the film industry to the fore with a series of transformations.

Ealing Studios was founded in 1902 and since then has always defined the British film industry, from the first screen version of Hamlet in 1912, through to the Ealing Comedies and classics such as *The LadyKillers*, *The Lavender Hill Mob*, or *Passport To Pimlico*. Over the past 15 years, Ealing

Studios has produced five of the top 20 highest grossing British independent films in the UK including the St. Trinian's franchise, and is home to companies such as The Imaginarium a digital studio which has invented emotionally engaging characters using Performance Capture technology – like Gollum from *Lord of The Rings* and *The Hobbit*.

Manhattan Loft Corporation recently helped redevelop the studios so the existing Grade II-listed sound stages have been complemented by extensive new studio spaces and production facilities which have been designed to protect and enhance the character of the Conservation Area the studios are set in. More work is underway to further service the demands of the film community.

It makes sense in 2013, more than 100 years after the first film was made at Ealing Studios the planners there have taken inspiration from its rich history to improve Ealing's public realm for the future. In an area where the studio's listed stages and production spaces are always full and Crossrail will soon connect the Broadway to The City in 20 minutes, a new film quarter is an extremely fitting idea; so here's hoping 2013 will be the start of a new age for film in Ealing. ■

Harry Handelsman is CEO of Manhattan Loft Corporation

2012 was busy, but 2013 will be busier thinks Trevor Goode



Planning in London was very active last year, unlike the rest of the UK. Prime drivers were the Olympics which afforded the city the opportunity to showcase itself and celebrate the City's heritage and built environment coupled with the striking Olympic Park; the introduction of the NPPF; the introduction of the London Mayoral CIL which saw a record number of schemes approved in early 2012 as developers sought to beat the 31 March; the increasing attraction of the City of London as a place to invest; and an increasing sense of expectation associated with Crossrail and other infrastructure projects such as the Thames Tunnel.

Finally, following its opening on 5 July 2013 it is important to recognise the "Shard Effect" – the City's skyline has changed and there is an aspiration to go taller in London and to test the strategic views.

There has been a continued willingness on the part of the Mayor of London to take control of schemes of significant importance and override local authorities. A notable example was his approval of Exemplar's London Fruit and Wool Exchange with more to follow in 2013.

We also saw an increase in planning litigation. Opponents/objectors are resorting to the courts to defeat/delay projects and to assert/protect rights – in particular rights of light. The City of London and Westminster have been willing to use their powers under section 237 of the Town and Country Planning Act 1990 to override restrictive covenants.

One of the noticeable effects of the Localism Act has been the democratisation of planning. Councillors are now more expressive about their views and this, in turn, affords local interest groups a greater opportunity to lobby and petition. ■

Trevor Goode is planning partner, Ashurst

Don't do it! John Walker argues against allowing offices to resi'



Most of the major issues for 2013 seem to be coming from the corridors of the DCLG. If the Government is serious about its proposal to allow commercial uses to be changed to residential flats without planning permission, London's place on the Global City map will get a jolt.

Budget and mid-priced hotels will not be able to compete and the risk is the loss of much needed accommodation for our visitors. Insensitively placed and badly designed flats near entertainment uses will lead to complaints about noise and a collision with the owners of clubs and bars.

There is also a risk developers will be tempted to retain mediocre buildings that should be regenerated and convert them into flats so they

don't get caught with the need to provide affordable housing and other planning requirements if they were to knock them and down rebuild.

There has been much debate over the amount of offices being converted into residential this year. Whilst there are signs of this market cooling down, the unregulated proposition being put forward by the DCLG for 2013 might do the opposite and accelerate the changeover.

The second threat to London's global position is the lack of airport capacity. We need a decision on where it is going to come from and when so we do not put off long term investors. ■

John Walker is operational director development planning built environment at Westminster City Council

Hotel operators will still want more thinks David Rugg



As far as the hotel scene in London in 2012 is concerned, it is difficult to look back without mention of the “O” word.

We began the year by focusing on the positive aspects – a summer of demand-generating events. Even the doom-mongers, who predicted transport chaos and terrible weather, were proved wrong as LOCOG delivered the best ever Olympic and Paralympic Games. The capital was already well-served with hotels but that did not prevent a continuing appetite amongst investors – especially from overseas and pension funds.

Christie + Co brokered a deal which saw Indian Bharat Hotels acquire St Olave’s, the Grade II listed former grammar school on the site of One Tower Bridge, a luxury development by Berkeley’s next to Tower Bridge. This was Bharat Hotels’ first venture outside India. The group has acquired the 70-bedroom and suite development with a guide price of £15m.

Serviced apartments continued to be popular with investors. Christie

+ Co found a tenant for Howard de Walden Estate for a development at 5 Bentinck Street for eight apartments. The leasehold was bought by American hotel and serviced-apartment specialist Korman Communities.

Elsewhere, The Leinster Inn, Bayswater was acquired by Qatar First Investment Bank for £20m – considerably more than the value of the hotel. Examples like this highlight how it could take up to three years to generate optimal returns. London’s profile has benefited from the events of last summer. We must prepare for a drop in visitors in 2013. It will be interesting to see whether last year’s increase in attention actually translates into rising numbers and trading performance longer term.

The desire for new developments in and around London – particularly within the luxury and budget hotel sectors – appears not to have waned. And 2013 should see a number of developments to add to, and refresh, the capital’s hotel supply. ■

David Rugg is chairman of Christie + Co

Next step – Battersea Power Station says Nick Cuff



For planning in London and particularly Wandsworth, 2013 will be a fascinating year. Will the Community Infrastructure Levy succeed where other similar taxes have failed? In Wandsworth, the borough CIL is now operational, 2013 will see many other boroughs follow suit. Will developers

perceive it as an opportunity to negotiate and reduce asking prices for land or will it continue to be criticised as another cost on development. With phase 1 of the Battersea Power Station redevelopment granted in December we could finally now see diggers in the ground on what must be the most talked about residential development opportunity in

the capital. Prospects have been further enhanced by the Chancellor’s £1 billion debt facility to fund the development of a Northern Line extension into North Battersea. This will see new stops at Wandsworth Road and the power station itself. Four years ago the Nine Elms was a pipe-dream, but fast-forward to the present and 2013 could be the year when the Opportunity Area begins to be transformed with both Ballymore and St James developing and selling units off plan.

Finally, with the NPPF now firmly established will the Government be able to say that 2013 is the year of sustainable development. ■

Nick Cuff is chair of planning at Wandsworth

A recipe for a legal beanfeast is how Julian Barwick sees 2013



Wonder how those Neighbourhood Plans are going? I heard tell of one community group making worthy progress with its Neighbourhood Plan. A meeting was interrupted by the arrival of a stranger to the group who made this contribution: I’m very confused. I thought I’d elected councillors

to deal with these issues on my behalf. They’ve employed a group of professional officers to advise them (and us, the electorate). But now here we are, rank amateurs, preparing plans with no democratic mandate. If our plans conflict with the Council’s, I bet there isn’t a prize for guessing whose should prevail. What are we doing all this for?”

And what prospects for the CIL in 2013? Poor, if you ask me. Unless it is to be radically simplified and reduced in scope. All these varying rates, with an eye to viability smacks of taxing the Unearned Increment until the pips squeak. One developer’s subsidised rate only exists at the expense of another developer’s punitive rate and scope for argument is infinite. No wonder the planning consultants are all salivating.

The Mayor’s got the right approach – it’s a fiver a foot, across the board. At that sort of level, it is probably something that the development industry will absorb. One advantage of a low rate across the board, is that it would catch that whole raft of smaller projects that otherwise free-ride

on the major development sites. I sense there are some tidy sums to be harvested here by the London boroughs.

And last but not least, let’s get real about judicial review. I’m a great supporter of the principal – *habeas corpus*, *Magna Carta* and all that. At Shepherds Bush Market, our planning consent was granted on 31 March 2012, and the Judicial Review heard on 17 January 2013 – 42 weeks later. The Government’s proposal to halve the current 12 week period would have reduced the period up to the hearing from 42 weeks to 36 weeks. But this is still hopeless. The delay arises because the Court booking system is so inefficient. All that is needed is better diary management!

Here’s my suggestion. In the case of any application nominated by a local authority, the courts should be put on notice of a likely JR. The application will be post-resolution to grant, but the formal consent may be still to come. As soon as the consent is issued the courts will reserve time for a JR, to occur 12 weeks later. If no JR is sought the booking is cancelled six weeks prior. If there is a JR, parties have six weeks within which to seek the JR, and then a minimum of six weeks to prepare their case. In the case of Shepherds Bush Market, this would have saved 30 weeks. If Easyjet can manage a booking system, why can’t the Courts? Call for Stelios. ■

Julian Barwick is director of Development Securities

The battle for London's skies

Boris has put Daniel Moylan in to bat as his aviation advisor and in 2013 the flak is going to fly over where extra airport capacity should go, writes Lee Mallett



Moylan: Hub proponent

Lee Mallett The Mayor responded to the Government's aviation policy launch last year and you're building up the case for the Mayor's response. What form is that taking?

Daniel Moylan We have over the last two years put this aviation agenda at the centre of the political debate, when nobody was really talking about it. That's a great credit to Boris. We've made published two reports on the need for a hub airport, as opposed to new runways scattered hither and yon. The result of that, in a sense, is the Davies Commission [led by Sir Howard Davies] which is partly designed to spin the whole matter out when we believe it requires urgency.

Boris has said he wants to submit evidence to the Davies Commission. There are now around 15 proposals on the table. So our first step is to reduce those to a manageable number. To do that, we'll be publishing a set of criteria we believe should be applied to any proposal to see if it stacks up.

BAA at Heathrow published their criteria six weeks ago and we thought they were a bit self-serving. We don't want people saying that about ours. We'll give a few weeks for people to comment, which we've had peer-reviewed by a group of experts. By the end of January we hope to apply those criteria to the proposals.

LM Who is going to apply those criteria?

DM We'll do that at TfL, with our independent review group. That will give us perhaps three options for detailed feasibility

studies, starting by March. In January we hope to appoint a panel of consultants who will carry out those studies. The Mayor has allocated a budget of up to £3m. That's where we are. We hope to have that work completed in the 2013.

LM But the object really is to extract from the long grass the idea of more interesting proposals for aviation policy?

DM No. The idea is to make the case that Boris has been making very clearly. First of all that if London is to remain a global trading city it needs a proper hub airport.

Secondly that we cannot have that facility at Heathrow. The site is too constrained and the environmental considerations of having up to a million people adversely affected by aircraft noise is simply indefensible, so, thirdly, it has to be somewhere else. Boris is absolutely firm on those three points.

On the question where should it be, he's more flexible. He has a strong bias in favour of a site to the east of London because he sees an enormous opportunity for the regeneration of east and south east London.

LM In North Kent too?

DM It would be totally transformative. There would be some people who would regret that. But the attitude of many opponents at the moment is to close down debate, but there is big scope for debate.

LM Have talked to anyone in Kent?

DM I've been down to Kent quite a lot. We have some business supporters there.

LM Perhaps it's more difficult to prove the business case for an estuary airport?

DM Well if you take the business case in the broader sense, which the government normally would, it would be a very defensible business case, because being in the Thames estuary you could also include a flood barrier and crossings.

Heathrow, what do you get? A runway and a sixth terminal in the wrong place.

LM Are you still thinking that land at Heathrow could be released?

DM We don't believe Heathrow needs to close and we envisage a smaller airport that could operate with perhaps one runway and one terminal and that might release a fair amount of land for commercial – not

residential – development. That's not how you would pay for the [hub] airport because Heathrow has been sold. So you'd have to think how you acquired it to reduce in size.

LM And what about the idea of augmenting the other major airports?

DM We don't believe that adding a runway here or there is an adequate solution. If Gatwick or Stansted came forward with proposals to be a four-runway hub, we would look at them very seriously. Stansted is a possibility. Gatwick we'd welcome a proposal but I don't see it as a strong contender. It's on the wrong side of London.

LM But the object of your efforts is really to try and bring a decision date forward from 2015.

DM We're very unhappy, but that's not the object of our efforts. It is also to create a case and carry the public with us on this and to fend off calls for a third runway at Heathrow which we are absolutely opposed to. One of our objectives is to persuade Government. There is a policy vacuum which is damaging to the country.

LM You could argue the same about Crossrail – that it had been delayed for too long. It's symptomatic of a sclerosis in decision-making?

DM It's worse than Crossrail because Crossrail was around for only 40 years. The idea of a new airport to the east of was put forward by the Colin Buchanan Minority Report for the Roskill Commission in the late 1960s. And does it indicate something about Britain's ability to handle large projects? When we have a sense of urgency, as with the Olympics, we can take action.

LM What would you describe as the urgency at the moment?

DM Well, what makes a world city? The key to being a world city is being part of a network – which does exist – of direct frequent connections between major cities such that, if you live in a smaller city, you go to the nearest world city and you get on that super-highway of connectivity. And when you get to your destination you get off and take another flight to a non-world city. To do that, you have to have a hub airport. The Dutch understand that. They are building their sixth



Above: Let the big train take the strain Right: Foster and Partner's estuary hub proposal



runway at Schiphol. The French and Germans understand it. The Americans understand it.

If we are to continue to attract the corporate headquarters, the direct investment, that keeps London one of the premier global cities, we've got to remain part of that connectivity and that means having a proper hub airport.

Some people say 'oh we don't need that, we can just have an extra runway' all these cities could have got it wrong. I just don't believe it. They're stealing business from us. Schiphol serves 23 British cities. If you live in Newcastle you're going to hub through Schiphol. Paris and Frankfurt are chasing the same business. If you're a foreign businessman in one of those Chinese cities, and you want to invest in London and you can only get a flight to Amsterdam then just maybe you'll stop at Amsterdam and say 'This is a fantastic airport city here, why do we have to go to the third world facilities that London is offering?'

That's just on the business side. On the leisure, visiting friends and relations (VFR) side, what opponents of an expansion in capacity are saying is they'd like to see London priced out of the aviation business, because that's the effect of not providing a substantial degree of capacity to meet demand. Prices go up. It's a market, stupid. It is the poor who are most affected by this. We have a population which is over 50% non-white. People who might only be able to afford to fly to see their birth family once every two or three years. We want don't want to see people priced out. What sort of a policy would that be for this an attractive world city. Wake up!

LM It's difficult because of the fragility of the coalition for it to take tough decisions.

DM Well the Government has taken difficult decisions. It appears to have taken a decision on HS2, on public sector pensions, tuition fees, and public expenditure cuts. It is a question of recognising an urgent priority.

LM Why hasn't a clear policy emerged.

DM Well George Osborne back in September started giving the impression in favour of a third runway at Heathrow and as a result both the minister and the secretary of state for transport were removed. They hadn't realised Conservative policy was changing. They were still defending the old one, which was not to have a third runway at Heathrow.

George Osborne is beginning to get it, but he's got the wrong solution.

LM Why do you think he supports a third runway at Heathrow?

DM Because the Treasury have told him it is cheaper and it can be delivered more quickly. Of course it's cheaper, because it's smaller, but it's not true it can be delivered more quickly. Politically it's more toxic.

LM It would seem to be easier to build a third runway than a hub airin the estuary.

DM What we're talking about is building a sixth terminal and a third runway on the wrong side of the A4. You have to knock down 600 houses. How long did it take them to build the fifth terminal? It's only a short runway, two thirds length, and then you're on the wrong side of the A4.

LM It was the enquiry that took so long wasn't it? Not the building of it?

DM The building of it took quite a few years. So it's not just the enquiry. Now the planes will be on the wrong side of the A4. Bit like the chickens, the planes won't be able to cross the road, so someone has to put the A4 in a tunnel. We'll also have to take out the airport hotels – no loss to architectural heritage. You then have no surface access to the airport. The surface access into London is already groaning. The M4/M25 junction is the busiest stretch of motorway in Britain. The Piccadilly Line is in desperate need of an upgrade. And there is no surface transport to the west. People from the west all have to arrive by road effectively. The Piccadilly

upgrade is a several billion pounds project. You're going to have to put in rail upgrades because all the extra passengers are not going to be able to come by road. This is a major project lasting years and costing billions, and the silly boys at the Treasury who think they can get it all for free because Heathrow will pay for it are wet behind the ears. They need to do a proper job and give proper advice to the chancellor. When they do that I'm sure he'll see you can build a new airport in the estuary probably as quickly and get the surface connections in and transform the country in doing so.

LM Is there any sign the Prime Minister is listening?

DM The signs are that the PM feels he's dealt with this by pushing it into the Davies Commission. Well nobody's happy with that. All the business groups are against it.

LM I imagine you hope when your review of all the projects comes out it will stir it up?

DM Were trying to demonstrate that the Davies Commission could do most of its work more quickly. And we have been assured that Davies thinks that as well.

There is another point you might like to dwell on. This is about the decision-making process. It is being conducted as if the Mayor had no more status than the Mayor of Dundee. That is something of a constitutional outrage. Two of these airports are within his territory. And the others, Gatwick, Stansted and so on, have a profound impact on London. He has statutory duties in respect of the economy, environment and transport. Yet he's being treated like a total outsider. And as a means of making policy, this seems to me bizarre. ■

The Mayor is seeking views about aviation capacity and has published criteria to assess options:

<https://consultations.tfl.gov.uk/aviation/criteria>

Damned statistics...

The 2011 Census figures revealed much bigger increases in London's population than expected. Implications for development will be a big topic for 2013, predicts Lee Mallett

The "Jubilympics" threatened to all but blot out the rather suprising statistics revealed in the 2011 Census, the first tranche of statistics from which were unveiled in the summer, and a second equally revealing tranche just before Christmas.

The headline for the *Daily Mail* et al of course was that "British whites" are the minority in London for the first time as the census figures revealed the number of UK immigrants had jumped by 3 million since 2001 – the date of the last census. Just 3.7m, 44.9% of Londoners are now "White British". It is believed this is the first time that British whites have become a minority in any region of the UK. So what, Londoners will say? Surely the census results are affirmation of London's success and its resilience which is making the rest of the country so gloomy a place.

It is crystal clear, however, that the leap in London's population to 8.17m, up 12% from 2001 has pulled the rug from under the London Plan's assumptions regarding population growth to 2031 (we discuss the implications for housing in the article that follows this) and that the dramatic increase in population will pose a host of problems, as the

London Planning & Development Forum heard at its pre-Xmas quarterly meeting.

Baljit Bains, head of demography at the GLA's Intelligence Unit spoke on the subject. She said that the Unit attributed the capital's high population growth to several factors:

A likely underestimation of the population in the 2001 census and subsequent mid-year estimates (MYE).

Any underestimate in the 2001 baseline, used by both Office for National Statistics (ONS) and the GLA, carried through into subsequent years. The extent of the undercount may prove impossible to accurately estimate.

The methodology ONS used for assigning international in-migrants between local authorities was underestimated for London as a whole.

Underestimation of average household size by government sources.

The GLA projections are constrained to development rather than meeting either need or demand. This process makes use of household formation rates from DCLG household projections. 2011 Census data has shown

estimates based upon the DCLG rates underestimated average household size and hence population.

While the bare facts of increased numbers speak for themselves, there has been something of a game of catch-up going with changes in methodologies, notably improving the data collection on internal migration, which now, surprise, surprise, shows greater growth than had been anticipated. Another genuine surprise, however, is that London's household size is increasing, not decreasing as received wisdom would have it. This latter effect is obviously caused by more people living together as housing becomes progressively less affordable and supply reduces.

There is also an increase in higher birth rates – a 30% increase between 2002 and 2010 – economic downturn and less outmigration – all of which swell household sizes.

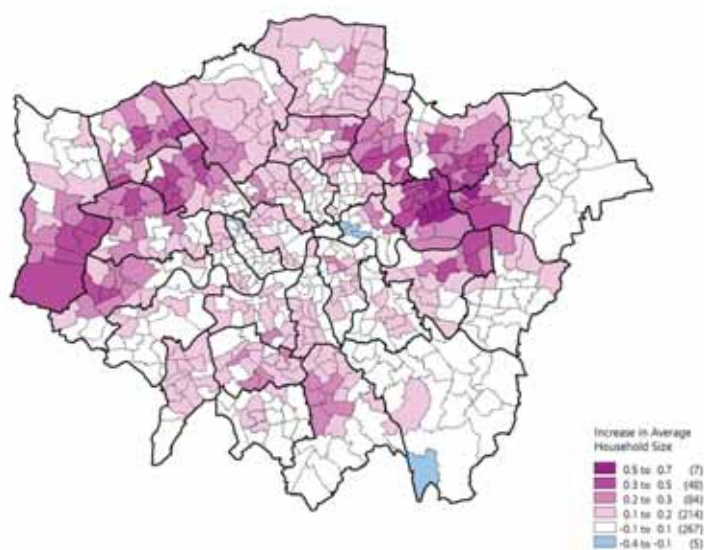
The overall number of household (as opposed to the size of those households) has increased by 250,200, 8.3%, since 2001 to a total of 3.27m in 2011. Other interesting statistics included:

- In 2011 private rented accommodation made up 25 per cent of the housing stock.
- Between 2001 and 2011 the number of houses and bungalows rose by 1.8 per cent (28,700) while the number of flats increased by 18.6 per cent (277,500).
- The number of homes in Tower Hamlets increased by 26,200 between 2001-2011 – a 32.8% increase.
- In London 100,200 people were living in 6,382 communal establishments in 2011.

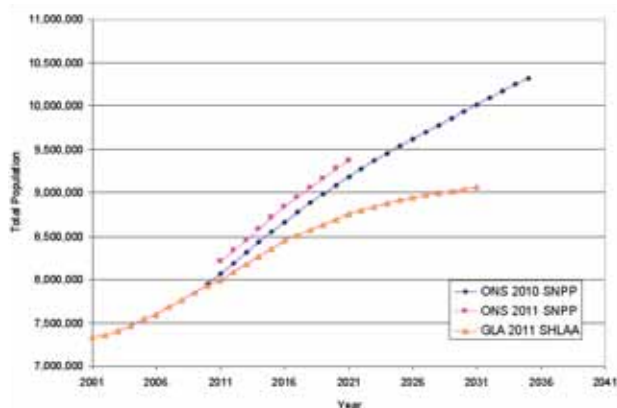
We should remind ourselves that the current London Plan assumes that the population of London will only hit 8.6 million by 2031 – 19 years from now. If we take the current rate of growth of something like 90,000 a year, it could hit 9.6m.

Where will those 1m unplanned-for residents live? And is the increase in household size revealed in the Census the harbinger of that mismatch between policy and reality?

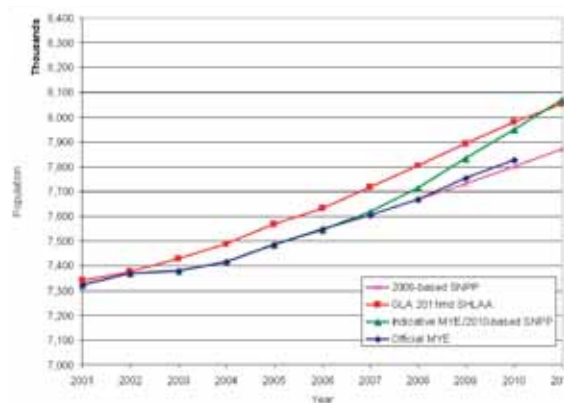
The biggest increases in household size were seen in Hillingdon and Newham



Change in average household size of London wards between 2001 Census and 2011 Census



Existing longer term projections of population growth, with the latest Census figures and ONS projections shown in the pink line



Population estimates from 2008 (before methodology was revised) and based on the GLA's SHLAA figures for 2011 – still way behind where population is

in particular, as well as Redbridge, Barking, Dagenham, Greenwich and west Hounslow – all areas with high transient populations.

Unsurprisingly Baljit Bains said a lot of revision was going into the creation of the next round of projections, prompted by the 2011 Census figures.

Borough inputs into fresh projections will include development-led population projections, SHLAA (Strategic Housing Land Availability Assessment) trajectories, household formation scenarios, and exploration of the need for “unconstrained” population projections, and migration and fertility scenarios.

There are some essential steps that must be taken to make projections more robust. These include generating a consistent 2001-2011 back series, which has not existed before. The main model for projections must then be reworked using the 2011 figures deriving rates from the adjusted back series. This is needed to resolve the “problem” that ONS projections are higher than expected.

The statistics need to be updated with 2010-11 data including births, deaths and migration and to revise these so projections are in line with what the Census revealed. In addition, the existing CLG 2008-based household formation rates projections need to be ditched, and new rates consistent with the census created to provide three scenarios.

Quite a bit of perestroika to be done then. And as if that wasn't difficult enough, migration data over the last three years show sizeable shifts in themselves, making prediction and forecasting more difficult.

For example the GLA's domestic migration scenario was prepared before the Chancellor's autumn statement, so the recovery assumptions used to create it need further revision. A 'pin-the-tale-on-the-donkey' approach might

be worth exploring.

GLA domestic migration scenario

Sources of error in the GLA's 2011 estimates for household formation included estimates of household numbers, estimates based on dwelling completions and changes in vacant stocks, estimates of average household size and the use of CLG household formation rates, which contained a large underestimate.

Other sources included a shift in the number of visitor households and second homes, problems with completion and vacancy data and errors in the 2001 and 2011 Census household formation estimates.

It is worth seeing if we can improve on the existing methodology, and get better agreement with, and between, boroughs inside and just outside London about what is happening.

Graphs shown by Bains demonstrate very large divergences from might be expected when council tax data is laid alongside dwellings data and household projections from the 2001 Census. Bains illustrate this with data from Merton and Haringey. In Merton's case the household formation projections are way below what actually happened, suggesting that information provided by the borough to create that projection sought to avoid the local embarrassment of have to approve more houses to meet projected demand – or that they simply let housing rip without regard to the projections for their borough. In Haringey also the 2001 projection were 4,000 or so units behind what the council tax receipts were saying about completed dwelling – quite a difference.

The point here is that there should be an element of reliability and truth-based expectation about this most basic of planning decision-making tools – the formation of

households and the creation of dwellings to accommodate people as and when they need homes. This isn't happening in because the issues are clouded by dodgy local statistics.

It isn't easy to predict average household size because it is linked to future economic trends and housing supply, but Baljit Bains' prediction was that it was unlikely to decline in the short term, and thought it was best to consider projections with a range of household sizes.

It is the case that the 2001 Census data in London is now regarded as having been poor, if not damagingly misleading. Both Westminster and Kensington & Chelsea have been demanding more accurate up-to-date data about numbers in their boroughs because they feel they have been entitled to more finance from central government and that there is some hiding behind the outdated population figures going on. K&C for example has maintained that the population figures used to determine their government grant are two thirds of what the real population is. Westminster had successfully argued that their area was under-enumerated, said Bains.

Perhaps Freedom of Information requests will increase now that a new statistical base is out there.

The quality of data is not good enough. Vacancy data on council stock for example is perceived to be poor, or not available.

There is also the problem of many Core Strategies nearing completion which will not reflect what the 2011 Census has revealed. Those strategies will simply recycle the undersupply issues. That's not planning, that's ignoring reality.

Meanwhile new units sold off plan to people from outside the UK produces further distortions, and is increasingly used as a reason not to approve. ■



View of proposed development near Battersea Power Station, centre is Embassy Gardens designed by AHMM

London's housing crisis deepens

Unpredicted levels of increase in London's population in the 2011 Census have holed London's housing policies. How have we got it wrong and can we plug the gap? asks Lee Mallett

This feature is primarily an interview with Duncan Bowie, senior lecturer in Spatial Planning at the University of Westminster, and formerly principal strategic planner (housing) for the Mayor and investment director for the London region of the Housing Corporation.

Bowie has for years been pointing out that the 2001 Census and the Housing Market Study understated housing need, criticising the GLA and boroughs for pursuing the wrong type of housing in the wrong places, and for policies which could leave London with a Paris-type set of *Banlieues*. He is also critical of the "compact city" argument as the sole solution, insisting that more suburban development and urban extensions are needed to provide the family homes Londoners need.

The second part reviews a document just published by housing research outfit, Molior, and on the GLA website – *Barriers to Delivery* – what are the market-perceived barriers to residential development in London?

For context to remind readers of the recent Census figures – the population of London has risen to 8.2m. A rise of 12% from 2001, yet it was predicted to hit only 8.6m by 2031 – 19 years from now – an implied growth rate of just 21,000 a year. London has been growing at more like 90,000 a year. We only completed about 7,500 affordable homes in 2012 and perhaps less than 20,000 overall. The Mayor's target for new homes of all kinds is now 32,000 a year, but it needs to be more like 50,000 a year. ■

Lee Mallett How do you see the London's housing problems?

Duncan Bowie The areas that have been selected for serious planning intervention leaving aside the Olympics are focused on enabling high density international resi-led development to maximise value without thinking about needs generally – the broader policy objectives. City Hall is at fault in focusing only on these areas rather than looking at the output in qualitative, rather than just quantitative terms.

It is partly a resource issue. As we went into recession, a lot of those sites went on hold so there should have been a shift onto smaller sites, especially when a number of the bigger sites, like Silvertown Quays, Barking Riverside and the Pura factory site at Leamouth were caught. A lot of those original consents were unsustainable and should not have been approved because they were based on false assumptions about output and the market for it.

The GLA Planning Development Unit was focusing on reacting to applications and on these four or five major opportunity areas which were not the whole picture. And – bluntly – these were schemes which were not consistent with broader London Plan policy – certainly on the density and the mix issues. There was a belief we needed to get something big happening for symbolic reasons. There was this belief that the market would self correct which it hasn't. It's not even corrected on the peripheral sites because much of the land cost had already been incurred – so lower density, family housing

was not going to be viable.

LM I've heard housing associations are currently pipping private developers to sites coming up.

DB I've heard that. They're going down the affordable rent route, not social rent. Some councils have given up getting them to do social rent. However there is a risk that the affordable rent regime is going to fall apart because associations are so dependent on housing benefit which is going to be capped, plus a lot of tenants are going to go into arrears because of the end of the direct payment system. A lot of the associations will find their financial models in difficulty as lenders will be concerned at the level of risk. Some associations appear relaxed about moving up market and not providing further social housing at all. Which is not what they should be doing, they should be staying in line with their charitable objectives.

LM I want to go back to the basic picture. Population growth is running at least double the figures the London Plan is founded on. That's the real root of the housing problem?

DB It's certainly more than double. There's a problem that the 2001 Census seriously undercounted. We've been under-providing housing. City Hall for years was disguising the gap between supply and demand even in terms of the supply targets which were capacity based so that there was this belief, going back to the drafting of the original plan in 2001, there was enough supply to meet needs. I've argued through a number of Examinations in Public, both when I was working at City Hall and after I'd left, that the

gap between supply and demand was not a matter of two or three thousand, it is now 20-30,000. There's recognition now that the general housing need is roughly 50,000 a year of all kinds, rather than the 32-33,000 previously assumed. And that opens up the need to be explicit about the deficit. You can't carry on assuming that London's housing needs are self-contained.

LM What do you mean London's housing needs can't be self-contained?

DB You cannot meet them within the London boundary and provide sustainable housing within existing policies.

LM Even though the 33 Opportunity Areas indicate there's room for at least 250,000 homes?

DB Ah, yes, but it's the kind of housing you're providing. What needs are you meeting? That's why I'm saying the policies are also about sustainable development, a mix and range of types of housing, in terms of affordable housing. If you go back to what happened between 2000 and 2012, you can see that there was only one year when we hit the 30,000 mark (2006/7). The new target is 32,210 which we are massively short of.

LM We're only building around 11,000 a year at the moment.

DB Nearly half of that supply is central London flats for the international market. A large proportion of the output is not meeting London's needs. None of the housing needs studies have counted the demand of the international market for investment. Also we never counted short-term stayers in terms of the Census. There's a continuing need for short-term accommodation. So you're underestimating the overall housing need and you're not discounting the bit of supply that wasn't actually meeting those needs. Which means the gap is much, much greater than anyone said.

LM We've still not got to what that gap really is have we?

DB There hasn't been a proper housing needs survey since 2002. All the surveys since have been number crunching based on the original [2001 Census] figures. City Hall promised to do a new survey, which they're still working on but it is based on administrative data to be updated with the figures from the latest Census which will be quite useful. If you look at the planning statement published in December last year, to replace the circular abolished by the NPPF, they do acknowledge the need to update the figures. City Hall also says they're going to publish a 2020 Planning Statement – a new planning vision signed off by the Mayor that will set the parameters for the new London Plan.

I went to the London Plan amendments [to achieve conformity with the NPPF] examination in public before Christmas to object to some of the policies. The critical policy is the amendment to affordable housing policy to treat affordable rent as though it is social rent and to merge the two targets, which all the external participants in the session objected to. This included Westminster and K&C and no agency or borough supported the proposal.

Our view is you still need a separate target for social rented housing in the London Plan. You should not merge the two into a single target because they are different forms of provision. The Mayor took it a stage further than just amending his own plan, he has also objected to any borough that had the social rent targets in its own plan, and the Mayor went into the Islington examination in planning to object to this.

Councils, including Westminster and K&C, are saying "we should still be able to provide affordable rented housing at rents below the Mayor's 65% of market rent target. And

who are you as the Mayor to stop us doing so because we are trying to meet local housing needs which is what Government says we should be doing?"

LM Which has been a statutory obligation for a long time...

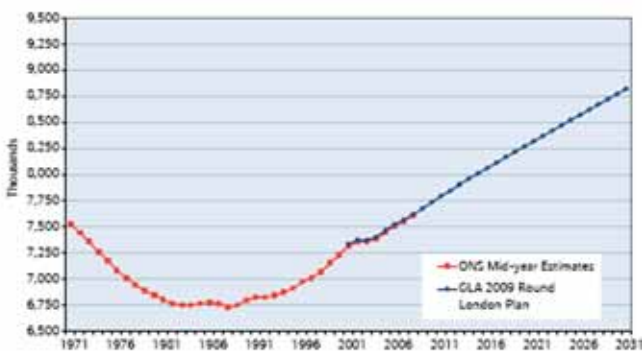
DB Correct.

LM ...And is a foundation of the Welfare State. That is what's being reconstructed with these policies. The Comprehensive Spending Review which began to tackle the issue of social rented housing, that's what that move is about isn't it?

DB The Government's taking the view taxpayers money should not be used to fund lower income household living in higher value areas. That's the fundamental shift in policy. Labour has been very slow at opposing this. This whole idea of mixed communities in central London is historic now. We're moving to the Paris situation where all the poor people live in *bainlieues*. If you carry this policy through a number of years that is the consequence. You remember Boris' statement about social cleansing 18 months ago? Well he's gone rather quiet on these issues now.

LM There seems quite strong support for taking apart the provision of social housing.

DB Oh yes, because it is only a minority who are affected. The planning changes are only a reinforcement of this approach. There's benefit cuts - the complete closing down of any funding for social rented housing. People have been quite slow to understand the interaction of the funding, planning and benefit changes. But it is also this focus on what sort of housing is being built. Look at Earls Court, White City, Vauxhall. Housing provision is effectively being internationalised. But from the Government's point of view and also Boris's – he's happy with London being the main place where [continued page 18](#)



London's predicted population increase



The areas where population growth is predicted



Chelsfield's proposals at Camden Market, by AHMM

from 17 people from other parts of the world store their money. He sees it as significant inward investment. What it means is that most of the new homes are not going to be effectively occupied.

LM But you do throw off huge amounts of capital because of the new values that are established on those underused sites. There is a point about restricting land value by continuing to use it for social rented, which is not an efficient use of an economic resource, which could be released for creating a lot more new homes for social rented purposes, if you wanted to.

DB This was a perception that came out of the Cabinet Office under New Labour. The concept was councils own lots of high-value stock in central London. Why has it got social housing on it? They should just cash it in and put the social housing somewhere else.

LM That was the original Coin Street argument wasn't it?

DB This isn't just about asset values, it is about London's economy. You need lower income houses in London. It's interesting how Westminster has changed its position over the years, as it originally said they did not need keyworker housing in Westminster as key workers could commute in from Greenwich. Now they're saying the opposite. They're supporting a range of schemes for middle-income housing in Westminster, which is good news.

But the situation now where low income households are being forced out, unless you have very good subsidised public transport you're making it impossible for them to get

to work. There's a lack of interaction between housing provision and transport provision. If you look at the discussions we had in the 1870s and 1880s there's a much greater understanding then that if you have lower income households living outside central London you need subsidised transport, so you had workmen's trains arrangements.

LM But there is still no sense of reality around what portfolios local authorities own, what they are really worth and how that fits into the equation, so I would argue that – just as there is no interaction between transport and housing provision – there's no real interaction between the way in which the property market is operating and the way in which large scale portfolios owned by boroughs and housing associations are managed.

DB I think councils are using that a lot more effectively.

LM It is arguable though if you looked at the areas of London with ingrained problems of social deprivation in north east London for example, what's not needed is more social housing? It's the provision of training, education and other benefits.

DB This is in a sense Newham's position now. They're focusing on employment training and jobs. The idea of "trickle down" doesn't work automatically, it's a process that has to be managed.

LM Is what we need is an independent housing audit body in London which states the statistics as they really are – like the Bank of England looks after the interest rates?

DB There is a difficulty in City Hall, they don't have much research capacity. And

the housing team in City has always been managed to deliver output that protects the Mayor against challenges.

LM It's been politicised.

DB The Mayor having inherited the HCA budget hasn't got that much flexibility on what to do with it. You have to remember City Hall had no experience of managing capital programmes. Although there are some people there now from the HCA and the LDA, the housing team has been a research and policy body and has never been in charge of a delivery programme. The interesting thing will be now Boris has control over this, will he be able to do different things with it?

LM Given the crisis we're staring at – there are two views about the need to provide housing. One is you should be doing it for social reasons. The other is you should be doing it for economic reasons. That cheap availability of housing is a basic factor of production? Do you subsidise people, or property?

DB It has to be fundamentally backs to bricks and mortar.

LM Why's that?

DB Because if you're subsidising individuals in an unregulated market you've got no control over the use of the expenditure. And as soon as you abolish direct payments, you don't know if the rent is actually going to the landlord. If you talk to local authorities and housing associations, some of them are assuming that arrears will go up to 15-20%. That's catastrophic. Will housing associations start evicting tenants on a mass scale?

In terms of this whole issue about getting more lower density family housing and more sustainable housing in terms of links into employment opportunities, the critical issue is one of suburban intensification and urban extensions, including where necessary into what was formally, or formerly green belt land. This has been very contentious, following all the arguments about the NPPF.

LM You're also fighting against the architectural establishment which believes in the compact city argument.

DB I've been arguing against the naivety of that for a decade now. You can only get up the 32,000 figure per annum in the current plan or the 35/40,000 figure which City Hall is trying to move to, by assumptions about very high density of development, which a lot of planning consents have already got built into them which is why, of course, a lot of them haven't been delivered because a lot of them were on peripheral sites – Barking Riverside or Silvertown Quays for example. ■

Barriers to housing delivery

London's housing market is a series of barriers, according to housing researcher Molior

Molior interviewed 27 developers including those building, those in control of big permissions, and larger housing and regeneration organisations. The interviews focused on schemes of 20+ homes in the GLA area. Four main barriers emerged:

- Control of the "realistic" pipeline;
- Non-balance sheet funding
- Private sector capacity
- Public sector speed and consistency

There are some interesting background. Private sale building is strong, almost back to the 2007 peak. This is because of good pre-sales. Nearly half the homes being built in London right now have someone's name on them – overseas investors, UK buy-to-let investors, developers keeping units to rent and some tenure switching from private sale to affordable housing. Investor interest is a key driver of development activity.

Control of the pipeline

Permission exists for 210,000 new homes. This can be compared to a capacity of perhaps 765,000 homes on all sites across the capital. Those with permission represent seven years' supply using the GLA's target of 30,000 a year.

But 180,000 of these are in 148 schemes over 250 homes. Housebuilders are highly unlikely to deliver more than 250 homes on each site in a three year period. "In fact the realistic pipeline is...somewhere between 50,000 and 70,000 homes during the next three years" says Molior's report.

Not all these schemes will commence because some are controlled by firms who are not builders. Up to 45% is in the hands of owner-occupiers, historic land owners, government, or developers whose specialty is not building. This is a key constraint.

Selling these sites to builders is difficult. Many need design tweaks, which require new permissions, which now attract CIL.

Non-balance sheet funding

Debt for development is hard to find and expensive. But its lack of availability at all is a tougher barrier even than its cost, say some developers. Interest costs can be 10% plus fees, while private equity investors want to see 20-25% returns. Without debt liquidity, special purpose companies for developments are hard to set up, so only larger firms with large balance sheets are able to build.

Private sector capacity

"Very little" was the response when Molior asked interviewees what could be done to make them build more. Since 2007 they've resolved difficulties with problem sites. Firms said they were operating at capacity.

Public sector speed and consistency

The system is slow and too changeable. Developers want to see greater appreciation from authorities that time is money. Too many have idiosyncratic policies which thwart viability, for example lack of flexibility on affordable housing, S106 terms and demands for unlettable employment space.

But the big issue is to stop changing the rules and adding complexity. The GLA should set up a task force to reduce public sector constraints, suggests Molior. It should focus on:

- More consistency between national and local policy;
- Solve scheme-specific issues on affordable;
- Set up a one-stop shop for liaison between developers and public bodies
- Remove the small blockages and illogical elements in the system. ■

Debunking the landbanking myth

With 210,000 permissions it is no wonder questions are asked about land banking. But this is what Molior says on the topic:

- Builders either don't have land banks (Redrow) or have two or three years of sites (Bellway)
- Most big schemes over 150 homes are years away from delivery
- People who can't get finance are not land banking by choice
- Many owners are owners due to history, not because they bought the site for speculation
- "Finding specific evidence of [land banking] is extremely hard," say Molior.

"The industry feels that vendor price aspirations lead to sites lying dormant. When the vendor wants too much for their site, either the site does not sell, or is sold for too much but then does not get developed...which it is why it is so nice to have a public sector example.."

"Barratt and Berkeley are believed to be the underbidders on the North Wharf Gardens site sold by Westminster. Molior understands they each bid in the £80-85m range. An overseas buyer won the site with a £121m bid... which means someone who does not build in London paid 50% more than the price London's two largest developers consider being the value of the site as a 'factor of production'. Westminster appears to have gained consent then disposed of the site at a price and to a buyer which makes building the consent soon rather unlikely.."

"Rather we would argue for some sort of carrot which makes development land more valuable in the short term if the site is sold to someone who builds. "The simplest way to achieve this would be to allow a very large profit in viability assessments for a limited period, in return for housing delivery guarantees. Affordable housing delivery would suffer, but total housing delivery might rise." ■

Developers only have themselves to blame

Since the first payments for affordable housing 15 years ago the tax burden on residential development has risen to the point where any excess profit is completely taxed away by the system, other than the profit derived from that produced by lucky movements in end values.

And all the while the industry 'allowed' this to happen: debt was cheap; sales rates were high and values kept rising to absorb the cost of the constraints. All developers wanted to do was get their next consent and build their next scheme – they noticed the gradually rising tide of taxation, moaned a bit but generally got on with developing. In a way developers only have themselves to blame for high costs and high taxes!" ■

Outer London's fading charms

London's town centres are failing to provide what Londoners want, the GLA planning committee was told by the man responsible for delivering their greatest competitor

The GLA's planning committee met on 10 December last year to launch an investigation into the future of London's town centres. It heard evidence from John Burton, Westfield's development director (who was awarded an MBE in the New Year's honours list), Sir Terry Farrell, Will McKee, chair of the Outer London Commission, Julian Dobson of Urban Pollinators, James Miller, lead consultant for Experian, food writer Henrietta Green, and consultant Ziona Strelitz.

"Town centres are facing a difficult time in London," opened Planning Committee chair Nicky Gavron. There are "worrying trends" and she hoped the committee's planned future investigations would focus on whether the capital's town centres can adapt and change their form and functions and find new roles and new vigour. This year, promised Gavron, the committee would also be looking out how London's changing demography was affecting its town centres. The first part of the meeting would look at trends and the latter part would look at visions for the future.

The two extant Westfield developments at White City and Stratford and their amazing success has highlighted how existing town centres and even strategic international centres like Oxford Street and Knightsbridge, cannot emulate the success of the all new, self-contained, intense shopping environment that developments like Westfield can offer.

John Burton didn't harp on about the self-evident success of Westfield's schemes – soon to be augmented by an extension at White City and a new Westfield in Croydon. He did make clear what he thought wasn't working in London's town centres. Many are simply tired said Burton, and suffering from decades of under-investment. They don't provide the facilities people want, or there is a lack of space modern retailers need. But their essential role remains the same, he said, a place of social contact, convenient, attractive shopping, where it is safe and secure, served by good public transport. Fragmented ownership, preventing investment – as demonstrated at the eastern end of Oxford Street – was a big problem in traditional centres, he said.

Ziona Strelitz pointed out that whilst centres' role may not have changed, the

employment opportunities in them had changed dramatically. The corporate forces of aggregation, the creation of large singular workforces, compounded by the digital economy had eradicated many thousands of town centre office jobs in the past few decades, and this had had an impoverishing effect – contributing to the "charity shop" effect.

Public services were shrinking too, said Julian Dobson of Urban Pollinators. "Planners are not fully acknowledging the importance of their own services, for example," said Dobson. "Often the local authority is a major employer in a town, an anchor, and the loss of public services compounds loss of footfall and retail.

There was "a real crisis" emerging in London's town centres, particularly the outer ones, agreed Will McKee, and there was a "structural change" taking place in retailing, as a result of online shopping, and retailers needed to operate in a different way.

He too was concerned about the "flight

of public services" – health, education, post offices – all were leaving town centres and consequently reducing footfall. Centres are also beset by funding challenges and were in competition with each other. They required investment to meet that challenge, he said.

The other problem facing outer centres was that they "have got to decide whether they offer free parking or not, or follow the green agenda". This was a difficult choice for a centre that was feeling the competition.

A poor economy was slimming people's wallets, said Experian's James Miller, there was also a clear trend in demographics towards an ageing population while the IT revolution was continuing to increase online shopping – all these factors were changing the way people behaved.

John Burton said it was wrong to assume that online shopping was getting ever bigger. There was fierce debate about how far it was going to go. Some estimates he said were that 16-18% was now online, but there were trends emerging that showed people did want to compare physical goods and then they might buy online. Also they wanted to bring them back to a shop if need be, and not to have to mail them. So it wasn't "one way traffic" online, and some retailers were adapting to reflect these new trends for a physical symbiosis with online.



Westfield's development director, John Burton MBE and below, Westfield's proposed joint venture with Hammerson for Croydon





London's local town centres

It was very difficult, however, to reverse the impact out of town shopping on town centres from the 1980s and 1990s, and those stores that had been built were now re-modelling and modernising themselves, intensifying the threat they posed to centres.

But we should resist the presumption that the future of town centres was retail-dependent, argued Ziona Strelitz. Public services, public spaces, the other employment opportunities that could be created there were all vital to their future. "We should have a more balanced view. It's not just about retail or modes of transport," she said.

There were big issues to consider, said Sir Terry Farrell – London's rapidly increasing population, the occupation of former industrial land – as at King's Cross and Paddington Basin, the South Bank – a big move to the east, and big changes in transport, like Crossrail, which would create new town centres. Kings Cross and London Bridge were new town centres said Farrell, as was Canary Wharf, and places like Greenwich Peninsula and Old Oak Common with the arrival of HS2 would also probably develop new town centres in the future. Westfield at White City had formed the basis for a complete new town centre at Shepherd's Bush, said Farrell, whilst Stratford had been "turbo-charged" by its Westfield. All these things, he argued, were causing London to experience a shift to new centres.

Assembly member Val Shawcross observed that "planning follow through", when a major new piece of infrastructure like the Jubilee line extension or Crossrail arrived was "a bit hit and miss". "There's not really any forward planning going on," she said.

Terry Farrell agreed: "There isn't a lot of forward planning happening in Britain," he said. "Look at Ebbsfleet for example. There's nothing there, yet by and large stations do accumulate activity around them."

"So when there's a station going in, why aren't we in there shaping the future? Why can't the Mayor tell us he has a masterplan for every station on the Crossrail route?" Shawcross wanted to know.

"Other countries do it," said Farrell. "I just don't we do proactive planning here very much. We're still not planning for the impact of Crossrail. It only happens when the private sector gets involved."

John Burton cited Japan's experience where large mixed-use schemes had aggregated around major stations. Ziona Strelitz said that a lot of development that had happened in London was "anti-urban" and that places like King's Cross were a good example of a new town centre, with its educational and digital occupiers and the adoption of its streets. We should be exploring the urbanisation of shopping she said.

Farrell argued that the Westfields at White City and Stratford were good examples of centres set in the middle of urban terrains (as Croydon will be) which were acting as regenerators of those places. Brent Cross he said was also beginning to think of itself as a new place. "The urbanisation of shopping centre centres is ongoing," said Farrell.

Masterplanning in the UK hadn't worked very well said Farrell. It hadn't worked in Croydon for example and there had been more recent failed attempts at re-masterplanning it. Canary Wharf had worked, he

said, because it was in a single ownership – the same was true of Marylebone High Street's transformation under the Howard de Walden estate.

Food writer Henrietta Green said she felt that the success of London's new shopping centres was hurting the High Street, and surrounding streets were also suffering.

Will McKee said town centres had to recognise the market does change. Back offices were not going to go to Croydon again, and the future for that town centre had to be much more mixed use. Other centres could increase their residential content and make them much more balanced places. They could try harder to attract people in the evening.

The "worrying trends" part of the discussion closed with another look at how internet shopping was affecting things. The UK is one of the world's most avid users of e-commerce, said John Burton. Books and music had been hugely affected by it, shoes were seeing similar trends with people buying six or seven pairs and perhaps sending some back. Could the trend spread to things like cars, he wondered. He didn't see a lot more penetration with e-commerce settling at around 20% of the market. He saw opportunities for new town centre showrooms which provided "touch and feel" experience that shoppers needed. He did not see e-commerce as having a negative impact on town centres in future.

James Miller of Experian, said that although e-commerce had reached 13-14% of the market now, growth was increasing more slowly, and there must be a cap to it somewhere. It was easy to see it as a negative, but it also represented an opportunity. Offers such as "click-and-collect" were encouraging people back to the High Street. A physical space was needed to bridge between the on- and off- line economy, he said.

Committee chair Nicky Gavron moved the discussion on to visions for the future.

"We are increasingly seeing people use public transport and our development will increasingly rely on it," said Westfield's John Burton. In the past there had been a link between the use of the car and the higher value of goods purchased, but didn't appear any longer to be the case. But parking was a big challenge for the lower hierarchy of London town centres which relied much more on providing parking because of inadequate transport links. There was a need for greater consistency in parking regimes, he said.

Centres needed to ask themselves if the infrastructure was in [continued page 22](#)



City's shopping: Land Securities' One New Change

from 21 the right place, is it good enough and these questions also applied to the retail itself. Were shops large enough, asked Burton?

"Nearly all [outer] boroughs feel that TfL's parking standards restrict their ability to complete," said Will McKee. They should be allowed to "tear them up" he said and make their own policies to suit.

James Miller said the future would be about "reinvigorating smaller places" and they needed to be safer, attractive, enlivened day and night with more mixed-use.

Terry Farrell's vision was that although all places were different, many suffered from the same problems, and it was important to identify those things that worked so lessons could be applied to failing centres. Better stewardship was essential. Diverse ownership struggles to achieve this.

A task force was needed to identify problems and solutions, he suggested. Also many centres lacked integrated transport, parking and pedestrian solutions.

"Many have appalling pedestrian domains," he said, whilst "big centres clearly have control of these issues". Better use of public buildings – many don't open late – double, multiple uses could be achieved he said. The main thing was to "look at places that are succeeding and transfer the lessons

Shop 'til you drop – if you can find one open

Chris Bown reviews what is ailing London's existing town centres

London's shopping streets are facing a double whammy, as financially pressed consumers continue to hold back spending, and to shift more of their buying online.

As a result, 2013 continues to see a decline in the overall health of the retail sector. Alongside high profile casualties, such as Comet, HMV and Jessops which have disappeared from streets and shopping centres, are an equal number of small, independent retailers and restaurants also struggling to maintain their businesses.

The incremental decline in spend and footfall mean a continued flight of retail activity to key centres, with a polarisation between successful shopping locations that have a critical draw for consumers, and secondary locations that have diminishing appeal. Westfield's centres in White City and Stratford continue to thrive, while in the City, One New Change has been declared a

success in creating a retail draw that attracts weekend visitors as well as City workers, although there is still some settling in to be done. The announcement that Hammerson and Westfield are to join forces means that Croydon will also get a new shopping centre to rival these successes.

High street retailers are looking to retain consumer visits with ideas such as click and collect, combining online buying with the convenience of collecting goods from a local store, rather than waiting to miss the delivery courier. And commentators have suggested that successful retail now demands an "experience" along the lines of that provided by Apple in its stores, allowing consumers to engage emotionally with goods, rather than simply pick them off a shelf.

Despite disappearing brands, there are some retailers still interested in expanding on the high street. Although they have scaled

back their expansion plans, major grocery brands including Tesco and Sainsbury are still keen to add convenience format stores to their portfolio. Despite the reservations of these big brands around the damage they can do to local independents, such outlets do provide a draw for consumers. And occupiers such as betting shops, charities and pawnshops among the few sectors with a willingness to take on more space in the current market.

A *Property Week* survey discovered more than 15 betting shops on Tottenham High Road, and 11 on Deptford's High Street; while charity shops, which can defray business rates, are welcomed by hard-up landlords.

The declining secondary locations present planners with a tough decision: whether to continue insisting on retail uses, and hope for an upturn, or to accept there is a sea change in the way consumers buy, and allow innovative alternatives instead. Once footfall drops

to those that aren't."

Will McKee argued the future was about increasing footfall in London's centres and what might deliver that. Diversification was vital – leisure, arts, services, small offices. Property structures needed looking at as many centres were configured in way that made it difficult for today's retailers to operate. A much more proactive approach by boroughs prepared to use CPO powers to create opportunities was needed. Shorter leases were needed with no upward-only rent reviews. And it was no good applying "inner London thinking to outer-London centres," he said. They need more flexibility.

Julian Dobson said centres needed to focus less on property issues and more on people issues. "How can we humanise centres?" Shopping centres should be put at the heart of the community and offer people the chance to put something back into the community, not just to take from it. There should be space for start-ups and independent traders, more opportunities for creativity and citizenship, he argued. We should "move from ME towns to WE towns", he said.

Henrietta Green said some functions should be brought back to local centres and High Streets by opening up the uses and not rigidly sticking to retail, but letting empty shops be used for making. "Maybe they could

become a source of production again," she suggested, "carpentry, studios could be linked to retailing." There were huge opportunities to stimulate activity which "ticks a lot of boxes," she said. She knew a food retailer, she said, who was obliged to make his hot sauces in a unit in Park Royal while selling them in Croydon that was opposite an empty shop he couldn't use for that purpose. "It is the use classes order which is prohibitive and should be changed," she argued.

Member Len Duvall observed that leadership was required to tackle these issues and that this didn't come from planners. Where does it come from he asked Will McKee?

"Leadership rarely comes from planners," said McKee – himself a former chief planner and chief executive. "It comes from a chief executive who generally has a much stronger vision and it needs the help of architecturally-based talent. The planners see themselves as environmental police rather than deliverers of vision," he said. "Vision comes from the centre of local authorities, not the planning wings. Planners are not flexible enough to recognise change."

Member Navin Shah asked, "Well what about elected members' leadership?"

"There is good leadership," replied McKee, but only from 10 out of 80 members in any borough. "The Mayor [of London] is capable of

giving that leadership," he said.

Town centres should offer amazing workplaces for free, said Ziona Strelitz. Places like the Royal Festival Hall and the British Library had shown how popular these were. They needed to create places for building social as well as economic capital. Libraries could encourage people to work in them. There was a lot of linear space in existing town centres when what was needed was non-linear spaces, said Will McKee. Also he said the different public agencies were not linked up. They all went their own way. There was a leadership role to pull them together.

John Burton's advice to centres was to prioritise what needed to be done, and they needed to prioritise better management which didn't require a lot of investment but would produce pride-in-place. There were arguments councils should receive a greater share of the rates.

He said Westfield had shown how positively people will respond to investment and that they saw their centres as places of refuge from the city which was often uninviting for occupiers and users. There was a need to create opportunities for large scale investment, like Croydon.

The answer for London's town centres, concluded Will McKee, lay in policies that encouraged intensification of mixed-uses. ■

below a tipping point, there is the danger that the lack of customers will hit other, remaining retailers and they, too, give up the fight.

Should subtle changes of use be permitted, perhaps on a temporary basis, to persuade alternative businesses into shop units?

The government-backed idea of allowing retail conversion has already created much debate around the wisdom, or otherwise, of promoting alternative uses in lacklustre retail parades.

The Mary Portas high street initiative, is impacting just one outer London location. Croydon's old town was among the 12 pilot centres chosen for action; a number of initiatives planned through 2013 should help, and provide a testbed for some practical ideas.

In town vs out of town

London's retailers are doing battle in an environment where there are precious few shopping centres coming to the market, thanks to a constrained development lending market. But traditional high streets remain under pressure, not least from owners and operators of bulky goods and retail warehouse

property, who are looking to reconfigure their first generation units.

Early adopters of such space, such as B&Q and Halfords, are looking to trade down, reducing floorspace in response to market changes; and new smaller units are being created. Retailers such as Next are keen on out of town developments, with free parking, rather than in congested town centres, where hard-pressed councillors can increase parking charges in an attempt to balance their books.

By adding food and beverage operations, entertainment and even gyms, the landlords out of town centres are continuing to provide plenty of reasons for consumers to visit. The tension between edge of town and out of town is amply demonstrated by an early 2013 High Court decision in Barking. Developer Estates

& Agency Properties successfully argued that permission to Tesco to expand their nearby store had been permitted incorrectly. The ruling was that allowing Tesco to expand would compromise their interest in taking part in the regeneration of Barking centre, jeopardising the success of EAP's Abbey Retail Park proposal, itself classified as edge of town. As a result, the Tesco permission, granted in autumn 2011, no longer stands.

Such challenges underline the careful balance planners need to strike when reviewing the conflicting needs of various parts of the retail economy. But as more of us continue to click-to-buy – and the UK leads Europe in adopting such shopping styles – no one is predicting demand for retail space will pick up anytime soon. ■



Going, going – gone. Retail casualties pile up

London's case for secession grows

The capital's business districts are mostly in rude health, and the emerging Olympic legacy will only enhance it's strength compared to the rest of the UK thinks Chris Bown

London economy

London's economy seems to work at odds with the rest of the UK. While the country as a whole limps along under an austerity package that constrains public and private spending, the capital appears largely immune.

Exposure to global markets, and a safe haven status among international communities means London remains a preferred destination for property investors, as well as a strong location for business hubs. But with the challenges of business generally dampening demand for new, large office space, the focus across the central areas of the capital is now on residential.

Enhanced no doubt by a sparkling Olympic performance, London is an attractive place for many foreign investors who are happy to invest in apartments, often off plan from thousands of miles away.

Today, the capital's residential developers think nothing of planning roadshows in Hong Kong and Shanghai, to start the sales process of their next development. The £600m sell-out of apartments at Battersea power station site, early in 2013, underlined the continuing attraction of London, particularly on the riverside, to international buyers.

Despite the reduction in demand for new office space, institutional investors continue to love London. While individual nations may come and go, as each year goes by, a greater proportion of the capital's commercial real estate moves into the hands of foreign owners.

Malaysian and Chinese buyers added to their holdings during 2012, while for Middle Eastern investors, an investment in commercial real estate remains an attractive, transparent and tradeable way to preserve capital.

The capital is also seeing a major infrastructure investment, in the form of Crossrail, continue beneath London's streets, adding 10% capacity to the rail/tube network. With work now well under way, and the completion date now in sight, developers are moving to create new office and retail destinations, to take advantage of the greater connectivity Crossrail will bring to key points across central London.



The City – banking in decline

For the City of London, the fallout from the financial crisis has played out in several dimensions. Occupier demand has reduced, as the banks have had to cut operations and overheads, rather than sign for fresh new offices. And with the economy uncertain, other professions such as the law have realised they, too, are not in a position to sign new leases.

As a result, the heralded demand for new office space, as 25 year leases signed off the back of Big Bang in the 1980s expire, has not materialised. Banks are hunkered down, restructuring and nursing bad loans. Those who have made a commitment, such as UBS which has signed for a new building at Broadgate, are making more modest estimates of the floorspace they will need in the future, and will not sign such long leases.

And in early 2012, law firm Cameron McKenna's decision not to proceed with a prelet at Hammerson's Principal Place, north of Broadgate, sent a shiver through the City office market. As a result, several schemes will sit through 2013, waiting for a prelet before starting out of the ground.

While bankers and lawyers may be lacking confidence, the same cannot be said of the insurance industry, which continues to play a strong part in the City's office market. Lettings to insurance broker occupiers helped



Left: WR Berkley's "Scalpel" and above: Candy and Candy's Sugar Quay

the developers of the Walkie Talkie tower underpin their decision to start speculative development, while insurer WR Berkley opted to develop their own City office building (the "Scalpel"), which now has consent.

With offices not in high demand, planners have seen an increasing number of proposals to adapt or redevelop buildings for other uses. The City's hotel stock grew significantly through 2012, with a pipeline that promises to continue delivering well after the Olympics.

And the international demand for residential space means even pension funds have been looking to turn tired offices into apartments. The City's line is that it will allow more residential, but in confined areas.

During 2012, housebuilder Berkeley started work on converting Roman House, adjacent to the Barbican, from offices to 90 apartments. And late that year, the Candy brothers swooped, buying the empty Sugar Quay on the riverside. An application to replace the existing office redevelopment with a residential scheme will be decided during 2013. City planners generally accept a contribution to affordable housing, which is spent outside the City's boundaries.

At the City's north eastern corner, a new type of City occupier is being spawned, around the recently nicknamed Silicon Roundabout. Creative industries across technology, media and telecoms are being encouraged as the new occupiers who may help take up the slack of the declining banks; they may also appreciate more basic space, such as refurbished older office buildings – a more sustainable long term occupier, perhaps? The appeal of London as a high-tech hub was given substantial support by Google's decision in early 2013 to sign for 1 million sqft of offices at the Kings Cross Central development, north west of the City; the search engine giant is due to move in during 2016.



Crossrail at Centre Point

Westminster – international appeal

The economy of the borough of Westminster continues in rude health, thanks to a continuing influx of well heeled international residents, who love the capital's many attractions and to keep buying new apartments without let-up.

As in the City, the West End office markets of London's West End is suffering from a lack of business confidence, but still has sufficient momentum to encourage major new projects.

New occupiers to have made the West End their office location include the hedge funds, who have helped to underpin office rents around Mayfair; while technology, media and telecoms account for just over a third of office space occupied. As elsewhere, older buildings are increasingly being converted to provide residential or hotel uses.

Land Securities, a major landlord in Victoria, is midway through transforming the area's office accommodation with a series of new blocks; while the Crown Estate continues to judiciously redevelop its central London holdings, creating new high specification offices in blocks south of Oxford Street.

Retail continues to perform strongly in central Westminster, with the high end boutiques of Bond Street still much in demand. New names are also encroaching into new areas, with US clothing retailer Abercrombie & Fitch heading into Savile Row. Undamaged by the arrival of Westfield's substantial shopping centre to the west at White city, Oxford Street is seeing a revival, with new developments to the eastern end of the street enhanced by the development of a Crossrail



Crossrail at Canary Wharf

station at Tottenham Court Road.

Residential demand appears set to remain strong through 2013, only helped by international moves such as the French government's tax hike for the well paid. Planners continue to prefer affordable housing to be provided as a part of any new residential development, but adopt a pragmatic attitude if required.

Docklands – maturing

In Docklands, the future focus of Canary Wharf will increasingly include residential elements. In 20 years, the area has grown from nothing to a major office destination providing work for 100,000, but Canary Wharf Group is thinking more about places to live.

Having taken over Wood Wharf, a development area to the east of Canary Wharf, during 2012, the developer is now planning to add apartments into the development mix. It will start delivering the first elements during 2014. Further ahead, the arrival of Crossrail during 2018 will again improve the area's transport links, just as the delivery of the Jubilee Line did in 1999.

Elsewhere on the Isle of Dogs, further residential is planned; and the strength of demand was indicated early in 2013 by Frogmore and Galliard's purchase of a site with consent for around 1,000 apartments and a hotel, at Baltimore Wharf.

The continued strength of demand around the Isle of Dogs is in contrast to other parts of Docklands, such as the Royal Docks. But it is hoped that a major 35 acre site alongside Royal Albert Dock may progress during 2013 with new investors kick starting a 1.5 million sqft business park. The launch of the

Siemens technology hub at the western end of Royal Victoria Dock, and completion of the new cable car link to north Greenwich, have also helped to encourage greater interest in the Royals area.

Olympic benefits

Summer 2013 will see the first fruits of the long promised Olympic legacy delivered, at the former Olympic Park in east London.

The park, which has been closed off since the end of the Paralympics, will be opened in phases, following the completion of works that include taking down and removing temporary structures, and turning the athletes' accommodation of the Olympic village into apartments and houses.

Within the park itself, temporary venues are being dismantled, while the "wings" of Zaha Hadid's Olympic pool building, which provided additional spectator seating, have been removed. Across the former Olympic site, bridges and walkways are being reduced down to smaller sizes, in a slimming down that will provide the park with a more intimate, human scale.

First impressions

The first phase to open, during 2013, will be a section of North Park, along with the Copper Box, an Olympic venue that will be retained as a sports and entertainment venue, providing facilities for the local community. Events promised within the Copper Box include basketball, wheelchair basketball, handball, volleyball, netball, judo, fencing, table tennis, badminton, gymnastics and taekwondo as well as concerts and performances. A permanent gym for residents will also be installed.

During the summer, the former athlete's village will start to welcome its first permanent residents, as the transformation of the buildings into 2,818 homes is completed. While the structures are similar, the specification for the Olympics required more bedrooms and fewer cooking facilities, and this led to the need for the refit. East Village, as the athlete's accommodation is renamed, will provide a mix of tenures and housing styles.

Future uses for the Olympic stadium are now in the hands of a joint venture between Newham Council and the London Legacy Development Corporation. Plans are being advanced for a series of concerts to be staged at the stadium, starting in summer 2013; the venue holds the potential to replace Hyde Park as a live concert venue.

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Second act

Early 2014 will see the Olympic velodrome and the area around it opened up for public use. The Olympic BMX track will be adapted, with a new mountain biking and tarmacked road circuit added. A gym, café and car parking for visitors will be added, along with seminar and conference areas that will make the venue an attractive one for many uses.

Also early next year, the hockey and tennis centre will reopen for public use, on the site to the north of the A12 arterial road. Additional indoor and outdoor courts will be added, with facilities for five-a-side football also being constructed. Alongside the development of facilities are further steps to open up public access routes across the area for local people, a contrast with the highly restricted access necessary during the Olympics.

Also due to open during spring 2014 is the South Park, an area to the east of the Olympic stadium that takes in the Mittal observation tower. This is destined to be a major pleasure garden, with an ever-changing programme of events and activities that will help create an additional resource for leisure and entertainment in east London.

Taylor Wimpey and London and Quadrant are working up plans for Chobham Manor, a neighbourhood of terraced and mews houses that will infill a site between East Village and the Olympic velodrome. The first of 870 homes should be ready for occupation by late 2014.

International Quarter and Infrastructure

One concrete legacy of the games is the strong infrastructure now in place at Stratford. Public transport links mean the area is well served by Underground lines, as well as a fast connection to St Pancras International and channel tunnel rail services.

Westfield's Stratford shopping centre is now acting as a major draw for consumers from the east London area and wider into Essex. While the two hotels constructed above the shopping centre, a Holiday Inn and Staybridge, were recently sold for £58 million, indicating the appetite from international investors to take a stake in the area.

Plans are also afoot to create a major office hub alongside the Olympic Park. The International Quarter, a predominantly office-led development will be undertaken by Lend Lease with London & Continental Railways. During 2013 the development partners take control of the development sites, which sit to the north and south of the Stratford



Above: Lend Lease's proposals for The International Quarter at Stratford and right; how the Olympic Park will look when developed

International train station.

An outline planning consent already granted provides for up to 4 million sq ft of offices in a range of buildings, 350 homes and an additional hotel. The progress of the development will undoubtedly depend on finding major office occupiers keen to be alongside a train line that has direct links to continental European capitals including Paris and Brussels, as well as a fast connection to St Pancras. For employers, there will be the attraction of Stratford's Crossrail station link, operational from 2018 making commuting from both east and west of London a practical option.

Boroughs benefit

For the local boroughs, the focus is on building long term benefits from the Olympic infrastructure. Newham is planning substantial residential development, in addition to the Olympic village and the other sites alongside it zoned for new homes. By 2025, the borough expects to be accommodating more than 130,000 new residents in 59,000 new homes. Work is also in progress to maximise the benefit of remaining commercial spaces left over from the Olympics, to attract further businesses into the area, creating local jobs.

Research suggests that the Olympic effect will certainly benefit the area in years to come. The GLA predicts employment in inner London east will rise by 31% in the years to 2031, compared to just 9% in inner London west.



And consultancy the Centre for Economics and Business Research recently delivered a report suggesting that the east will continue to be the place that accommodates London's population growth, as it has already in recent years. CEBR says the strong housing markets in central and west London, spurred on by international investment, have priced themselves out of long term growth. The report's authors noted: "Increasingly, employees in key growth sectors can't afford (or choose not) to live in West London and prefer to inhabit burgeoning eastern boroughs. Government infrastructure investment in the region in the run-up to the 2012 Olympics has helped to kick start local development and we expect growth in East London population continue."

During the last decade, east London has enjoyed faster population growth compared with elsewhere in the capital: resident population growth has been around 25% in Tower Hamlets and Newham and close to 20% in Hackney. In contrast, the numbers living in Kensington and Chelsea have decreased. The move is also predicted to continue into the medium term, with the population of Tower Hamlets expected to increase by 31% in the 30 years to 2031. ■

Very taxing: is viability vanishing as CIL hits London?

Speakers at Planning in London's CIL and viability conference had tough messages for boroughs and developers alike. The event was hosted by Arup, sponsored by Savills and DS2

There is already a very wide range in levels of Community Infrastructure Levy developers can expect to pay in different parts of the capital, Arup's global leader of planning Chris Tunnell told delegates. For example a 60 sq m home in Croydon won't be taxed at all, but in Wandsworth's Nine Elms zone A riverside, you can expect to pay £34,500 CIL for the same unit. In Redbridge, the first borough to set CIL, you'll pay £4,200 and in Wimbledon in Merton, you'll pay £23,100.

Other uses had wide variations too, said Tunnell. A supermarket in Camden will raise £37,500 in CIL, but in Hillingdon where they presumably feel they have enough, or the retailers are more desperate, they'll have to cough up £322,500 for the same 1,500 sq m outlet.

He said there was "a surprising difference" in charges emerging, but even the biggest annual receipts for delivering housing – the highest he estimated at around £40m in Southwark – didn't really amount to much compared to boroughs' overall budgets.

Some uses were being discriminated against. In Islington the rate per sq m for student accommodation and hotels is a swingeing £450 a sq m, compared to £300 sq m for residential.

It was pretty clear, however, said Tunnell that CIL is not so much an infrastructure levy or an equitable funding source as a tax on development. It also raises significant skills issues for local authorities and there will be

widespread debates over viability issues.

Melys Pritchett, Savills' national lead on CIL, showed how far ahead of the rest of the country London is in adopting CIL. Nearly all boroughs are actively pursuing their CIL. Average London rates are also a long way north of national averages.

The big challenge facing the development industry she said was timing, because there are just so many CIL charging schedules and their clashing consultation deadlines to deal with. "Has the planning inspectorate got the resources to deal with CIL?" she asked.

There was a huge reliance on the industry to challenge the CIL rates across London and the UK and put its own evidence forward. There were also huge conflicts around revealing commercially sensitive information to challenge CIL rates, particularly for retailers, said Pritchett.

Without that evidence it would be hard to refute the rates proposed and the data needed to be transparent and demonstrate rates proposed will put development at risk.

The feeling was, she said, there was a lot of "rubber stamping" of CIL rates, and a need to establish a review date for so they could be challenged if they were not working. Meanwhile local authorities benefitting from CIL were not being clear about what CIL revenue would be spent on, nor who it would be delivered by and when.

A review and set of amendments tackling some of the issues is now before ministers

awaiting sign off, said Pritchett and a further review was underway within DCLG, while the British Property Federation and the Home Builders Federation were lobbying hard for changes. More amends are expected. She suggested the industry might like to consider "consortium approaches" to challenge CIL rates, and as time went by, more of an evidence base for CIL rates would emerge. Encouragingly CIL rates in some parts of the country had been reviewed and reduced. But she said, CIL was steaming ahead, and it was "a non-negotiable charge".

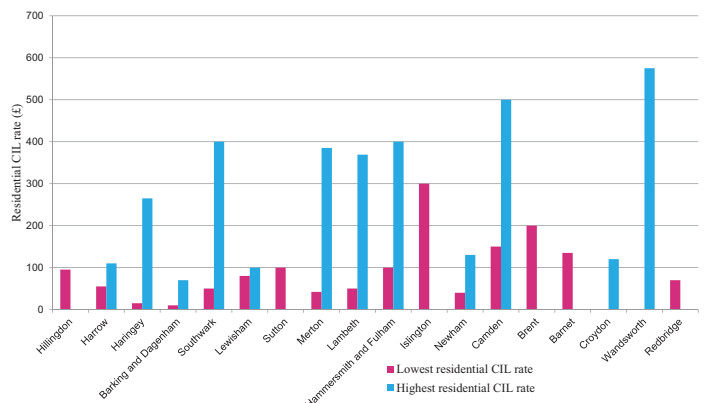
Julian Barwick, development director of Development Securities showed two case studies of the impact of CIL on specific schemes in London.

At 100 Hammersmith Grove, W6, DevSecs has been working up a mixed-use scheme with 11,000 sq m of offices and 560 sqm of retail. Detailed consent was granted in September 2011 and a funding deal completed with Scottish Widows.

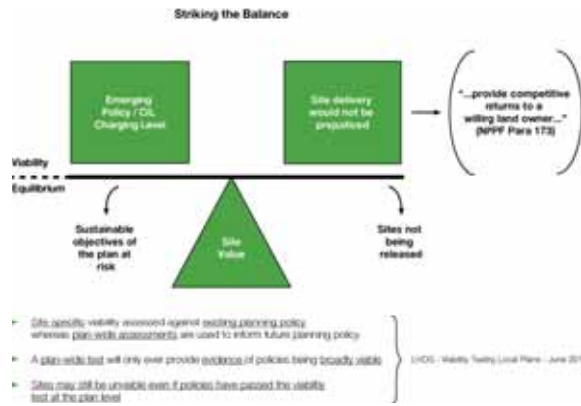
But in the new CIL world, said Barwick, there would be a 20 reduction in profit and a 30% decrease in land value. Or, to make up the gap, there would have to be a 5% increase in the rent, to £41.50 to cover the losses. The loss of profit would have precluded Scottish Widows' involvement, the 30% drop in land value would not have persuaded DevSecs to sell to anyone else, and the required rental increase – you might be able to con yourself into thinking this would



Maximum annual residential CIL receipts by borough



Lower and upper levels of residential CIL by borough



Striking a balance: Robert Fourt, Gerald Eve and Jacob Kut, GVA explain the equation

Permissions peaked in March 2012 to avoid Mayoral CIL

happen at some point, but not in the foreseeable future, said Barwick. In short the scheme would not be happening. And, he said, the CIL in Hammersmith was not "outrageous", but it was "steep".

He turned to a 100 sq m home extension in Barnes where he said it might add £450,000 to a semi's value. If CIL was applicable the levy would be around £57,500 he said, but as far as he was aware, it wasn't payable, so taxpayers "were getting a free ride compared to developers" in this, and there was a "democratic deficit" between homeowners and developers. If it impacted on voters, he said, they'd regard it as "fucking outrageous".

"I see massive arguments afoot. I see authorities who don't want development using it as a weapon to interdict development. The whole relationship between CIL and S106 needs sorting out, and the unevenness of CIL rates will be a big problem," he said. "It will kybosh development," he predicted.

Andrew Whittaker, planning director of the Home Builders Federation reminded the audience CIL was an industry promoted solution to the proposed Planning Gain Supplement. But now authorities were telling the industry what land values and profits should be.

"It's a competitive market," he said. "If landowners don't want to sell land they won't, and if we can't make a profit, we won't be housebuilders anymore."

Local authorities had to work closer with developers to understand the issues and make CIL work. There was a "huge disconnect", he said. Trying to set CIL at the margin of profitability was "very difficult" and CIL's non-negotiability, was going to cause problems.

If it were phased throughout the life of a development, that would help. The problem with some authorities though was they would seek as much of the uplift as possible. He reminded everyone CIL was a simple idea, and it

could be made to work.

The BPF's planning and development director Faraz Barber said there had been little or no recognition of the need to encourage development in London's 33 Opportunity Areas which needed investment. It was "bonkers" he said to set CIL in these.

More guidance was clearly needed around the interaction between CIL and S106 and strange policy decisions like charging CIL on properties vacant for more than six months.



Hammersmith Grove wouldn't have happened with CIL

An important part of the equation developers should be looking out for he said was Neighbourhood Plans, as authorities were charged under the Localism Act with contributing to the development of these. And the proposed Mayoral Development Corporation would also be a charging authority.

New assistant director of planning for the GLA, and Giles Dolphin's replacement, Stewart Murray, set out key points from the Mayor's emerging 2020 Vision. This would include 200,000 new jobs and a minimum of 34,000 new homes a year, with a focus on Olympic legacy, inward investment, growth in the Opportunity Areas and town centres, and the regeneration of riot centres Tottenham and Croydon. He said London would be a "mega-city" of more than 10m people if it continued to grow at present rates. There was a "massive incentive to build". The Mayor

had commissioned an external report to look at "Barriers to Delivery" (see page 19) so the market could see he was determined to understand what was "holding back development".

The key to CIL was the charging rates boroughs proposed and the GLA "will continue to monitor boroughs," he said. Some of the rates contemplated he described as "eyewatering". It was important he said "that S106 is significantly scaled back". He said the GLA will examine boroughs' viability evidence and provide opinions at examinations in public.

Boris' key aim he said was to "get London building" – and a One Stop Shop to sort issues on major sites was being contemplated.

Robert Fourt, partner, Gerald Eve and Jacob Kut, senior director at GVA described the application of the latest guidance in assessing financial viability. Steve Billington of DS2 looked at how the issue of viability was affecting the delivery of affordable housing.

Was providing it on-site the best use of subsidy he asked? He cited a case in Kensington & Chelsea where a £22m subsidy had been achieved, but only eight affordable units delivered on site. Money raised from developers he said might be better used funding initiatives that the HCA or GLA no longer fund. There were he said, lots of stalled affordable schemes where it could be used. And why not build affordable homes on local authority land, or fund direct council housing? It would be useful to see the more widespread use of affordable housing credits, as used in Westminster.

The effect of affordable housing policy in recession was clear he said, with 70% fewer affordable starts in London in 11/12 than the previous year, and that the first six months of 12/13 had seen only 10% of the starts and completions at 11/12. Viability was so low that even housing associations were negotiating around it, he said, and London could expect even less in the CIL world. ■

ASL360 Surround View System Making Large Vehicles Safe

Large Vehicle Safety Concerns

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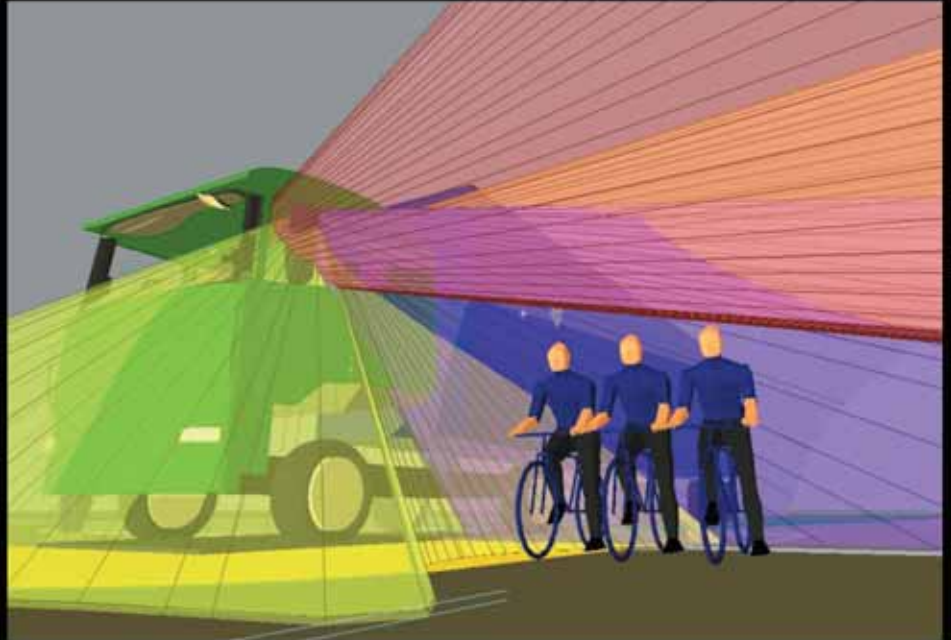
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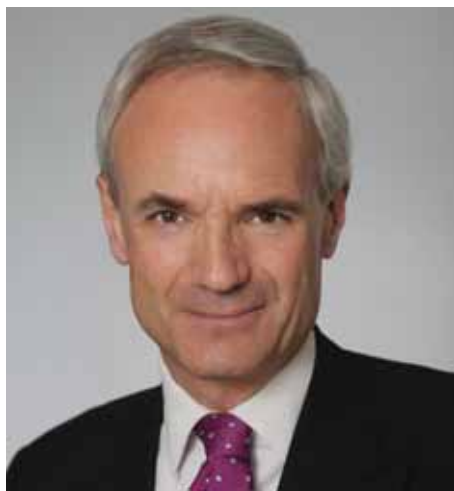
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London: the city that never rests

We will continue to plan in interesting times in 2013, thinks Roger Hepher of Savills



Hepher: expect more change

If you thought 2012 – the year of the Localism Act and the NPPF – was a busy year in planning, don't expect 2013 to provide any respite. With a government bent on continued reform of planning, and a re-enfranchised mayor ambitious to make London "the best big city on Earth", we can expect much more change. Let's ponder some of the things that are on the cards.

The NPPF already contains a presumption in favour of sustainable development, and we have already seen an upturn in successful appeal outcomes as a consequence. In March, the presumption will assume even greater force, when the 12 months of grace for councils without up-to-date development plans comes to an end. At around the same time, the London Plan is due to be modified to make it fully NPPF-compliant. All of this is filtering down to borough level, and encouraging a glass-half-full approach towards development – albeit some boroughs and some individuals are more receptive than others.

The Growth and Infrastructure Act is due to come into force during the first half of 2013. Will one of the boroughs (possibly one beginning with H?) be amongst the 20 or so due to be put into special measures and have planning powers transferred to the Planning Inspectorate? The Act also holds out the prospect of (amongst other things) NSIP (Nationally Significant Infrastructure Projects) procedures being extended to a wider range of infrastructure projects. This might include for instance, large sports stadia and major

office developments. It also includes the ability to appeal Section 106 agreements where development is held up by excessive affordable housing requirements, and more freedom for councils to dispose of surplus land.

There's a raft of measures about which the Government has consulted, but appears not to have finally decided what to do. This includes permitted development rights to change from Class B and from hotels to residential; two year temporary use without planning permission; and reducing the period for appealing Section 106 agreements generally.

Lord Taylor's review of planning guidance is concerned with cutting excess paperwork. However, he makes a number of recommendations about new areas for guidance, and these provide pointers to what may be in store. The list includes Local Green Space designation, environmental quality, neighbourhood planning, duty to co-operate, water supply and viability. The Red Tape Challenge spotlight is due to hit planning in the early spring, which will shake things up some more.

In London, viability is a particularly fraught subject, with little consistency in the methodology adopted, and much argument. It also rears its head in the context of borough CIL schemes – more than 20 of which are due to be adopted during 2013. The art of area-wide viability testing is not well developed, and there is much scope for creating unintended consequences – desirable development being squeezed out, or councils left out-of-pocket and infrastructure not provided.

Another fraught subject is Affordable Rent housing, with a number of boroughs attempting to swim against the strong current of government and mayoral thinking. Expect more skirmishes in 2013, with the mayor and planning inspectors all taking a robust line.

A number of neighbourhood plans are being prepared, and we might see London's first examined during the year. Given that some appear to be more about preserving the status quo than embracing the presumption in favour of sustainable development, it will be interesting to see what happens.

There is going to be a focus on the Central Area in 2013. Westminster Council's West End Commission is due to report, and the GLA are due to publish SPG on the Central Activities

Zone. Many will be keen to see what is said about striking the right balance between residential and commercial uses. The GLA is also due to produce SPG on town centres, following the current investigation by Sir Terry Farrell and others for the London Assembly.

The Mayor is preparing a new Strategic Housing Land Availability Assessment (SHLAA). This assumes greater urgency in light of the latest GLA projections which show London reaching the touchstone "previous peak" population level (8.6m) in 2019, rather than 2026, with growth continuing. We can expect to see measures to encourage housing development.

Big housing growth requires big infrastructure, and there are a number of things in prospect. Crossrail is of well under way, and the Northern Line extension looks as though it has got to the starting blocks. The future of HS2, the Thames Tideway Tunnel and further east London river crossings, is still to be resolved. Meanwhile, politicians continue to prevaricate over expanding London's airport capacity. The London Assembly is due to issue a report in the spring, and the Government's adviser, Sir Howard Davies, is now expected to issue an interim report by the end of the year, so there will be plenty more debate in 2013, though a decision still seems depressingly remote.

While the planning system constantly re-organises itself, central area development pressure continues to increase, often fuelled by overseas capital. There are some very big schemes on the cards: major development at King's Cross, Battersea Power Station/Nine Elms, North Southwark and Earl's Court is all more-or-less in the bag; major schemes at the Shell Centre, Wood Wharf, North Southwark (again) and the Royal Docks (to name but a few have yet to jump the hurdles, and others are lining up in the wings. A sceptic might question whether – despite the sterling efforts of planners at City Hall and in many of the borough town halls, and all the rhetoric about plan-led planning – the planning system can really hope to be ahead of the game. That, perhaps, is the challenge for 2013. ■

Roger Hepher is Head of Planning and Regeneration, Savills



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Confidentially, viability is the key...

Pinsent Masons round up significant appeals of 2012 and spot trends for 2013

Last summer the Secretary of State granted permission for large-scale development at the **Vauxhall Island Site, Lambeth**. The appeal was made by Kylon Limited for a mixed use development of two towers 140 and 115 metres high. Although the proposals were deemed to have material considerations weighing against them, with a shortfall in amenity space a particular concern, the otherwise substantive compliance with the development plan resulted in permission being granted.

Whilst the scheme itself resulted in a shortfall of amenity space, this was compounded because it was in an area already lacking amenity space. The inspector's view was that the shortfall was not a reason in itself for the proposals to be rejected. Economic conditions also came into play with the affordable housing provision of 17%, which was substantially below the policy aspiration of 40%, being deemed as the most the applicant could do in the economic climate.

Continuing the theme of tower developments, a 25 storey tower on **Hornsey Road, Islington** was granted permission on appeal in October 2012. The appellant, Ashburton Trading, made an application for the mixed use tower development including 450 student bedrooms. Islington refused permission on the basis that its core strategy policy CS9 provides that buildings over 30 metres are "generally inappropriate to Islington's predominately medium to low level character".

The Inspector stated that the word "generally" allowed for the possibility of tall building development in areas not of medium to low level character. The Inspector considered the area of site was of a predominately tall character and therefore a building of over 30 metres in height would not be contrary to the character and therefore not inappropriate or in conflict with policy CS9.

The proposals were also deemed to comply with a number of policies in the National Planning Policy Framework (NPPF). This case highlights that tall development continues to be controversial and its acceptability or not will turn on policy wording in the local plans.

In nearby Tower Hamlets, the NPPF were important to the decision by the Mayor of London to grant permission for the redevelopment of the **London Fruit and Wool**

Exchange in Spitalfields.

Exemplar Properties' application for the office led redevelopment of the Fruit and Wool Exchange building was resolved to be refused by Tower Hamlets against the recommendation of officers in June 2012. The NPPF, with its emphasis on building competitive economy, was an important factor in the Mayor's decision to grant permission following his call-in. The GLA report states that the proposals would be expected to generate an uplift of approximately 2,300 jobs. In light of the NPPF and the Growth Agenda we can expect to see similarly strong levels of weight given to schemes that would create jobs.



Authors: Iain Gilbey, Jamie Lockerbie and Susanne Andreassen, Pinsent Masons' London Planning Team

Another controversial scheme in Walthamstow, resulted in a decision that has very important implications.

In May 2012 Walthamstow granted permission for London & Quadrant's (L&Q) plans to redevelop the **Walthamstow Greyhound Stadium**. Following this decision an opposition group, Save our Stow, submitted a request under the Freedom of Information Act to obtain L&Q's viability assessment.

The council refused, citing confidentiality, but later made a redacted version available, omitting costs and income analysis.

A decision by the Information Commissioner's Office (ICO) said that the council had failed to justify withholding the information. The ruling by the ICO was made despite the fact that the council had argued that it had substantial grounds to believe that disclosure of the information would adversely affect L&Q's legitimate economic interests.

The Commissioner said he did not consider the council had explained how disclosure of the information would result in harm being caused to L&Q's economic interests.

This case highlights the care that needs to be taken when a developer discloses a viability report that contains confidential information.

The fundamental driver to the objectors' request for disclosure was L&Q's offer to provide 20% affordable housing despite a policy target of 50%. In this case L&Q argued that 20% affordable housing was the maximum viable level that could be delivered.

Viability will remain a key issue in relation to planning in London in 2013. The issue will increase in importance as more and more boroughs start to charge the community infrastructure levy (CIL). In 2012 we saw the first London planning authorities adopt CIL, these being the Redbridge and Wandsworth and the Greater London Authority.

Subject to certain legal restrictions and tests, the London boroughs can demand "scaled back" section 106 planning obligations as well as the CIL. Taking into consideration that affordable housing can, at the present time at least, only be secured via section 106, there will be many developments that will be caught by both demands.

Bearing in mind that the CIL charge cannot be negotiated, many developers, in order to make their schemes viable, will be forced to reduce their affordable housing offer. If the reduced offer is pitched at a level that is unacceptable to the borough it is easy to see how the ensuing refusal would invite an appeal on viability grounds linked to a failure to provide appropriate levels of affordable housing.

In summary, in 2013 we expect appeal activity to focus on the inherent tensions between the drive for growth embedded in NPPF and local and strategic (London Plan) policy requirements, the actual or perceived failure of London boroughs to adequately scale back s106 obligations as a counter-balance to increasing CIL burdens, and the need to unlock increasingly complex viability and overage discussions around affordable housing, particularly on complex schemes. ■

Kylon Ltd v London Borough of Lambeth – Appeal reference APP/N5660/A/11/2157961

Ashburton Trading Ltd v London Borough of Islington – Appeal reference APP/V5570/A/12/2171435

Mayoral call-in - Greater London Authority Application reference PDU/1018a

Information Commissioner's Office Decision reference FER0449366

Planning in all the Boroughs...

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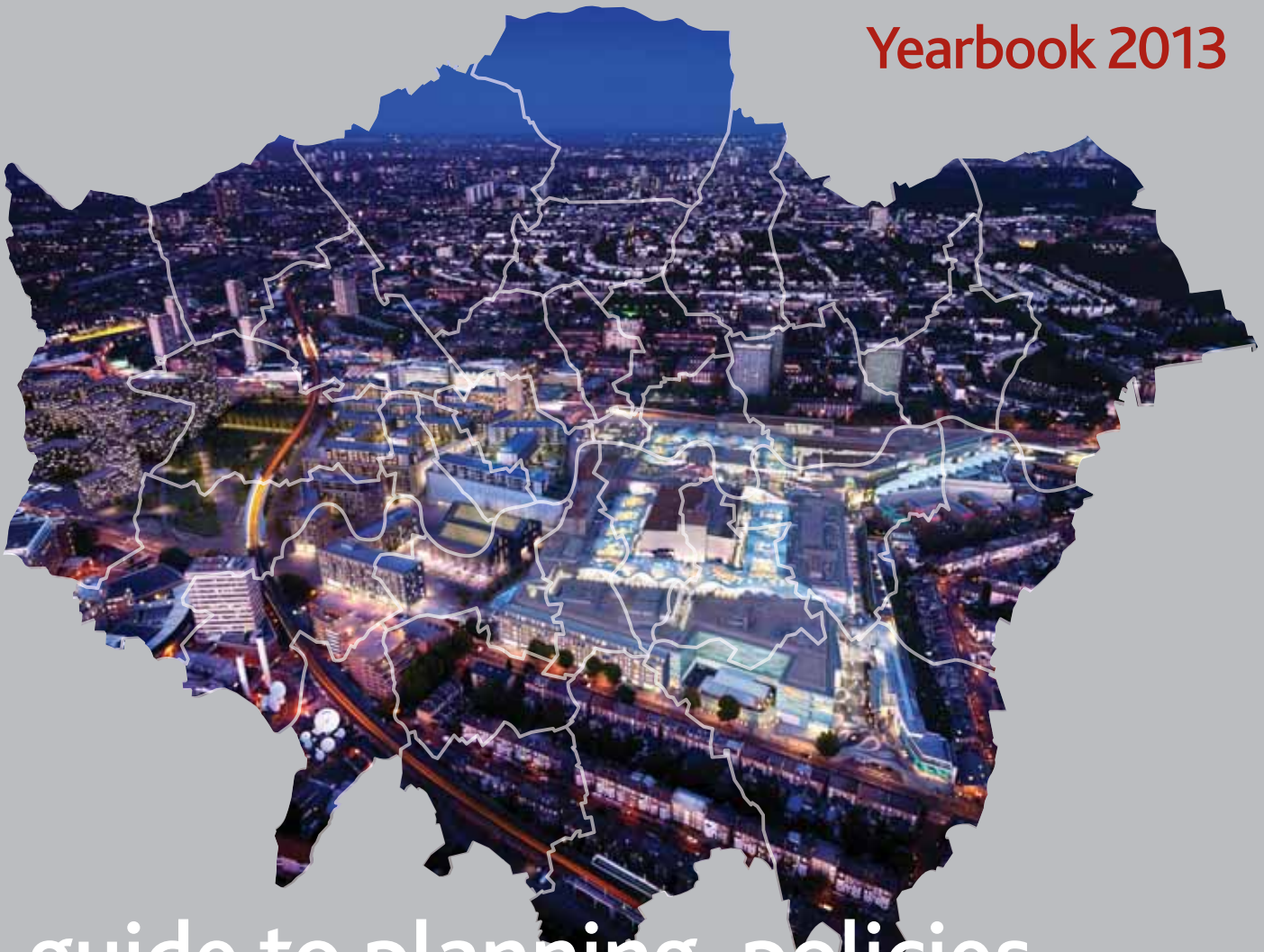
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A guide to planning, policies and opportunities in London's 33 boroughs

The impact of the Community Infrastructure Levy, radical changes in housing policy imposed by Mayor Boris Johnson and the Coalition, the rapidly approaching arrival of Crossrail, a growing need to rejuvenate town centres means London's 33 boroughs must think harder about their futures. Their plans and ambitions are described in the next 33 pages.

London has always had its own growth agenda. Its rapid expansion in population, revealed in the Census figures demonstrate it has elected to reverse seven decades of decline. Are boroughs acknowledging that evolutionary imperative? Will they seize the opportunity to rejuvenate themselves and take advantage of continuing global investment interest? **Want to find out? Then read on...**

BARKING & DAGENHAM

Building a Better Life for All

By Jim Kehoe

Deputy Chief Planner

Regeneration in Barking & Dagenham continues apace, through a local plan focused on economic development whether through estate renewal, new communities on brownfield sites, or business growth.

The borough is at the heart of the Thames Gateway, and has many of London's most significant brownfield land opportunities including significant amounts of the Greater London Authority's land holdings.

Housing

The borough has one of London's largest council house building and estate renewal programmes. At Barking Riverside, the first new homes have been built with over 700 completions expected before the end of 2014, along with a primary school, community facilities and a start on a secondary school.

At the eastern end of Thames View and William Street Quarter, 477 new homes are being built, through the UK's first totally privately funded affordable social housing scheme. Progress has been made on renewing the Gascoigne, Leys and Goresbrook Village estates where in total 2,000 homes are being replaced, with the first new homes expected to be built in 2014.

New communities are being established at Academy Fields, where 432 of 936 new homes have been completed, Lymington Fields where 193 of 602 homes have been completed with planning for phase two under way.

Business and industry

Business growth is being promoted at the Dagenham Dock London Sustainable Industries Park (SIP), Beam Park, Sanofi Business East sites and in Barking Town Centre.

At the SIP, £10.3 million of infrastructure improvements are under way and permission has been granted to extend the Closed Loop facility, for a 120,000 tonne gasification plant and a 70,000 tonne anaerobic digestion plant. Progress has been made in establishing

a European Union funded research facility on the site in partnership with the Institute for Sustainability. At Beam Park, the council is working with Havering and the GLA to promote an opportunity for a large scale visitor attraction as an anchor use.

At Sanofi the council has approved a masterplan for 100,000 sq m of commercial space including the retention of advanced laboratory facilities for companies active in the research and development, biotech and the pharmaceutical or bioscience sectors.

In Barking town centre, permission has been granted for a development comprising an ASDA superstore which will open in 2015, and 100 new homes. This development will frame Short Blue Place, a new public space, which has recently been completed with the benefit of Outer London funding.



Barking's town square

Planning focus

The planning service is focusing on adopting the borough's community infrastructure levy, publishing planning guidance on betting shops, sustaining the council's Residents Urban Design Forum, and undertaking an economic development study as a prelude to reviewing the local plan.

The council's experience of promoting and delivering development during the downturn has convinced it of the need for a flexible and adaptable planning framework, to seize the opportunities and deliver growth whilst enhancing those qualities which define Barking & Dagenham as a place. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	1	0 within 13 weeks
Minor decisions	44	64 within 8 weeks
Other decisions	125	60 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



BARNET

Forging ahead

Following adoption of the Core Strategy and Development Management Policies documents in September 2012 Barnet has one of the first National Planning Policy Framework (NPPF) compliant Local Plans in England.

Barnet has streamlined its boroughwide planning policy framework, replacing 171 policies from the 2006 Unitary Development Plan with 34 policies in the Local Plan Core Strategy and Development Management Policies documents.

More detail in delivering Three Strand priorities of Protection, Enhancement and Consolidated Growth will be mainly set out in the Site Allocations document, to be launched by mid 2013, and lower tier supplementary planning documents on Residential Design Guidance and Sustainable Design and Construction (launched in late 2012).

Barnet's draft CIL, subject to examination in December 2012, has been set at a single flat rate of £135 per m2 of net additional floorspace. It is recognised that this rate may secure less overall income than under Planning Obligation tariffs, but it is considered as a contribution towards ensuring delivery of the fourth highest housing target in London.

Subject to the outcome of the examination CIL adoption is expected by April 2013 with collection to start immediately. To support CIL implementation new guidance on planning obligations, affordable housing and employment, enterprise and training will be published.

Reflecting progress on the Local Plan the Local Development Scheme will be revised in early 2013. The Statement of Community Involvement will be re-worked as a more user-friendly planning document reflecting the Localism Act.

Barnet's strategic approach is to focus on managing development, ensuring that we maintain and build on those qualities that make Barnet such a desirable place to live and work while also helping to create new, socially integrated communities.

To support early delivery of housing on strategic brownfield sites we decided to prepare both the Colindale and Mill Hill East Area Action Plans in advance of the Core Strategy.

Colindale and Mill Hill East: The London Plan identifies Colindale as an Opportunity Area with a minimum target of 2000 jobs and 12,500 homes by 2031. The planning framework for Colindale is set out in the AAP of 2010. Mill Hill East is identified as an Area for Intensification with a target of 3,500 new homes and 500 jobs by 2026. Our AAP for the area adopted in 2009 sets a target of 2,000 homes and 500 jobs by 2024.

Brent Cross/Cricklewood: identified as an Opportunity Area in the London Plan with a target of 20,000 jobs and 10,000 homes focused on a new mixed use town centre which will span the North Circular. A hybrid planning permission for comprehensive regeneration of the area was granted in October 2010. To secure a detailed policy framework for comprehensive redevelopment, UDP Policies for the area have been 'saved' through the Core Strategy. It is considered that comprehensive regeneration will be achieved in accordance with the planning permission. If progress is not made with Phase 1 of the approved scheme by end of 2014 Barnet will instigate a review of the policy framework.

One Barnet

As part of the council's change programme One Barnet which aims to ensure that citizens get the services they need to lead successful lives, and to ensure that Barnet is a successful place the planning service is being outsourced. A new provider is expected to be in place in mid-2013 ■

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New community hospital in Finchley



Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	7	43 within 13 weeks
Minor decisions	146	75 within 8 weeks
Other decisions	680	40 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

BEXLEY



By Peter Ellershaw

Director of Environment and Wellbeing Services



Andy Scott's The Cob sculpture at Belvedere

Bexley is one of London's greenest and cleanest boroughs. Despite the economic situation and challenging financial environment, the recent adoption of the Core Strategy means that Bexley is on track to deliver 12,500 new jobs and around 5,500 new homes by 2026.

The Core Strategy is focusing growth into key areas. Work is progressing on a detailed policies and sites Local Plan Document, which will lead to the redevelopment of important areas and key sites, as well as co-ordinate infrastructure investment. The council is working towards introducing a local Community Infrastructure Levy in early 2014.

In Belvedere, work is progressing to redevelop vacant employment sites, following a £10.6 million improvement programme. Belvedere's location is attracting a wide range of interest from companies that need easy access to London, Kent and the north. The striking Gypsy Cob horse sculpture by Andy Scott has also helped put Belvedere on the map. It provides an iconic landmark, referencing the town's rich heritage, and helps to brand the area.

Funding secured for the regeneration of Southmere Village and Larnar Road will significantly benefit Thamesmead and Erith, helping to bring forward the development of nearly 1,000 new homes.

The regeneration of Southmere Village, previously known as Tavy Bridge, is starting to address the deprivation, lack of community infrastructure and poor reputation that Thamesmead has suffered.

Similarly, funding provided by the HCA is enabling Orbit South Housing Association to kick-start a major regeneration scheme at Larnar Road. The estate has suffered from a number of issues, including deteriorating housing stock, poor connectivity and a reputation for crime and isolation. In consultation with the local community, Orbit South have developed plans for

600 high quality homes, with improved links to local amenities and open space, as well as a variety of tenures.

The development of the Howbury site in Slade Green offers another opportunity to provide new housing and essential community facilities. Redrow Homes has been selected as the designated developer for the site. Redrow proposes to build 380 homes, including a significant number of family homes, plus a play area and open spaces.

Bexley is also planning a new community facility, two new primary schools and six school extensions, to provide essential school places. The Howbury development is a key part in the council's Bexley First programme, which will reduce the number of buildings the council operates from.

To help bring services together, Bexley has started to refurbish and extend a former building society headquarters in Bexleyheath town centre to provide new accommodation. Permission has recently been granted for new housing on the remainder of the site, and for a new supermarket on the existing civic office site.

Partly as a result of funding secured from the Mayor's Outer London Fund, Sidcup is currently benefitting from £1.8m investment to help revitalise the town.

One of Bexley's key issues is providing the transport infrastructure to support the development potential of employment sites, and the sustainability and appeal of new housing sites. Bexley is working closely with central and regional government partners to ensure that the borough maximises the benefits of Crossrail's arrival at Abbey Wood, bus services to key locations are improved and important transport corridors have sufficient capacity. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	5	80 within 13 weeks
Minor decisions	82	72 within 8 weeks
Other decisions	358	93 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



BRENT

Regeneration to provide new homes and jobs, together with the supporting infrastructure, remains a priority for Brent. The main regeneration initiatives are at Wembley, South Kilburn and Alperton.

Brent is continuing to progress its Local Plan. The council has an adopted Core Strategy which proposes a number of housing growth areas, including Wembley which will provide half of the new homes and most of the commercial development. As well as proposing housing-led regenerative development along with provision of infrastructure to support it, the strategy also provides greater protection for many of the better quality suburban areas that surround the growth areas, as well as for open spaces. The Core Strategy is accompanied by a Site Specific Allocations DPD which sets out the planning requirements for over 80 sites around the borough, including opportunities for mixed-use development as well as new and expanded schools and housing sites. The council is now producing an Area Action Plan for Wembley which it expects to submit for examination in summer 2013.

Progress at Wembley

At Wembley, attention is on the development of land close to the Stadium. In the past year a new Hilton Hotel and a student accommodation block, developed by Quintain Estates and Development, have opened. Early 2013 will see the new Park Inn on Olympic Way open.

Work is now well advanced on the new London designer outlet centre, together with restaurants and cinema, which will open in late 2013. Quintain is proposing further phases of new, mixed-use development for land between the Arena and Wembley Park, known as the North West Lands. New shops, leisure uses and a new public square will be part of the mix.

April 2013 sees Brent move into its new Civic Centre, described as the greenest public building in the UK as it will be the first public building to achieve an "Outstanding" BREEAM certification.

Wembley is being developed as a world-class destination well linked to public transport. A key element of the planning strategy is to ensure that the regeneration benefits extend to the adjacent town centre. Within the town centre, work is about to commence on the final



Brent's proposed new civic centre

phase of the Central Square retail and housing scheme, which will include a new hotel as well as shop units.

In 2012 the borough joined with Hammersmith & Fulham, Ealing and Kensington & Chelsea to produce, alongside the Mayor of London and TfL, a new Opportunity Area Planning Framework for land south of Willesden Junction station. It is expected that this will become a major new commercial and residential neighbourhood within London as a result of the proposed new interchange station on HS2 at Old Oak Common. Although most of the new regeneration area is outside of the borough, it is likely to have a profound effect upon areas of Brent close by, especially Harlesden.

South Kilburn

In South Kilburn a £700 million scheme to regenerate and renew the housing estate is well underway. A number of phases of the project are at various stages of planning or construction, while new blocks providing 153 mixed tenure flats on Albert Road were completed in 2012.

Alperton

As well as producing new planning guidance for Wembley, the council has also prepared a masterplan for the Alperton growth area. The masterplan defines and establishes a new canal-side, low-rise, high density neighbourhood, reinterpreting and replacing a low quality, declining industrial area.

Finally, the council's proposed Community Infrastructure Levy has received an examination, and it is expected that it will be adopted by summer 2013. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	9	78 within 13 weeks
Minor decisions	166	80 within 8 weeks
Other decisions	508	84 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

BROMLEY *Building a Better Bromley*

By Jim Kehoe, Deputy Chief Planner

Bromley Council is committed to our vision to Build a Better Bromley, our long term plan to improve the borough. Development plans, control and town centre development are key to delivering that vision.

The Development Control Committee and Bromley's planning staff continue to be among the busiest in the country.

We have many initiatives underway to help us achieve our objectives and we are focussed on delivering the right planning decisions and listening to and working with local residents and stakeholders.

Work is well underway for our new Local Plan, the framework for the development of the borough for the next 15 years, with the first stage of public consultation about locally distinctive issues completed. It will set out a broad vision for the future and identify key local issues for the next stage of the strategy.

The Bromley Town Centre Area Action Plan (AAP) is a comprehensive plan to guide development and improvements in Bromley's town centre over the next 15 years. It was adopted in 2010 and ensures that development will be undertaken in a balanced and coordinated manner. It also protects and enhances Bromley's historic features, and includes significant proposals for retail, leisure, residential and commercial development. Our improvement blueprint is contained our AAP and it looks to build on the successful elements of the town whilst protecting what is important to Bromley.

Key projects outlined in the AAP include the Bromley North Village Public Realm improvements. The circa £5 million scheme, funded in partnership with Transport for London (TfL), will improve and revitalise the historic area of Bromley North. The aim of the scheme is to develop pedestrian friendly, clean and safe open spaces with improvements to the street scene and environment. The scheme starts in spring 2013, with a focus on attracting new independent businesses and specialist retailers.

A landmark development also scheduled for 2013 is at the Westmoreland Road car park site. Known as Bromley South Central, the Cathedral group's plans will see the existing 600 space Westmoreland Road car park replaced with a high quality mixed use leisure development, including a cinema complex, restaurants, cafes,



Top: Bromley Profile and right, Bromley North Church Road corner



retail and residential properties. The project was given planning permission in early 2012.

Plans for Churchill Place, referred to in the AAP as Opportunity Site G, envisage that the site would provide more high quality, mixed-use development in the heart of the town centre. The site encompasses the south of Bromley High Street and stretches from the Churchill Theatre to Ethelbert Road. Once a development partner is selected, it is anticipated that consultation on a master plan will take place.

During 2013, Network Rail completes improvements at Bromley South train station which is important for shoppers and commuters alike. We are also hopeful we can work with developers to bring the old town hall back into use for a hotel and conference centre.

Work has been completed on the £5 million improvements to the Pavilion leisure centre in Bromley town centre. The upgrade is the first major building project since the AAP was agreed. The centre now features a new active lifestyle gym, family play centre, tenpin bowling alley and refurbishments to the changing rooms and reception area.

As the second largest town in the borough, the council has made a commitment to improving Orpington's competitiveness. In addition to high street improvements completed in 2010, the library was successfully relocated to the heart of the town centre in May 2011 with a £1.5 million improvement scheme. We are currently working with businesses to implement a business improvement district in the area. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	11	55 within 13 weeks
Minor decisions	124	57 within 8 weeks
Other decisions	63	72 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



CAMDEN *Delivering a sustainable Camden*

Camden continues to deliver growth and regeneration as major transport and development projects in areas such as King's Cross and Tottenham Court Road are rolled out, alongside council-led estate regeneration schemes. It remains a vital location for new investment.

Our corporate vision for the borough highlights the need to create the conditions for and harness the benefits of economic growth. Through our focus on delivering new homes, jobs and infrastructure, we will ensure new development builds on our strengths and helps to reduce inequality, providing benefits for our communities. These things will continue to make Camden a special place to live, work, study and enjoy.

Delivering growth in Camden

King's Cross/St Pancras is firmly established as the gateway to Europe and one of London's biggest regeneration and heritage projects. Following the refurbishment of the Grade I listed St Pancras International Station, next door at King's Cross the new Western Concourse opened in March 2012. During 2013, the £550m transformation of the station completes, with a new open space created in front of a restored main façade.

The land behind the stations is steadily being transformed as the delivery of the King's Cross Central development continues. The development will provide a vibrant mix of uses in high quality contemporary and refurbished historic buildings. It will also deliver new streets and public realm, such as Granary Square, opened in June 2012. Since June, residents have moved into the first housing scheme in the development: Rubicon Court provides 117 affordable homes, including family accommodation and supported housing.

Euston is likely to undergo significant change in the future, linked to its designation as a growth area and proposals for HS2, which include a London terminus on an enlarged Euston station footprint. Camden is strongly opposed to HS2 due to the significant impacts of the scheme on the borough. However, we recognise that if HS2 goes ahead we need to get the best deal for Camden. We are therefore working with TfL and the GLA to produce the Euston Area Plan, which will respond to the potential impacts of HS2 should it proceed. It will also provide a framework to shape change in the area, which is needed whether or not HS2 is taken forward.

Tottenham Court Road will also experience change



The refurbished St Pancras Hotel

over the next decade. In the St Giles area, a 68,000 sqm mixed use development has now been completed, which heralds the transformation of the area that will follow completion of Crossrail works. We are currently working with TfL on a new public realm project which will create new and improved streets and spaces, including on St Giles High Street, Tottenham Court Road, Gower Street and Princes Circus.

Nearby, the emerging Fitzrovia Area Action Plan seeks to ensure that development addresses the balance between residential, institutional and commercial uses. A number of mixed use development and refurbishment proposals are in the pipeline, which will deliver new homes, commercial uses and open space.

Community Investment

Camden's long-term Community Investment Programme seeks to enable more efficient use of council property assets and facilities, whilst allowing the release of assets to enable reinvestment to improve housing stock, schools and to deliver real improvements to the borough. Projects already under construction include a 53 home regeneration scheme at Chester Balmore, and Netley School, which will include new and improved educational facilities and 80 new homes.

Neighbourhood planning

Camden is leading work in neighbourhood planning. Seven areas are already progressing in preparing neighbourhood plans, with others on the way. We have established a package of support for local communities combining direct officer time with a published Guide to Neighbourhood Planning in Camden, and online resources. The borough has recently been recognised for best practice in neighbourhood planning. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	15	92 within 13 weeks
Minor decisions	349	82 within 8 weeks
Other decisions	458	86 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

CITY OF LONDON

The City is home to 9,000 residents and is the destination for over 350,000 people who commute to the City to work. Planning in the City involves creating the space for its long term expansion as an international financial and business centre, with the workforce projected to reach 428,000 by 2026.

This aim has led to the evolving cluster of tall buildings, such as the Gherkin and Heron Tower to the east of the City, which have created new landmarks. One New Change has provided a new retail and leisure attraction at the heart of the refurbished Cheapside, the City's high street.

The City is also home to significant landmarks, such as St Paul's Cathedral, Leadenhall Market and the Royal Exchange and planning must seek to respect such buildings and their settings as part of 21st century City. An important consideration in many City developments is ensuring that the City's important safeguarded and recorded.

Despite the global economic climate, new development is still taking place in the City. New towers are under construction at 20 Fenchurch Street (the Walkie Talkie) and at 122 Leadenhall (the Cheesegrater). Major new office schemes are being built at 5 Broadgate for UBS, and at the Bucklersbury site for the London headquarters of Bloomberg.

The landmark shopping and office scheme at One New Change has opened, complemented by major environmental enhancement works to Cheapside. A number of new hotels have opened, are under construction or permitted in recognition that the City has evolved as both a business and a visitor destination.

The City is keen to promote activities that improve the public realm whether through the introduction of public art or the simple introduction of tables and chairs. The current programme for delivering sustainable streets will enable the City to meet diverse needs in terms of growth, climate change and the City's position as visitor attraction in central London.

In 2012 it completed its public realm enhancement strategy around St Paul's Cathedral including the provision of a major new open space on a former coach park.



Land Securities' One New Change development

The pace of change means that some buildings constructed just twenty years ago are already considered for renewal. In 2011/12 there were 127,000 sq m of new office floorspace completed, a further 761,000 sq m under construction and a strategic reserve of 601,000 sq m permitted but not yet commenced.

In September 2011 the City's Local Development Framework Core Strategy was adopted, setting out its approach to sustainable long term growth up to 2026

In 2012 the City updated its development management policies and combined them with the Core Strategy to form a new draft City Local Plan, due for public consultation in 2013. ■



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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	12	83 within 13 weeks
Minor decisions	52	81 within 8 weeks
Other decisions	86	73 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



CROYDON

On Site & On Its Way

By Mike Kiely

Director of Planning & Building Control

Croydon Council has taken an innovative approach to working in partnership with the public and private sectors to develop five masterplans that balance short-term delivery and long-term public benefit.

Croydon's ambition – as expressed in its emerging core strategy – is to be London's most enterprising borough: a place of opportunity, a place to belong and a place with a sustainable future. The core strategy identifies the Croydon Metropolitan Centre (CMC) in particular as the area that provides the greatest opportunity for positive change and growth. The CMC is seen as having the capacity for thousands of new jobs and homes and the potential for a much improved public realm, with better facilities for retail, business, education, culture, leisure and community uses, underpinned by appropriate infrastructure.

The Croydon masterplanning process began in 2009. At the time, as one of the last boroughs to adopt its unitary development plan, the council was working on the early stages of its successor, the core strategy. During this period, a number of areas in the CMC were already the focus of development interest. The council considered preparing an area action plan to guide development at a more site-specific level, but it was decided that formalising an action plan.

Meanwhile, the council's planning team was trying to introduce a more structured approach to planning that would be inclusive of public sector agencies and private sector interests. It was also focusing on Croydon as one of the mayor's designated growth areas. The mayor's strategy supports Croydon's plan to increase the residential population in the CMC the retail, business and regional transport hub for South London.

Around this time, the East Croydon station area, including the site formerly known as the Gateway (now Ruskin Square), and the West Croydon area were attracting the interest of a number of investors. Others were Mid-Croydon, containing the town hall and civic offices, the site of a stalled large-scale private redevelopment proposal and Fair Field, a council-owned open space flanked by the Fairfield Halls concert venue, Croydon College and a number of other private landholdings, including a 1960's multi-storey car park.

A further area known as Old Town, Croydon's original historic core, has been the intended focus of a masterplan for some time, but has only just received the funding. This area includes the Reeves Furniture store, which was burnt down in last summer's civil disturbances, Surrey Street market, recipient of one of the recent Portas pilot grants, and a number of historic assets alongside the, listed Croydon Minster. The council has been working closely with the GLA to develop an Opportunity Area Planning Framework for the CMC. The document sets out practical steps the council and GLA intend to take over the next 20 years to establish a new community. These include working closely with local residents, businesses, retailers, landowners and developers and an emerging new community to develop the local economy, reinterpret the town centre and provide the essential enabling infrastructure.

The council has also been active in developing its pre-application service. Pre-application models have often excluded dialogue with members as any early comments by members for or against the proposal could affect their ability to consider the subsequent planning application in an open and impartial way. Croydon's answer to this challenge has been to integrate an enhanced pre-application service (the Development Team Service) with the creation of a Strategic Planning Committee to process the largest planning applications and to provide a forum in which developers can present significant pre-application proposals for comment. This enabled members to obtain greater detail and a better understanding of complex development proposals. This frequently provides a much greater insight into the considerations affecting the design and an improved platform for a more informed discussion when schemes come before the committee for decision.

With all these components in place Croydon is experiencing tangible delivery of its plans. A 10,000 sq m speculative office development is out of the ground in Lansdowne Road next to east Croydon Station. Berkeley is building an iconic residential development crowned with a 47 storey tower in the heart of the CMC in Wellesley Road. The Council in partnership with the GLA/TfL are implementing £50 million of public realm and transport improvements, the first signs of which are two new surface level crossings of Wellesley Road and a new station bridge over East Croydon Station. ■

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Cabinet member for Planning
Regeneration & Transport

**CROYDON
COUNCIL**
www.croydon.gov.uk



Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	5	40 within 13 weeks
Minor decisions	234	67 within 8 weeks
Other decisions	363	77 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

EALING



Ealing's Key Diagram

With a population of 338,400 Ealing is the third largest borough, prosperous for the most part with pockets of deprivation. Ealing's population is expected to continue to grow to 349,000 (142,500 households) by 2026.

New homes are needed in Ealing to accommodate increases in population. There is a shortage of affordable homes for young families to move into, a general problem of high house prices, and too many households that have difficulty in getting access to decent housing.

Ealing has a strong and dynamic economy and is the largest commercial borough in London with over 11,000 businesses and the third highest rate of VAT registrations in London. More than 138,900 people work in the borough including 33,204 who commute from outside. Ensuring there is a sufficient employment land and premises to sustain our businesses and encourage new companies to locate and grow here is a high priority. Heathrow airport provides a total of 5,760 jobs for residents.

New homes, jobs, transport infrastructure, schools, healthcare facilities, open space, public utilities and other community and recreational facilities are needed to support the new population and to improve what is already in the borough. The key challenge is to ensure that development is in the right place. This means that

new development is located to provide the homes that are needed; improve the quality of an area; does not squeeze out local businesses or community facilities needed in the area; and protects what is good about Ealing.

While recession has resulted in a slowdown in development, Ealing will recover quickly because of its historic strengths including its strong mixed economy, location, highly qualified workforce, excellent transport links and environmental quality.

The borough will replace its UDP with its new Local development Framework during 2013, while the Development Strategy covers the period up to 2026.

The vision is to harness opportunities for growth and development and promote improvement in appropriate locations. These locations are primarily along the Uxbridge Road/Crossrail and the A40/Park Royal corridors. These two east-west corridors include Ealing's town centres; Park Royal Industrial Estate - the largest in Europe; and the five Crossrail stations. Crossrail will provide a major impetus for growth and development. These growth corridors and their residential hinterlands overlay a pattern of green and open spaces and this attractive and highly valued environment will be protected and enhanced. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	12	67 within 13 weeks
Minor decisions	190	88 within 8 weeks
Other decisions	75	92 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



ENFIELD

Building a better Enfield

Located in the London-Stansted-Cambridge Growth Corridor, the Mayor of London's largest Opportunity Area and within easy reach of Central London, Enfield is a fabulous location for business investment. Our extensive regeneration plans include a number of excellent mixed-use development opportunities for which the Council is already bringing forward master-plans and planning briefs to facilitate investment and create high-quality sustainable.

Enfield offers great transport connections, outstanding parks and green spaces, a broad range of housing, rich heritage and good quality schools, together with the second largest employment corridor in London.

However, parts also exhibit worklessness, health inequalities and other indicators of deprivation, which are accompanied by some estates are in need of improvement, and vacant or under-used land. We working with our partners to maximise the benefits that will flow from the realisation of these investment and development opportunities.

Meridian Water, a 70ha prime development area the size of the Greenwich Peninsula, is just one of the opportunities Enfield offers. Meridian Water is a unique opportunity to create an exemplar mixed-use eco-neighbourhood, building on a diverse employment and economic offer, utilising green technologies and providing residents with a desirable waterside lifestyle. There are also significant opportunities here for high technology service industries and manufacturing businesses within a protected employment area. Meridian Water will provide up to 5000 new homes and 3000 new jobs. With developer interest already building it is heartening to see the Meridian Water Master-Plan being Highly Commended in the 2012 National Landscape Institute Awards.

There are other substantial redevelopment schemes planned for Enfield Town, in Ponders End where two major schemes are taking shape in the Electric Quarter and at Alma Towers, in New Southgate and at Edmonton Green. We are producing master-plans, working with investors, development agencies and Enfield's diverse local communities to promote both developer confidence and lasting partnerships. These priority



Meridian Water

regeneration areas are also supported by a number of Area Action Plans, underpinned by a Core Strategy Adopted in 2010.

Enfield's growth points for the borough are part of the Mayor's Vision for London, and over 10 -15 years there is an opportunity to deliver 10,000 new homes.

However, we are not just about bricks and mortar. Creating new jobs and making sure that our residents have the capacity and skills to exploit those opportunities is clearly a vital part of what we are doing. We are aiming to deliver at least 8000 additional jobs over the coming years and we want to see local people taking permanent jobs, as well as benefitting from the temporary jobs in construction.

We also want to work with investment partners who share our view that physical development must have the necessary social and economic infrastructure to support planned growth.

We have recently opened a new Oasis Academy and primary school in Ponders End and with more schools rated 'outstanding by Ofsted than anywhere else in the country, Enfield is seeking to improve still further.

Improving transport connections and key community infrastructure is a priority and work is well advanced on the Enfield Community Infrastructure Levy which is to be published for consultation in Spring 2013.

A robust Infrastructure Delivery Plan will ensure comprehensive development will happen in a coordinated manner to build and sustain communities, whilst improving the quality of life of all of our residents.

An enhanced pre-application advice service for developers incorporating Planning, Building Control and the Code for Sustainable Homes ensures that a coordinated and effective service is in place. This will be underpinned by a new Enfield Development Management Document which is due for adoption in 2013. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	5	20 within 13 weeks
Minor decisions	111	50 within 8 weeks
Other decisions	374	61 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

GREENWICH

The Royal Borough of Greenwich is in the midst of one of the largest and most exciting regeneration programmes in the country and has taken the lead and forging partnerships to spearhead regeneration. A key focus in 2013 will be to continue to build on the fantastic momentum of 2012, which has been a flagship year in which the borough won Royal status and was an Olympic Host Borough.

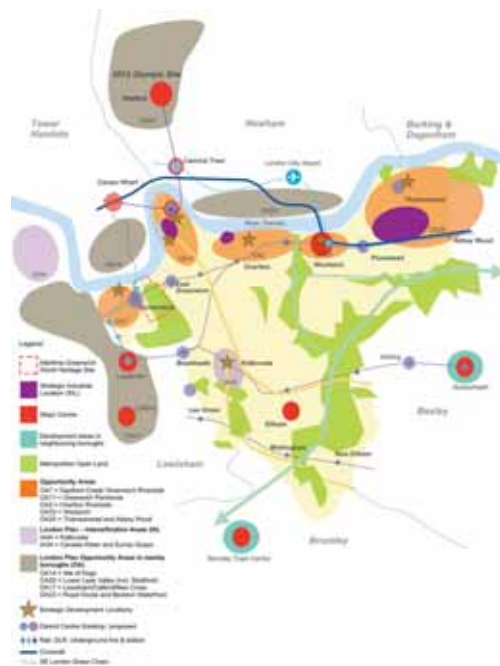
Key priorities are to continue delivering an Olympic legacy bringing lasting benefits to residents, and to continue to find local solutions to the economic downturn. The borough's growth strategy is designed to accelerate economic development and attract further investment into Greenwich. A major element of this has been drawing up masterplans for four key regeneration areas; Greenwich Peninsula West, Charlton Riverside, Woolwich Town Centre and Eltham Town Centre. Two new Crossrail stations are also being delivered, at Woolwich Arsenal and Abbey Wood.

Greenwich Peninsula is seeing major change. The Meridian Delta masterplan comprising 10,000 new homes and 350,000sq m of commercial floorspace has received renewed impetus from a change of ownership. 11 development plots comprising in excess of 3,000 homes are scheduled to be developed by 2019. This will complement the rapid expansion of a new "Digital Hub" – with the borough's own Digital Enterprise Greenwich Centre next door to the world-leading digital institution, Ravensbourne.

The Greenwich Millennium Village development has around 1,095 mixed-tenure homes, a school, health centre, shops and a park. 2,850 homes will be built with the next phase commencing in 2013. Work is also due to start on London's first cruise liner terminal on the west side of Greenwich Peninsula at Enderby's Wharf, as well as 770 new homes and a 251 bed luxury hotel.

In Greenwich town centre parts of the world-famous site have been transformed with the restoration of the Cutty Sark, the re-landscaping of Cutty Sark Gardens and the redevelopment of Greenwich Pier. The University of Greenwich's exciting new Faculty of the Built Environment building at Stockwell Street is under construction.

In Woolwich, the Royal Arsenal site is being transformed into a major mixed-use, mixed-tenure redevelopment with a new Crossrail station and a new



Greenwich Key Diagram

hotel. Over 1,900 new homes are occupied as well as two museums, shops, offices, a health centre, a pub, new pier, new parkland and a riverside walk. On completion there will be nearly 5,000 new homes.

The borough is also bringing forward the Woolwich Estates project that proposes the demolition and redevelopment of three council owned estates comprising over 1,000 homes.

One of the largest regeneration schemes in Europe is at Kidbrooke Village, with 4,000 new homes, community facilities, shops, a hotel and new and remodelled parkland on the site of the Ferrier Estate. Winner of the 2012 Regeneration and Renewal Award for the Best Use of Housing in Regeneration, over 500 homes have been constructed across all tenures with a further 650 under construction.

Greenwich's Core Strategy is submitted during 2013, and expected to be adopted towards the end of the year. It proposes, a number of major transport improvements, the growth of Woolwich town centre and the continued enhancement of Greenwich and Eltham. It will also bring forward Charlton Riverside as one of London's newest residential areas. A Community Infrastructure Levy charging schedule will also be adopted. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	4	75 within 13 weeks
Minor decisions	121	86 within 8 weeks
Other decisions	290	88 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



HACKNEY *Hackney is about People, Places and Quality*



By John Allen

Assistant Director, Planning and Regulatory Services

Hackney Council has an appetite for managed sustainable growth. Through 2012 the council delivered an accelerated programme of LDF documents to enable land and shape future development in the borough.

During 2012 Area Action Plans for the council's four growth areas passed scrutiny by the Planning Inspectorate. The draft Development Management and draft Site Allocations DPDs also underwent consultation, for adoption early in 2013.

We are now concentrating on establishing best practice through design, by developing a number of Supplementary Planning Documents, including a Sustainable Construction SPD that will, as well as setting the bar for a sustainable Hackney, instil best practice in the design of homes, in particular family homes, and seek innovative solutions to housing design in high density urban locations such as Hackney.

Hackney has a steady growing population and as a borough celebrates over a hundred cultural identities. Our Core Strategy embraces the need to accommodate this growth and to manage it in a sustainable manner, reflecting Hackney as a place of creativity, diversity, culture, ingenuity and community.

Places

At its southern end, we have the City fringe, where Hackney meets the City and where our policy landscape builds on the fringe and Tech City location, maximising the potential for new jobs within high quality affordable premises, and where the design of iconic glass and steel towers is shaped to compliment some of the best of the borough's heritage.

Tech City is an initiative supported by Hackney and government partners to enable businesses to grow, find workspace, access funding and take advantage of training and employment opportunities.

To the east, Hackney Wick has an Area Action Plan that maximises Olympic legacy opportunities through job creation, new clusters of high tech industries, a great location for new family homes and implemen-



Architect's impression of homes for social renting at Woodberry Down

tation plans for pedestrian focused connectivity with surrounding parks and neighbourhoods. During 2012, BT Sport announced its planned move to the Olympic media centres; Hackney had pushed for the buildings to become a centre for creative and digital industries for the past seven years, and this is the start of that vision becoming a reality. The iCITY hub will create up to 6,000 new jobs.

To the north, we have Woodberry Down, home to one of Europe's biggest housing regeneration schemes delivering 4,600 new homes over the next 20 years. Throughout the borough the council continues its commitment to delivering affordable housing with an eight-year programme to deliver more than 2,000 homes on 12 estates and sites, for social renting, shared ownership and private sale.

During 2012, plans by Karakusevic Carson Architects for the second phase of the regeneration of the Colville Estate received consent, enabling a further 200 homes to be constructed, following the earlier phase being short-listed for the 2013 Civic Trust Awards.

At the centre of the borough, we have Dalston and Hackney Central where Area Action Plans provide frameworks for investment supported by proactive intervention, enabling the development of high quality mixed use neighbourhoods. During 2012, the Council received planning consent for its conservation focused regeneration scheme for 44 flats and 10 shops at Dalston Lane.

This spatial strategy underpinned by a robust LDF focused on managed sustainable growth provides a solid platform for successful Neighbourhood Planning as the Localism Act unfolds. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	9	89 within 13 weeks
Minor decisions	172	84 within 8 weeks
Other decisions	367	89 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

HAMMERSMITH & FULHAM

The **Core Strategy** was adopted in October 2011 and forms the bases for planning policy in the borough. The vision is to balance preservation with growth. The borough is going for growth in Earls Court, White City and Old Oak – three stations along the West London Line. These three Opportunity Areas should see the creation of 38,000 jobs and 22,000 new homes.

The council's Development Management Service has become the top performing service for the determination of 'Other' applications in the first quarter of 2012/13. This has also been combined with an increased focus on facilitating working relationships between resident groups and developers in the borough resulting in positive outcomes.

The South Fulham Riverside SPD (to be adopted in early 2013) will provide clear guidance for the transformation of the extensive south-facing river front. The vision is to create a new residential-led mixed-use area, integrated with employment, community and leisure.

The transformation has begun with many key sites securing planning permission including the derelict Fulham Wharf/Sainsbury's site. St James have permission to build 149 homes in the west of the area and St George will complete the final stage of the Imperial Wharf development with a mixed use scheme including 489 homes incorporating a tall building. There will be improved access to the river, completion of the riverside walk and upgraded public realm incorporating new public spaces for leisure and recreation fronting the river.

The Imperial Wharf overground station recently opened on the West London line with links to the north and Gatwick. This has improved connectivity, and the Wandsworth Bridge Road/Carnwath Road/Townmead junction will be expanded.

White City is fast progressing plans to provide 4,500 new homes and 10,000 jobs in the industrial area to the north of Westfield. Imperial College London has begun construction on a new university campus focused around bio-medical technologies and student accommodation, while Westfield will provide for homes and further jobs with an extension to the north of the existing shopping centre. Investors Helical Bar/Aviva



Hammersmith and Fulham Key Diagram

have an application being considered for a mixed use scheme to include 1,150 new homes.

Owners of the BBC TV Centre are looking to refurbish the building to provide a mix of uses (leisure, office, residential), while maintaining some BBC activities. Much needed investment is being brought into the area to overcome physical barriers and provide further jobs, housing and key infrastructure including transport improvements, school places, and green space.

At Old Oak in the north, plans are more long term, but boosted by the announcement of HS2, the high speed rail link. The vision is for a "city of new homes, extra jobs and a waterside park along the Grand Union Canal built around a 21st century super-hub station called "Park Royal City International".

The council has been drawing up proposals for introducing the CIL. Full information can be found at www.lbhf.gov.uk/cil.

Hammersmith & Fulham is open for business! ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	5	60 within 13 weeks
Minor decisions	93	69 within 8 weeks
Other decisions	445	72 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



HARINGEY



By Mark Dorfman
Assistant Director
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A Plan for Tottenham, produced in partnership with the Tottenham Taskforce and the GLA, sets out how we will increase the pace of investment, improvement and delivery, focusing on four areas as catalysts for wider area change.

Northumberland Park – a leisure destination, spearheaded by Tottenham Hotspur's stadium-led development, with more high quality homes, retail, office space and community facilities.

Tottenham Hale – a hub for growth with a new town centre: 5,000 new homes, 4,000 jobs, community and commercial services with proximity to Stratford, European markets and central London

Tottenham Green & Seven Sisters – Tottenham Green will be the heart of public life in Tottenham with restaurants, cafes, bars and a sense of fun and community, linked to the gateway development at Seven Sisters. The High Road – at the heart of business and community life, the High Road will be enhanced and revitalised as a beautiful historic high street with new businesses and flourishing shops and leisure opportunities.

Elsewhere in Haringey

Wood Green, Green Lanes and Alexandra Palace: Consultation on a new vision for Alexandra Palace has taken place to explore proposals including improvements to open space, heritage, and arts and culture – including the possibility of a hotel overlooking the London skyline. A new £7m Public Realm improvement scheme along Wood Green and Green Lanes will start in 2013.

The Jobs for Haringey scheme is on target to deliver 50 new jobs and 50 job starts in 2012/13. Targets for 2013/14 include 190 job starts, up to 250 new jobs created and over 600 people engaged in training and support to gain employment.

Town Centre Business Partnerships in Tottenham, West Green, Wood Green/Green Lanes, Muswell Hill and Crouch End received grants to promote business.

Haringey launched its Carbon Commission Report – "A Sustainable New Economy" in 2012 and agreed plans for a decentralised energy company and a building ret-

rofit scheme will be published in 2013/14 along with the third annual Low Carbon Budget Report.

In 2013/14 the council will:

- Adopt a new Local Plan and Guide to Sustainable Design and Construction
- Consult on a proposed CIL
- Consider a new cross-borough Neighbourhood Plan for Highgate
- Consult on introducing an Article 4 Direction to control small Houses in Multiple Occupation

Progress with the LDF

Haringey Local Plan: Adoption February 2013

- Site Allocations Development Plan Document – Draft consultation March/April 2013
- Development Management Development Plan Document - Draft consultation Jan/Feb 2013
- CIL – Consultation on draft submission – March/April 2013, Adoption Autumn 2013
- Sustainable Design & Construction SPD - adopted February 2013

Building Back Better: a brighter future for Tottenham

Haringey Council has unveiled its Plan for Tottenham – an ambitious vision for improvement by 2025.

The plan sets out our ambitions for growth, investment, stronger communities, more high quality housing, improved retail facilities, better public spaces and increased opportunities for everybody who lives and works in Tottenham:

- £41million investment has been secured from the council, Mayor of London and central government
- Planning approval has been given for the £430m Tottenham Hotspur development and the £65m Wards Corner development at Seven Sisters
- Rebuilding work is now underway at the Aldi and Carpetright sites, and Phase 1 of the Tottenham Hotspur scheme has begun
- High Road, Market and Open Space Improvement Projects have begun at Bruce Grove and Tottenham Green
- Continued progress on the £400m Hale Village scheme.
- Enterprise Centre launched at 639 High Road. ■

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Chief Executive

Nick Walkley
Chief Executive



Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	1	100 within 13 weeks
Minor decisions	71	73 within 8 weeks
Other decisions	372	74 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

HARROW



By Stephen Kelly
Divisional Director – Planning

Harrow's New Heartbeat

12 minutes from central London, the embodiment of 21st century metroland and a hot-bed of enterprise amongst SME's, Harrow is facing the challenges of economic uncertainty with a newly adopted Development Plan and a confident and deliverable long term vision.

Alongside low crime and a wide range of housing choices – part of the original Metroland ideal – the borough has a demonstrable track record as a small enterprise incubator and is now seeking to capitalise on its exceptional educational offer, strong and diverse and enterprising community and exceptional green space with a development and investment offer second to none in outer London.

With over 1800 hectares of green space, including accessible green belt, verdant and diverse country and urban parks, wide ranging cultural and community facilities, Harrow is a great place to live and the destination of choice for many aspiring families. The borough's "Heart of Harrow" project nevertheless provides over 50 hectares of new development opportunities, including more than 10ha of publicly-owned land, focused on the metropolitan and town centres of Harrow and Wealdstone – with their fast and direct access to central London. The council has committed investment of £3m over the next year in Harrow town centre.

Together with recent permissions on the former Kodak site in Wealdstone, new mixed use developments in Harrow and Wealdstone town centres reflect a growing confidence to match the borough's ambition to play a key part in London's worldwide offer, post 2012.

The council's newly created Environment and

Enterprise Directorate with its focus on integrated infrastructure delivery, the clear development plan context and "development friendly" CIL, demonstrate the commitment of the borough to enable new investment and growth.

The enabling role also extends to the use of a Local Development Order and targeted support to local enterprises to help them to unlock opportunities and encourage enterprise and new business formation across the borough.

Harrow offers a warm welcome to serious investors and developers - from the council and its community of partners in business, education and commerce - evidence the borough's new "open for business" culture.

Local Development Framework

The council adopted Harrow's Core Strategy on 16th February 2012

The Harrow & Wealdstone Area Action Plan, the Development Management Policies DPD and the Site Allocations DPD have been submitted for Examination in Public, scheduled for January 2013. ■

The Draft Preliminary Charging Schedule for the Harrow CIL (scheduled for examination in March 2013) proposes CIL rates of:

Use	Charge per sqm
Residential (Use Classes C3),	£110
Hotel (Use Class C1), Residential Institutions, except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui Generis)	£55
Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants & Cafes (Use Class A3), Drinking Establishments (Use Class A4), Hot Food Take-aways	£100
Use Class A5)	£100
All other uses	Nil

In 2011/12 the percentage of 'Major' planning applications determined within 13 weeks in Harrow was 58% (57% nationally). The percentage of 'Minor' applications determined within 8 weeks was 74% (71% nationally) and the percentage of 'Other' applications determined within 8 weeks was 86% (82% nationally).

Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	4	100 within 13 weeks
Minor decisions	101	72 within 8 weeks
Other decisions	470	88 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

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HAVINGING

Havering is a dynamic and busy borough in East London where the council continues to successfully deliver its Living Ambitions agenda.

The Havering LDF complements the council's well-established regeneration strategies and highlights those areas of the borough where regeneration efforts will be focused as well as ensuring Havering remains an attractive place to live, work and visit.

In line with the national planning policy framework, business growth is an important priority for the council. It is expected to be a focus in the new Havering Local Plan which will replace the Local development framework in 2013/14.

There is tremendous scope for existing and new businesses, new residential and major leisure opportunities and job creation in Romford town centre and at Rainham which is located in the London Riverside Opportunity Area.

The cultural centre of Hornchurch is the focus of extensive public realm improvements and provides further development opportunities. The council is implementing its "Ambitions" urban regeneration strategy in Harold Hill.

Headed by the council, the Rainham Compass regeneration programme is a multi-faceted regeneration initiative for the regeneration of the London Riverside area, reflecting the area's key role in the wider Thames Gateway. Several important employment, leisure and housing opportunities are promoted in the Council's LDF for this area and include:

- Employment opportunity sites alongside the £40 million Centre for Engineering and Manufacturing Excellence (CEME) are key to rejuvenating London's manufacturing base and encouraging business growth in the Thames Gateway corridor.

The creation of a new East London University Technical college (ELUTEC) at CEME is being setup to help address Britain's critical shortage of engineering talent – vital for the UK's economic growth. DCLG has approved £3.5 million of government investment for manufacturing innovation to support a new High Speed Sustainable Manufacturing Institute at CEME.

- Major leisure opportunities on Beam Park and new commercial and residential development are proposed on surrounding development sites such as Beam Reach. This will include improved community facilities designed around new and existing public transport and integrated with existing communities. It includes a new rail station at Beam Park on the Essex Thameside main line which will serve major new developments.

- The 640ha London Riverside Conservation Park which includes protected marshland habitat will create a nationally significant visitor destination attracting half a million visitors a year in line with the 'Wildspace for a World City' concept promoted by the London Mayor and other stakeholders.

The revival of Romford Town Centre continues apace. More than 25 million visitors and a turnover of in excess of £500m each year provide solid evidence of its sub-regional and local importance.

The main focus of development in Romford over the next 5-10 years will be around major sites to the south and north of Romford Station including employment, residential and mixed use schemes.

The Harold Hill "Ambitions" initiative is a 20-year vision. Improvements include physical, social, economic and environmental projects, together with improvements to service delivery that aim to transform the quality of life for local residents.

The programme includes a new academy school, library, housing, youth centre and a range of other social and physical regeneration projects. Havering's development has historically been linked to road, rail and underground provision.

Further improvements will follow from Crossrail, which from 2018 will offer direct access to, and through, central London.

The Council is pressing for the building of a new Beam Park Station in London Riverside. It is also working closely with transport providers to improve public transport services across Havering for the benefit of the community. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	11	45 within 13 weeks
Minor decisions	79	71 within 8 weeks
Other decisions	301	89 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

HILLINGDON

Following an Examination in Public in spring 2012, Part 1 of Hillingdon's Local Plan (prepared originally as a Core Strategy) was found to be sound by the Inspector in his report published in July, and was formally adopted by the Council in November, 2012. Work is now proceeding on Part 2 of the Local Plan.

With about 275,000 residents, the borough has a strong economy and excellent transport links. North of the A40 it is semi-rural in character, with Ruislip the main district centre. South of the A40 the borough is more densely populated and more urban in character, containing its main town centres at Uxbridge, Hayes and West Drayton. The population is expected to increase by approximately 12% over the next decade.

Notably, the borough is home to Heathrow Airport; a key gateway for the UK and one of the busiest airports in the world, it is also the second busiest public transport interchange in the UK, with rail, bus and coach links around the country.

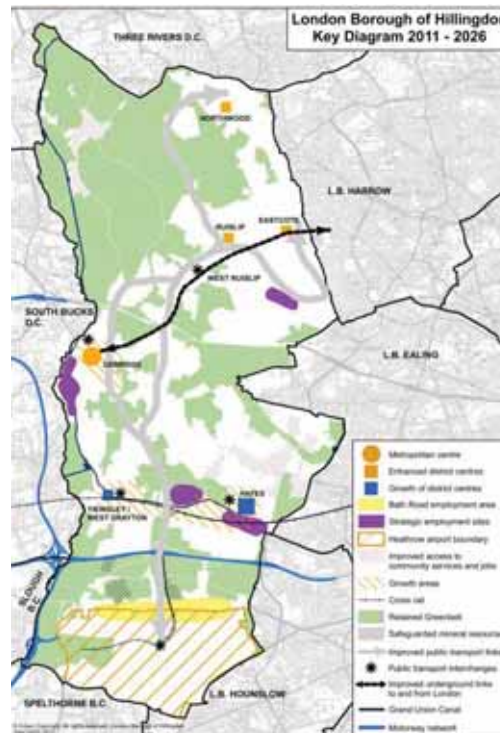
Hillingdon has some of the busiest parts of London's strategic road network including the M4, A40, A312 and the nearby M40 and M25. Whilst providing decent through-access to central London these roads are currently at capacity and bring high levels of congestion and environmental impacts to nearby residential areas and increased journey times for businesses. North to south road and public transport accessibility within the borough is severely constrained.

The arrival of Crossrail will improve rail connections in the borough and be a catalyst for growth and regeneration, particularly around Hayes town centre where the station will be modernised as a public transport interchange.

The status of Uxbridge as the borough's main urban centre (designated as a Metropolitan Centre in the London Plan) will be strengthened. The centre currently supports 100,000 sq metres of retail floorspace and the growth of retail, leisure and employment uses in Uxbridge will be encouraged to support its Metropolitan Centre status.

2012 presented many key challenges to developers in the borough, not least of which was the introduction of the Mayor of London's Community Infrastructure Levy.

To assist developers in advance of the introduction of the Levy, a number of major cases with outstanding S106 agreements were concluded during the final quarter of 2012. Whilst this assisted development, there was a corresponding impact on the borough's planning performance figures for that quarter in Hillingdon. ■



Hillingdon Key Diagram

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	17	65 within 13 weeks
Minor decisions	121	76 within 8 weeks
Other decisions	541	94 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



HOUNSLOW

Hounslow is undergoing some major regeneration which can be seen through a number of large developments across the borough. The Local Plan is emerging and will be out for consultation next year.

A key component of regeneration is the need to invigorate the borough's town centres. In particular, Hounslow and Brentford play a key role in delivering regeneration and growth. A number of major developments have and are being delivered with partners.

Brentford

The council has granted planning permission for a residential-led, mixed-use development at Brentford Lock West which will deliver 520 homes, 7,000sqm of commercial floorspace a waterside restaurant and leisure facilities. Development contributions associated with the scheme will also pay for major public realm and transportation improvements linking the town centre to the Great West Road commercial hub. Phase one of this development is about to be implemented.

Major redevelopment proposals for the town centre have been put forward at the Brentford Waterside/Land South of the High Street site with an application submitted to the council. The comprehensive redevelopment will consist of over 118,754sqm of redevelopment with 900 homes and a mixture of retail, business and leisure uses.

Brentford Football Club has bought the site at Lionel Road in Brentford and is entering into discussions with a view to submitting a planning application for a new stadium in spring next year.

BSkyB, on the Brentford and Isleworth borders, is another large site that has recently won planning permission for a media broadcasting and production campus of 175,000sqm with offices, studios and warehouses.

Brentford will benefit from additional regeneration investment with a programme of public realm works alongside the Grand Union Canal and the north side of Brentford High Street. This project, funded through the Mayor of London's Outer London Fund together with LB Hounslow and local stakeholders, will upgrade the link between businesses and visitors in and around the businesses on the A4 Golden Mile with the heart of Brentford High Street. The proposals will create a safe, well-used, legible and stimulating route for walkers and cyclists. Construction is due to start during summer 2013, with

the scheme fully implemented by March 2014.

Hounslow

In February 2012 the council adopted the Hounslow Town Centre Masterplan. The council are now working with architects BDP to review the plan in response to strategic changes since February 2012, and focusing on a development brief for phase two of the Blenheim Centre development site.

The review will re-consider options for town centre development and will hopefully be re-adopted in the spring of 2013, and launched at the MIPIM property show in Cannes in March.

As part of ambitious plans to regenerate Hounslow town centre, Hounslow High Street is also being renewed with funding from the Mayor of London's Outer London Fund and LB Hounslow. The £2.75m project aims to be a catalyst for future investment and regeneration, by transforming the High Street into a vibrant and attractive destination; and changing perceptions of Hounslow town centre in the minds of locals, visitors and investors.

The project will provide new paving, seating, lighting and planting, as well as creating spaces for outdoor events and performances. Shop front improvements and cultural events will further refresh and invigorate the High Street. Construction is due to take place from April 2013 to March 2014. ■



Part of Brentford Lock, Isis Waterside Regeneration's 900 home, mixed use scheme

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	6	50 within 13 weeks
Minor decisions	89	58 within 8 weeks
Other decisions	535	76 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

ISLINGTON

Islington is one of the poorest and most socially polarised places in Britain. The council's key objective is to close the gap between rich and poor residents and this focus is enshrined in the council's fairness priority.

The delivery of high levels of affordable housing particularly new family homes is central to the achievement of this priority. The council has developed a programme of council house building.

The council continues to be one of the most successful in London in delivering of new homes. The Census 2011 shows, however, that Islington is now the most densely populated local authority in England and Wales, with 13,875 people per square kilometre. This is 2.7 times the London average (5,199 people/sq km). The council's policies ensure growth does not take place at the expense of the quality of life.

It requires new homes are built to a high standard. In addition, planning policies ensure new development contributes to social infrastructure and that the historic character and human scale of the borough is respected. These policies are based on robust viability evidence.

To help secure new infrastructure the council will consult on its CIL Draft Charging Schedule in early 2013. Development activity is expected to be particularly strong in the short to medium term in the following key areas:

- Archway in the north of the borough where the regeneration of the town centre remains a council priority. Key sites include the land around the Archway Tower/Hamlyn House/Hill House and the UCL/Middlesex University site. A scheme to remove the one way traffic system in the area is in place. The council is working with TfL to take it forward.
- The council is working with Haringey and Hackney councils to develop a masterplan and Supplementary Planning Document for Finsbury Park. It is hoped that the three local authorities can work collectively and with TfL and Network Rail to unlock the enormous potential of this area.
- Development is continuing around Emirates Stadium with the Queensland Road development under construction. Arsenal has also secured consents for a hotel and student accommodation.

- At Old Street, the council is working with the GLA and TfL to deliver the Silicon Roundabout proposal. This project has three elements – a new 'open institute' for the high tech sector; the removal of the one way traffic system; and the improvement of the station.

- Interest in City Road/Pentonville Road continues to be strong particularly around City Road Basin.

- The Royal Mail is preparing to submit planning applications for Mount Pleasant in 2013, and the Council is working with Camden and the applicants.

- Work is in hand to manage the many challenges presented by the Kings Cross development.

The council has recently adopted three SPDs – Affordable Housing Small Sites Contribution, Environmental Design and Streetbook. The Small Sites SPD is crucial in ensuring that smaller developments of less than 10 units provide a financial contribution to affordable housing. A further SPD on Student Accommodation is also in preparation.

An Independent Examination into the Development Management Policies, Sites Allocations and Finsbury Local Plan, taking place in December 2012, will assess the soundness of these DPDs.

The Planning and Development Service is reorganising to ensure it is well equipped to meet the challenges that lie ahead. Following a restructure of Islington's Development Management service and a recruitment drive the focus is on enhancing the customer experience and providing an early input at the pre-application stage. Recent initiatives include establishing a members' pre-application forum, a local design review panel and of planning performance agreements.

LDF progress

- Development Plan: Core Strategy – adopted February 2011; SPDs- Islington has seven SPDs in place including recently adopted SPDs on – Affordable Housing Small Sites Contributions, Environmental Design and Streetbook – adopted October 2012; Emerging Policy documents include Development Management Policies, Site Allocations, Finsbury Local Plan – submitted June 2012 (EIP held December 2012). ■

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Chair Sub-committee B

Lesley Seary

Chief Executive



ISLINGTON

Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	10	50 within 13 weeks
Minor decisions	119	59 within 8 weeks
Other decisions	299	65 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



KENSINGTON & CHELSEA



The **Core Strategy was adopted** in December 2010. There are no separate site allocations or development management documents, as these are dealt with in the Core Strategy.

A number of partial reviews of the Core Strategy are now underway, addressing local issues as well as ensuring it meets the NPPF criteria of a Local Plan. Basements remain a controversial theme in the borough. A draft policy to replace that in the Core Strategy was issued for public consultation at the end of 2012.

A new policy to protect pubs has also been prepared, which is now at Examination. The role of planning in stimulating economic growth is also being considered through a review of both Housing and Enterprise, alongside the preparation of our CIL charging schedule.

In addition, all the remaining policies in the UDP are being reviewed, and, where appropriate, being wrapped into the Core Strategy.

Public consultation on the Norland Neighbourhood Plan took place in summer 2012. The Norland Society is discussing matters with objectors, before submitting the plan to the council for its final stages.

The Markham Square Society have been working closely with the council on its borough-wide basement review, and have not yet made a decision on whether to pursue a neighbourhood plan.

The council continues to make its case for a Cross-rail station at Kensal for Portobello. An SPD for the sites, which are similar in scale to Kings Cross or Paddington

Basin, is being prepared. Public consultation took place on an issues and options paper in the summer of 2012, setting out that, with a station, upwards of 2,500 homes could be built.

The council is also working closely with the GLA and neighbouring boroughs on the HS2 proposals at Old Oak Common. A draft Opportunity Area Framework is expected in 2013.

Design quality remains central for the borough. The redevelopment of Earl's Court has moved a step closer with the council being minded to grant planning permission, subject to a s.106.

The housing renewal scheme at Wornington Green/Portobello Square is well under way, with the first homes likely to be occupied in early 2013, and a second phase now under discussion. A new academy and a replacement leisure centre were granted planning permission in 2012, with work expected to start on site imminently, for the academy to open in 2014.

Planning permission was also granted for a scheme for over 100 affordable homes linked to the Holland Park School redevelopment, which is expected to start on site expected soon.

Planning briefs are being prepared for the redevelopment of Notting Hill Gate, and for land at the base of Trellick Tower. Both are being progressed with the active involvement of landowners and members of the public in collaborative way. It is expected briefs will be issued for consultation during 2013. ■

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Core Strategy	Adopted December 2010
Site Allocations DPD	Included in Core Strategy
Development Management DPD	Included in Core Strategy

Neighbourhood Plans:

Core Strategy Reviews now underway	
Modern Living and protecting the neighbourhood: seeking reconciliation (Chelsea)	consultation possible during 2013
Norland Neighbourhood Plan (including an updated Conservation Area Character Appraisal)	consultation early 2012 referendum mid 2013



Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	1	100 within 13 weeks
Minor decisions	320	67 within 8 weeks
Other decisions	657	58 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

KINGSTON

The planning policy framework in Kingston is in good shape following the adoption in 2012 of the Borough's Core Strategy and the Joint Boroughs' Waste Plan. The latter is a sub-regional plan, prepared with three neighbouring boroughs that identifies sites suitable for waste recycling management facilities to serve future needs of residents. The Core Strategy directs growth principally into three key areas of change – the Tolworth District Centre where regeneration is needed, Hogsmill Valley – an under-utilised area at the heart of the borough – and the borough's key economic driver Kingston town centre, which is London's top-performing metropolitan centre.

The borough's strategy for Kingston town centre is set out in an adopted Area Action Plan, referred to as K+20, but this dates from 2008 which was a far more buoyant economic time, and we are now working with our key business and land owning partners on the 'Shaping Kingston' project to review the town centre's growth potential, and to prepare new plans to accommodate revised growth levels and to refresh the town centre's offer.

A key strand of Shaping Kingston sees the council and funding partners such as TfL, progressing plans to improve key areas of town centre's public realm such as the Ancient Market Place and the railway station gateway. The council sees investment in the public realm as necessary to improve visitor experience, but also as an important catalyst to lever-in private investment and achieve growth. The Thames riverside is another area where proposals for a boardwalk and a new riverside

public space are leveraging in private investment.

The key challenge remains housing delivery, in particular affordable housing delivery, because of the lack of sites and competition for land which drives up values, impacts on viability and reduces 'headroom' for planning obligations like affordable housing. There is also a shortfall of student halls of residence to meet the needs of Kingston University students.

Increasing affordable housing provision the council's top priority and it has lowered its threshold for development schemes that need to contribute from 10 units down to five, and is in the process of revising its Affordable Housing SPD that will guide developers on how affordability will work for schemes of less than 10 units. The borough's other key challenge is the acute shortage of school places, and the need to find sites for primary schools and a new secondary school site.

A key component of sustainable development is the necessary infrastructure to support increased housing and jobs, and we are preparing a Community Infrastructure Levy Charging Schedule. This will be set at a rate that will not discourage new investment.

Local Development Framework progress

Following the adoption of the Core Strategy and Waste Plan last year, 2013 will see the adoption of key supplementary guidance documents for Affordable Housing delivery and Residential Design. Other key documents that will be progressed in 2013 are CIL, the Hogsmill Valley DPD and a Decentralised Energy SPD. ■

Development Plan Documents

Adoption Date

Development Plan Documents	Adoption Date
Statement of Community Involvement	January 2007
Kingston Town Centre Area Action Plan	July 2008
Waste DPD	January 2012
Core Strategy (incl Proposals Map)	April 2012
Affordable Housing SPD	Spring 2013
Residential Design Guide SPD	Spring 2013
Sustainable Transport SPD	Spring 2013
Community Infrastructure Levy	Early 2014
Hogsmill Valley DPD	mid-2014
Gypsy & Travellers DPD	2014/15

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	3	100 within 13 weeks
Minor decisions	49	69 within 8 weeks
Other decisions	316	83 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



LAMBETH

By Alison Young

Divisional Director for Planning, Regeneration and Enterprise

Lambeth is one of the most densely populated areas in the country and has a rapidly rising population already exceeding 300,000. The London Plan sets out a target of 11,000 new dwellings within 10 years and, despite difficult economic conditions, the borough has continued to attract significant investment.

Future growth in Lambeth is evidenced in the London Plan. There are two designated Opportunity Areas in Lambeth - places where growth will be encouraged – in Waterloo and Vauxhall. Part of the borough is also in the CAZ (Central Activities Zone), which includes the South Bank, a key destination for visitors to London. Further south is Brixton with its strong cultural and independent retail offer. It also has potential for growth facilitated by the council as a major land owner.

Current, pipeline and potential developments in the borough between now and 2026 project 32,000 more jobs in the borough. Total employment growth for a wider area including borough fringes by 2026 could reach 207,500 – offering around 80,000 further jobs in new labour markets easily accessed by Lambeth residents and serviced by Lambeth businesses.

Waterloo is an internationally renowned cultural quarter and tourist destination. Containing half of the borough's jobs, its central location and transport interchange make it a prime business location. Significant investment opportunities include the Shell Centre, the former Eurostar terminal and Elizabeth House, which received a resolution to grant consent in November 2012.

The Vauxhall Nine Elms Battersea (VNEB) Opportunity Area could see 16,000 homes and 25,000 jobs over the next 20 years. Public organisations are working with private sector developers through the Nine Elms Vauxhall Partnership and infrastructure projects include an extension to the Northern line from Kennington to Battersea.

At Vauxhall there is an emerging cluster of tall buildings and an opportunity to create a riverside district centre, one which will put people before traffic. The draft Vauxhall SPD developed with local residents and businesses supports the re-modelling of the Vauxhall gyratory and the creation of a high street. Ten consented schemes, including Vauxhall Tower which is under construction, will provide 2,887 new homes.

The Future Brixton programme aims to use the development of council-owned assets as a catalyst for new homes, employment and low carbon sustainable development. The initial phase will streamline council accommodation around the Lambeth Town Hall area and is supported by a draft SPD under development.

The council aims to form new relationships with other public agencies including neighbouring boroughs, developers, investors, businesses and residents to realise these benefits. The emerging model of the 'cooperative council' provides a unique opportunity to take this participatory approach to growth.

Lambeth aims to give residents greater control of the places where they live, which puts the council in a good position to respond to challenges in the Localism Act, including the neighbourhood planning agenda.

The council is consulting on a Lambeth CIL and is undertaking a partial review of its Core Strategy to ensure consistency with the National Planning Policy Framework.

Over the last five years, Lambeth has exceeded the minimum target figure for new dwellings. With a further five years' supply of homes either under construction or with permission. The borough is delivering London Plan policy requirements through the specific schemes that have been granted permission.

LDF progress

Lambeth is producing a new form Local Plan which will be out to consultation in early 2013 with a view to being adopted by late 2014. This updates the core strategy to reflect changes to national planning policy and addresses issues that have arisen since the adoption of the core strategy in January 2011 including affordable housing, high street uses and area based focus as emphasised by work to adopt three area based SPD's. ■

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Plan/strategy	Consultation	Submission	Adoption
Lambeth Local Plan	Jan/Feb 2013	March 2013	January 2015
Lambeth CIL	Oct/Nov 2012 and March 2013	May 2013	Dec 2013



Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	13	8 within 13 weeks
Minor decisions	208	44 within 8 weeks
Other decisions	415	61 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



Renaissance development on Loampit Vale



LONDON BOROUGH OF

LEWISHAM

Love Lewisham

Lewisham is continuing its biggest transformation in a century, and it is in Deptford – the part of the borough closest to the Thames – where change will be greatest.

North of Deptford town centre, a masterplan is focusing on the mixed use redevelopment of several large underused industrial sites. Schemes which received planning permission in spring 2012 include Berkeley Homes' Marine Wharf, which is underway, and Renewal's Surrey Canal: London's Sporting Village. Its centre-piece will be a "regional and local centre for sporting excellence". This area also includes Convoys Wharf, the single largest development site in the borough. Its 41.2 acres occupy half of Lewisham's river frontage.

A particular problem in this area is permeability, due to the combination of roads and railway lines and industrial sites. The council has embarked on a long-term programme to improve local walking and cycling routes. Ten routes have been identified which will connect new development sites with existing (and new) community facilities such as schools and colleges, town centres, parks and public open spaces. The first route – which takes in New Cross, New Cross Gate and Deptford railway stations, plus a number of green spaces – has been largely completed, to much positive feedback.

Deptford town centre has also seen a major transformation to help prepare it for the increase in population and demand on local services new developments

will bring. There is a brand-new contemporary Deptford Station, and the town centre boasts new health and leisure facilities including an extension to Wavelengths Leisure Centre and the Deptford Lounge which incorporates a re-located primary school as well as a library and rooms for community hire. The Deptford Lounge in particular has met with much acclaim, jointly winning the Culture & Community category of this year's New London Awards.

Work is now starting on several projects to rejuvenate the High Street and the local market using £1.5 million from the Mayor's Outer London Fund and £600,000 from the council.

Local Development Framework progress

Lewisham's Core Strategy was adopted in June 2011. Lewisham Town Centre Local Plan and the Site Allocations Local Plan were submitted for examination on 28 September 2012 and examination of both plans will take place in January.

A Development Management Local Plan will go through a further options consultation in December 2012 before advancing to a submission version in July 2013.

The council has produced and consulted on a Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule, now out to public consultation. This will go to examination mid 2013.

Several local community groups have contacted the council regarding neighbourhood plans. The Planning Service will work collaboratively with local groups to progress neighbourhood planning. ■

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State of the Local Development Framework

Item	Status	Timeline
Core Strategy	Adoption	June 2011
Site Allocations	Submission for examination	28 September 2012
Local Plan	Examination	January 2013
Lewisham Town Centre Local Plan	Submission for examination	28 September 2012
	Examination	January 2013
Catford Town Centre Local Plan	Further Options public consultation	Autumn 2012
Development Management Local Plan	Further Options version public consultation	December 2012
	Pre-submission version public consultation	July 2013
Community Infrastructure Levy	Draft Charging Schedule public consultation	December 2012
	Submission for examination	Spring 2013

Planning performance for the quarter from April to June 2012

Decision Type	No. of decisions	Performance (%)
Major decisions	-	-
Minor decisions	164	67 within 8 weeks
Other decisions	225	75 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



MERTON



By John Hill and James McGinlay

Heads of Service

Merton is in south west London is one of the city's greenest boroughs with significant open spaces including Wimbledon Common, Mitcham Common and the National Trust's Morden Hall Park. It has a rich history developed around the centres of Wimbledon, Morden, Mitcham, Raynes Park and Colliers Wood.

We have adopted our Core Strategy and an ambitious Regeneration Delivery Plan (2011-2014) focused on Mitcham and Morden Town centres as well as enhancing Wimbledon's competitiveness as the borough's major centre. Growth will be focused in Morden and the Wandle Valley Area for Intensification in South Wimbledon/Colliers Wood. The borough plans 5,550 new homes by 2025.

We do not have a single point of contact who carries out the traditional role of Chief Planning Officer. We have a Head of Public Protection and Development (John Hill), who is responsible for overseeing the delivery of the Development Control Service and a Head of Sustainable Communities (James McGinlay), who is responsible for spatial planning and regeneration.

We established this framework because we believe it is important to emphasise the distinction and separation between control of the development process and spatial planning and enabling of regeneration.

This structure has proved to be extremely effective in delivering regeneration projects. We are committed to developing skills of our staff to encourage a rotation of officers between both arms of the service and encourage the "one team approach".

Sites and Policies Plan

The development potential of more than 60 sites, including the Wimbledon Greyhound stadium, are being considered as part of Merton's Sites and Policies Plan.

This will provide detailed policies to support development while looking at the potential of a wide variety of sites to provide much needed homes, community space, shops and other aspects.

The level of interest in Merton's Sites and Policies Plan reflects investor confidence in the area and promises an exciting future for development in Merton.

SW19 – Colliers Wood regeneration

The iconic Brown and Root tower outside Colliers Wood Underground station will be redeveloped to provide 150 apartments with shops on the ground floor and a new public space between the Tower and the station.

The council has successfully bid for funding from Transport for London and the Mayor's Regeneration Fund to improve the physical environment of Colliers Wood. Together with council investment there will be more than £3million investment over the next three years to improve the streetscene and public realm, enhance links to the Wandle Valley Park, Merton Abbey Mills and the surrounding area towards Wimbledon.

Rediscover Mitcham

Rediscover Mitcham is a fantastic multi-million pound project over the next three years. The council has successfully bid for the Mayor's Outer London Fund and has combined it with other investment to create a £3million pot to invest in the town centre. Local businesses, the local community, the council and landowners are working together to explore ideas for public realm improvements over the next three years that will have long-lasting economic and social benefits.

The improvements to the town centre reflect the development and investment interest in the area. Rowan Park, Brenley Park, the Meadows beside Mitcham Common and the Former Mitcham Gasworks are just four masterplanned schemes that will collectively provide more than 600 new homes locally. Rowan Park won the national housebuilding awards for its design. Mitcham Eastfields is London's first new rail station in 70 years and together with investment in the tram service, increases public transport access.

Atkinson Morley, West Wimbledon

The 10hectare former Atkinson Morley hospital site in West Wimbledon was granted permission in 2011 to provide more than 70 dwellings, improved sports facilities, new changing rooms, improved landscaping and a new park. ■

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Cllr John Bowcott

Vice Chair of Planning Applications Committee

Cllr Andrew Judge

Cabinet Member for Environmental Sustainability & Regeneration

Ged Curran

Chief Executive



Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	10	50 within 13 weeks
Minor decisions	57	67 within 8 weeks
Other decisions	400	86 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

NEWHAM



By Jo Negrini

Director Strategic Regeneration,
Planning and Olympic Legacy

Newham was the place to be in 2012. The Strategic Regeneration Planning and Olympic Legacy Directorate delivers physical regeneration, economic development, spatial planning, Gis, land charges, development management, including enforcement and building control services.

London 2012 Olympics gave Newham a window to the world and it was universally well received. Legacy work had already begun and gains momentum now with the addition of the London Legacy Development Corporation from October 2012. We will work closely and collaboratively with this new planning authority and continue to work with the other host boroughs to promote convergence in East London.

The Regeneration and Planning service at Newham falls under one directorate ensuring an integrated service from project concepts to implementation and monitoring. 2012 has demonstrated how this service is a driver for ensuring that residents benefit from regeneration and high quality planning outcomes.

Sites in Newham in public ownership equate to a development opportunity 83 times the size of the Olympic Park and cover a range of opportunity in terms of the quantity of developable land and the scope for high quality innovative schemes. The service is dedicated to accelerated benefits for residents.

Some notable achievements enabled by the Regeneration and Planning service in 2012 include:

Delivery of the Olympics represented a model of successful service and partnership working for Newham Building Control. The department was solely responsible for the Athletes Village and as part of the JLAB project delivering the remainder of the Olympic Park.

Canning Town centre CPO was successfully made in 2012 enabling a further £72m investment to be delivered, providing a new Rathbone Market and market and affordable homes contributing to the overall objective of 10,000 new units in the regeneration area.

Newham's Enterprise Zone in the Royal Docks was operational from 1st May 2012. The zone offers a package of benefits including enhanced capital allow-

ances on the Royal Albert Dock site and business rate relief (£55,000 per annum) if business occupies in the zone before 1 April 2015.

The opening of Siemens' Urban Sustainability centre in September 2012, provides a global innovation platform to advance smart cities.

The TfL Cable Car lining Greenwich Peninsula and the Royal Docks opened in June 2012, adding to Newham's superb transport connectivity.

High Speed broadband was rolled out across the borough, matching digital connectivity with advanced transport connectivity that only gets better with the infrastructure for five Crossrail stations now under construction.

Planning enforcement is seen as pivotal to improving the quality of the borough's environment and promoting sustainable communities. Newham served more enforcement notices in 2012 than any other English authority (over 250) and has had great success in seeking compliance with enforcement notices issued through direct action and prosecution. Planning enforcement will continue with zero tolerance towards all unauthorised development, operating alongside this is an evolving collaborative work stream with Housing Services with clear aims to diminish the quantity of poor quality rented accommodation and criminal landlords in the borough. This is a key priority for 2013.

Workplace is an award-winning one-stop-shop job brokerage service, designed to both meet the recruitment needs of developers and employers and get local unemployed residents into work. It offers a free recruitment and training service to all developers/employers and can tailor packages of pre-employment support to meet specific needs. Since 2007 Workplace has worked with over 1000 employers and supported over 14,500 Newham residents into work.

The Newham Local Plan comprises of the Core Strategy and Joint Waste Development Plan document. These documents were adopted in 2012 to provide a strong planning framework to deliver jobs and homes and promote the staggering development opportunities in Newham. The Newham local plan core strategy identifies strategic sites working to deliver at least 20,000 jobs and 37,500 during the plan period (2027).

The service will keep focused on delivery in 2013 and in particular actions to accelerate pipeline schemes to ensure regeneration and planning continue to make Newham a place where people choose to live, work and stay. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	8	86 within 13 weeks
Minor decisions	121	92 within 8 weeks
Other decisions	259	93 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



REDBRIDGE



By Mark Lucas

Interim Chief Planning & Regeneration Officer

Redbridge is an outer north east London borough with a growing, culturally rich, and well-educated community of 279,000 residents. It has excellent transport connectivity and its schools consistently achieve national academic excellence. It boasts one of the best living environments in London. No less than one third of the borough is made up of green open spaces, providing a wealth of outdoor leisure opportunities. These assets make the borough a highly desirable location. Ilford, our Metropolitan Town Centre, provides convenient shopping with major high street multiples such as Marks and Spencer, Debenhams and Primark.

The borough has a growing evening economy including a theatre, two cinemas, a wide range of restaurants, nighttime venues and bars mainly centred around Ilford and the district centres of Gants Hill, South Woodford and Wanstead. Ilford town centre and Hainault Business Park benefit from Business Improvement District (BID) status.

Planning certainty

Redbridge is one of the country's best performing and most innovative planning policy makers. The borough adopted London's first Core Strategy in 2008 and carried out "Preferred Option Report" consultation on a revised version in early 2013 to ensure consistency with the NPPF, conformity with the new London Plan and an adequate supply of homes and community facilities to keep pace with strong local population growth.

The plan identifies five "Investment Areas" in and around town centres with potential for sustainable growth in the longer term.. Along with three Area Action Plans and other adopted Local Plans, Redbridge has a comprehensive and up-to-date policy framework to encourage and manage development sustainably.

Redbridge has more experience in operating a Community Infrastructure Levy (CIL) than any other authority in the country. Since commencing the levy at a rate of £70/m² on 1 January 2012, this new system has significantly outperformed the former Section 106

"tariff" in providing urgently needed funds for new schools and other community infrastructure.

Investing in Redbridge

Redbridge has a proactive approach to attracting investment and supporting delivery of new development. Our website www.investilford.co.uk provides :-

- a valuable resource for the investment and development industry
- a fly-through animation of our 2020 vision for Ilford Town Centre
- an interactive 3D virtual city model
- latest market intelligence
- detailed checklists for each of the opportunity sites

Our Inward Investment Unit provides a single point of contact; brokering internal dialogue and ensuring enquiries are handled effectively from the outset. Our Development Management Unit offers a pre-application Design Advisory Service (DAS) for major applications (10-25 units) and large major applications (over 25 units). The service includes two or three meetings and a written response within 10 days of the final meeting.

A Planning Performance Agreement (PPA) will be sought as part of the DAS process. Applicants signing a PPA as part of the pre-application process will be entitled to discount the DAS fee against the fee for the PPA.

Employment & Enterprise

We provide a borough wide information, advice and sign-posting service for residents to help them navigate and access the most appropriate employment, skills and training support. Our Work Redbridge partnership programme offers one to one advice sessions, a Work Club, IT clubs, ESOL 'Conversation Clubs', and Jobs, Training and Opportunities Fairs. Our Work Redbridge for Business programme supports local employers with their recruitment and skills needs and promotes the benefits of employing apprentices. ■



Website page from the "Ilford Blueprint"

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	4	50 within 13 weeks
Minor decisions	78	26 within 8 weeks
Other decisions	539	61 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

RICHMOND-UPON-THAMES

A high quality environment

Richmond upon Thames is well known for its historic heritage and open spaces and the emphasis is on challenging the development sector to achieve high quality traditional design.

In 2011 the council adopted a Development Management Plan Document. Its policies emphasise the retention of local character and open space, traditional high quality design and provision of on-site car parking. The main pressure on the borough is for residential development hence the policies seek to retain a mix of uses important for meeting peoples' needs and to retain local character.

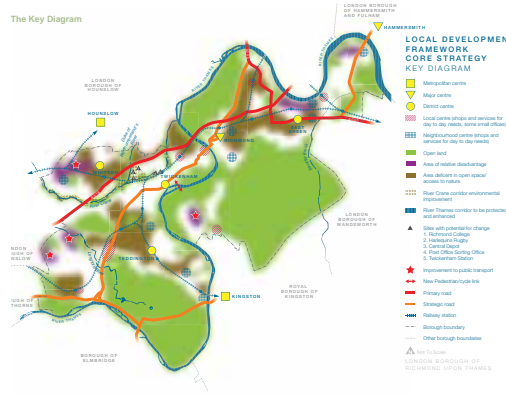
The council is committed to ensuring that planning and service development meets the priorities of local people. Through an 'All in One' consultation every household in the borough was asked about their local priorities, these have been subject to further discussion at local events and 14 non-statutory 'village plans' were agreed in 2012.

The major centre in the borough is Richmond and major townscape improvements funded by Transport for London will be completed in 2013. These will lead to a very high quality design-led public realm which will help to ensure the centre remains such an attraction for shoppers and visitors. The economy of Richmond town centre will be re-inforced by recent high quality new office developments.

The council is committed to the regeneration of Twickenham Town Centre and an Area Action Plan for the town centre will be considered at EIP in February 2013.

The main aims have been to ensure the co-ordinated development of key sites including Twickenham Station and the former Royal Mail Sorting Office site; to improve the public realm particularly to reduce the dominance of through traffic and to consolidate the retail core.

The opening of the Travel Lodge, townscape improvements, the refurbishment of existing offices and, most importantly, creation of an exciting new open space at Twickenham Riverside, has already had an impact in increasing the attractiveness for residents and visitors alike; the aim is that other improve-



ments will be complete in time for the 2015 Rugby World Cup.

The council has also identified a number of 'Uplift' areas in the borough where some rejuvenation and development can create new opportunities. These include;

- Whitton High Street, where the aim is to make major improvements to the public realm and retail experience;
- Mortlake, where the redevelopment of the Stag Brewery will provide the major opportunity for high quality mixed use development linking Mortlake to the Thames (a Planning Brief for the Brewery site was approved in 2011);
- Hampton North where there is potential for regeneration of the local shopping centre;
- Barnes/Castelnau where there is the potential to improve the shopping areas; and;
- Ham, where in the longer term there is the opportunity to create a new community hub, housing and improve open space. Also in Ham the council is working with the Royal Borough of Kingston upon Thames to prepare a Planning Brief for the former HMP Latchmere. ■

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	1	100 within 13 weeks
Minor decisions	242	70 within 8 weeks
Other decisions	718	82 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



SOUTHWARK

Although Southwark is described as an inner city borough it really covers a range of areas. It includes areas of leafy suburbia, fashionable riverside flats, Victorian terraces, modern offices, open spaces and conservation areas. We have a very diverse, constantly changing population and a workforce that is growing rapidly.

The total population of Southwark in 2011 was estimated to be around 292,000. This has risen by well over 50,000 since 1981. New residents are mainly workers in their 20s and 30s with household size getting smaller.

Southwark's population is projected to by 2026 to between 367,000 and 345,000, based on data from the Office of National Statistics and the Greater London Authority, depending on how the increase is calculated. This means that the population is likely to grow between 1,300 and 4,000 additional people each year. Most of the growth is expected to be due to natural increase (i.e. more births than deaths).

Positive figures, changing definitions and demographic trends have led to Southwark moving down the league table of poverty. However the government estimates the borough is still in 26th position nationally out of 354 councils for the extent of deprivation.

The level of wealth is relatively high in areas such as Herne Hill, Dulwich, London Bridge and Bankside. However, there are high levels of poverty in areas such as Peckham, Elephant and Castle and Aylesbury. Within this, in 2007, East Walworth was ranked as the most deprived ward in Southwark.

Southwark has a higher amount of social housing than any other London borough. The total amount of social housing (council rented plus other registered providers) fell from its peak at nearly 70% in the 1970s to 53% in 2001. Currently 44% of homes are social housing, which is nearly three times the national average. In 2001, 31% of homes were owner occupied.

The biggest concentration of business services is in the Central Activities Zone. These include major financial services, publishers and legal firms. Education and health are major employers in the borough, along with the council and the GLA Authority. Southwark's business base comprises of around 12,800 businesses. In 2007, there were a total of 172,200 employees in Southwark, making the borough the 7th largest economy in London.

The second most dominant industry sector is distribution, hotels and restaurants at 22%, compared to 24% in London. The business services sector has driven the expansion of the business base in Southwark since 1998. It has also been responsible for the majority of jobs growth over the last decade. Since 1998 the sector has contributed 31,500 new jobs to the borough's economy, a growth rate of 102%.

Target areas for growth include:

Bankside, Borough and London Bridge

1900 net new homes

25,000 net new jobs

Elephant and Castle

4000 net new homes

5000 net new jobs

around 45,000 sqm of additional shopping and leisure space

Canada Water

2500 net new homes

2000 net new jobs

around 35,000sqm of additional shopping space and increased leisure space

Aylesbury

4200 new homes

(including around 1450 net new homes)

Southwark's Core Strategy was found sound by the Inspector and adopted by the Council Assembly in April 2011. We consulted on our Preliminary Draft CIL charging schedule between 10 July – 17 October 2012. We are now reviewing the representations submitted to the consultation and the draft charging schedule is available to view on our website at www.southwark.gov.uk/downloads/download/3112/community_infrastructure_levy ■



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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	9	56 within 13 weeks
Minor decisions	194	73 within 8 weeks
Other decisions	338	79 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

SUTTON *Creating a Sustainable Suburb*

Local Development Framework

Having been one of the first boroughs to adopt a Core Planning Strategy in 2009, Sutton's Site Development Policies DPD was adopted in March 2012, setting out development management policies and site allocations in support of the Council's vision of a 'sustainable suburb'.

Sutton Town Centre and Hackbridge will provide the focus for sustainable regeneration and growth within the borough, with sites identified to accommodate around 60% of housing growth over the next 10-15 years.

Other important LDF documents introduced in 2012 include the joint South London Waste Plan DPD and development briefs for North Sutton Town Centre Sites and Carshalton College.

Opportunity Sutton

Planning lies at the heart of the "Opportunity Sutton" project which sets a vision for Sutton to be an "enterprising, enabling borough that is a magnet for business investment; that welcomes new entrepreneurs and social enterprises; nurtures its business base and removes barriers to enterprise".

The Agenda for Action includes commitments to support the 'Successful Sutton' campaign for a Business Improvement District for the town centre, to improve its look, feel and safety and to improve business performance and lobby TfL for the extension of Tramlink to Sutton Town Centre.

Neighbourhood Planning

Sutton is leading the way in giving communities responsibilities to plan for their own areas through 'Neighbourhood Planning'. In 2011, Hackbridge was selected as one of the original 17 communities across the country to act as a "front runner" for neighbourhood planning. As Sutton's flagship "One Planet Living" community with well established stakeholder networks, Hackbridge is ideally placed to fulfil this role.

Significant levels of regeneration are planned to enable its transformation from a local to a district centre and create the UK's first truly sustainable suburb, involving over 1,000 zero carbon homes, decentralised energy, public realm improvements and expansion of the retail area.

Following initial meetings with residents and stakeholders, a Steering Group was established to lead the

local community in shaping future developments. As the culmination of this process, the draft Hackbridge Neighbourhood Development Plan will be published shortly for public consultation.

In 2013, the Council will provide support for further Neighbourhood Plans across the Borough.

Outer London Fund

In January 2012, the Council was awarded £834,939 from the Mayor's Outer London Fund (OLF) to deliver public realm improvements and promote Hackbridge as a special place at the heart of the neighbourhood through improving its economic resilience, the environmental sustainability of the retail zone and public access. The centre will form the gateway to surrounding natural assets such as the River Wandle and the future Wandle Valley Regional Park.

The council has also been awarded £1.4m of OLF funding to deliver public realm improvements and support business in North Cheam and Worcester Park through a collaborative approach steered by Councillors and community stakeholders.

Stanley Park High School

A new state-of-the-art school was opened in January 2012 to accommodate the relocation of Stanley Park High. The new school building boasts some of the most innovative and high-tech features of any school in the country. In July 2012, this £35m carbon-neutral project won a prestigious architecture prize at the New London Awards which considered that the design had created "the perfect space to fire students" enthusiasms and showed a fantastic sensitivity to seamlessly mix new with old. It is a beautiful thing, a major contribution to a vital piece of new London, and a triumph". ■



Stanley Park High's new school building

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	6	33 within 13 weeks
Minor decisions	57	74 within 8 weeks
Other decisions	262	80 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



TOWER HAMLETS



by Owen Whalley

Service Head – Planning and Building Control

2012 saw two of the borough's new Development Plan documents subject to Examination in public and one has now

been adopted. Achievements for the council include continuing to process mayoral and complex residential and commercial development proposals, achieving significant S106 contributions and the largest new homes bonus in the country. There were over 2,000 newly occupied affordable homes in 2011/12.

LDF progress

Tower Hamlets' LDF includes the 2010 Adopted Core Strategy which sets out the spatial vision for development over the next 15 years. Two DPDs are being written:

- The Managing Development (MD) DPD identifies sites for important services; defines boundaries for planning policy areas and includes detailed development management policies against which planning applications will be assessed;
- The Fish Island Area Action Plan (AAP) which provides detailed planning guidance for the regeneration of the Fish Island area, managing the release of industrial land for other uses such as housing and modern employment opportunities. This was adopted in September 2012.
- In addition, the Bromley-by-Bow Masterplan SPD was adopted in May 2012.

Emerging policy

In response to the new CIL Regulations, the council has set up an infrastructure planning team. This will focus on strategic infrastructure planning whilst working towards achieving our spatial vision.

Development management

The characteristics of Tower Hamlets give the borough a unique role in supporting sustainable economic growth.

Due to its strategic location, areas such as Canary Wharf, the City Fringe, Lea Valley and the Thames



View of Canary Wharf

Gateway area attract large development proposals of regional and local significance, placing great pressure on the borough to maximise benefits for local people ensuring economic growth and accessible living environments.

There is a requirement for 43,275 homes by 2025, placing pressure on the borough to deliver quality affordable homes, whilst balancing land capacity with quality living environments.

Whitechapel Masterplan

The mayor of Tower Hamlets is looking to attract some of the best regeneration practices to assist in promoting and delivering a New Vision for Whitechapel to breathe new life into this already vibrant town centre over the next 15 years. In 2018 the area will become a major transport interchange when Crossrail opens, making it one of the best connected hubs in London.

A key objective of the council-led masterplan is to accelerate the transformation of the Whitechapel, while engaging the local community and key stakeholders to boost jobs, business growth and build new affordable homes for its local residents. ■

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Cabinet Member for Housing

Owen Whalley

Service Head – Planning and Building Control

David Williams

Deputy Service Head – Planning and Building Control

Pete Smith

Development Manager

Michael Bell

Strategic Planning Manager

Anne-Marie Berni

Infrastructure Planning Manager



Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	15	93 within 13 weeks
Minor decisions	133	68 within 8 weeks
Other decisions	220	73 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

WALTHAM FOREST

Waltham Forest's Core Strategy was adopted March 2012. It consolidates the Waltham Forest Sustainable Community Strategy "Our Place in London" and provides a broad spatial vision for the borough to 2026. Preparation and viability testing is underway for the borough's CIL Charging Schedule expected to be submitted for examination summer 2013.

As a 2012 Olympic host borough, projects completed included the transformation of High Road Leyton, the William Morris Gallery and Lloyd Park re-opening following multi-million pound refurbishments. Shopfronts in Walthamstow benefitted from a makeover.

This work continues with an ambitious programme to regenerate local high streets with over £9 million being invested from the council's capital programme. Waltham Forest is focused on delivering better streets, better shopping and better leisure facilities. Four growth areas have been identified: Blackhorse Lane, Wood Street, Walthamstow and North Olympic Fringe. Both Wood Street and Blackhorse lane have also secured £2.5 million Outer London funding.

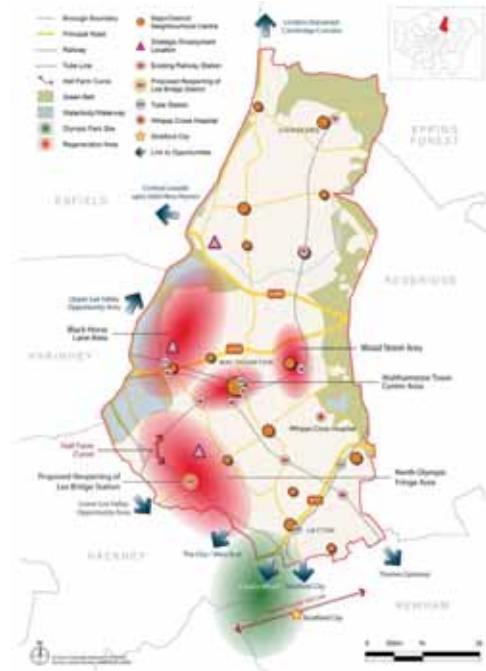
Blackhorse Lane

Waltham Forest has secured £1 million through the OLF, with an additional 30% of match funding from LBWF. This is to deliver a number of projects in the Blackhorse Lane regeneration area, a key location identified as a growth area in the Mayor's London Plan and Upper Lea Valley Opportunity Area Planning Framework.

These include improvements to industrial estate frontages and signage at Blackhorse Lane Industrial Park, shop front improvements to a local shopping parade, public realm improvements around the station and varied routes leading to Walthamstow Wetlands, and the creation of a make and mend workshop. The local Area Action Plan and UDF are also being finalised.

Walthamstow Town Centre

Walthamstow town centre is benefiting from significant private and public sector investment with shop front improvements and a number of new developments. A £22 million mixed-use development scheme, including Travelodge, residential and retail units is due for completion in 2013. A mixed use development including 9 screen cinema, residential and a development by



Waltham Forest Key Diagram

Morrisons is also under consideration. An Area Action Plan is expected to be completed during 2013.

North Olympic Fringe

The council and its partners are working on plans to ensure neighbourhoods in the south of the borough capitalise on investment, particularly in relation to Stratford and the Olympic Park. Leyton is already benefitting from public realm improvements totalling £15million, which have revitalised the High Road, improved green spaces and enhanced connectivity to the Lower Lea Valley. Further north, the council is working with partners to re-open Lea Bridge station, providing better connections into Stratford and Tottenham Hale. Consent has been granted for a major residential-led mixed use development on Ruckholt Road. An Area Action Plan is expected to be completed during 2013.

Wood Street

Wood Street has benefited from funding from both TfL and the mayor's OLF. This has enabled improvements to be made to the length of Wood Street improving the road, paving and the Plaza. Longer term ambitions are being consulted on through the Area Action Plan. ■

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Robin Smith

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Keith Hanshaw

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Martin Esom

Chief Executive

Cllr Chris Robbins

Leader

Cllr Marie Pye

Portfolio Holder, Housing and
Development

Cllr Clyde Loakes

Portfolio Holder, Environment



Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	8	100 within 13 weeks
Minor decisions	133	81 within 8 weeks
Other decisions	268	91 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



WANDSWORTH

Number one for Service and Value



The Vauxhall Nine Elms Battersea Opportunity Area, looking west

Wandsworth has a steady progression of major development schemes under construction and many more in the pipeline. Significant progress has been made in the Vauxhall, Nine Elms Opportunity Area, with planning permission granted for more than 12,000 new homes. The council has also published supplementary planning guidance on housing, waste and planning obligations.

The borough's Local Development Framework (LDF) Core Strategy was adopted in October 2010; and the Development Management Policies Document and Site Specific Allocations Document were adopted in February 2012. A Local Plan Review has commenced to update these documents in line with the NPPF and the latest revision of the London Plan.

The Borough stretches from Roehampton to Putney, along the river to Battersea and down to Tooting, each area having its own character and history. The council's spatial vision is contained within the Core Strategy of the Local Development Framework, which was adopted in October 2010 and the Development Management Policies and Site Specific Allocations documents were adopted in February 2012.

The council has become a front-runner authority, introducing its own CIL regime in November 2012. This mechanism will be critical to the delivery of a number of infrastructure projects in the borough including transport and schools projects.

In Tooting, the Springfield Hospital Scheme for new health facilities and over 500 units of housing has received consent. Major developments have come

forward for Putney and Wandsworth Town Centres, and the council has announced future regeneration programmes for Roehampton and Clapham Junction.

The Nine Elms Opportunity Area continues to develop as Central London's premier regeneration area. The Council has continued to work with the Greater London Authority, Transport for London, Lambeth Council, landowners, community and other key stakeholders to make this vision a reality. In March 2012, the Council granted planning permission for the redevelopment of Marco Polo House, Ballymore's Embassy Gardens scheme and the Royal Mail Embassy Parkland scheme. Later in the year consent was granted for Covent Garden Market, Market Towers and the details of the American Embassy. New buyers have come forward at Battersea Power Station and the Phase 1 detailed application was submitted in November. Work has continued on the extension of the London Underground Northern Line to the Power Station and the government announced its intention to provide a £1bn loan for its construction. On site it is possible to see the area changing now as the realigned Ponton Road is in place and construction on Riverlight and Embassy Gardens continues at pace.

There were 979 housing completions in 2011/12 of which 266 were affordable homes. There were also 2,160 new starts in the year and 62% of these were in the Nine Elms Opportunity Area. In addition there were 10,498 new permissions in 2011/12 with 82% of these in Nine Elms. ■

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Cabinet Member for Strategic Planning and Transportation

Cllr Nick Cuff
Chairman of Planning Applications Committee

Paul Martin
Chief Executive and Director of Administration



Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	15	87 within 13 weeks
Minor decisions	221	57 within 8 weeks
Other decisions	520	71 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

WESTMINSTER

At the heart of London and including a range of diverse neighbourhoods, and with more than 160 different languages spoken in our schools, Westminster really is like no other local planning authority.

The borough is the largest and most diverse employment centre in the UK with over 600,000 jobs and 40,000 businesses – attracting a daytime population of over 1million workers and visitors. This represents a Gross Value Added of around £42bn (15% of London's total GVA and 3.1% of national GVA). We are the home of royalty and host the capital's principal areas of government, faith, judiciary, shopping, entertainment, leisure, culture and tourism and the headquarters of innumerable commercial and professional organisations together with extensive residential areas, which almost 250,000 people call home.

Our built environment, comprising over 11,000 listed buildings, 56 conservation areas and a World Heritage Site, is of great historic quality, diversity and distinctiveness. The constant challenge is striking a balance between protecting our unique urban heritage and character and achieving sustainable economic, social and environmental growth.

The 2012 Olympics and Paralympics put Westminster firmly in the international spotlight. Without our and our partners' investment in projects such as the Oxford Circus diagonal crossings, the re-instatement of two-way working on Piccadilly, the refurbishment of Marble Arch and Leicester Square and numerous smaller scale public realm interventions in Chinatown, Soho, Covent Garden and Marylebone this would not have been possible.

The regeneration of Victoria continues apace. 123 Victoria Street has been completely refurbished, 62 Buckingham Gate is completing as is Wellington House. Kingsgate House has been demolished and Victoria Circle has consent. Long term works are underway that will enhance the area's transport network, improve access and ease congestion.

In the north-west of the city, we are working with the local community to regenerate areas which have traditionally suffered from high unemployment and deprivation. Following adoption of the "Futures Plan" for Church Street in 2011 a range of initiatives are being progressed, including a health hub, a green wall, plans for the use of the Edgware Road subway system for creative

users, a scoping report for neighbourhood decentralised energy and an infrastructure and public realm plan.

Rosemarie MacQueen, Strategic Director Built Environment, has responsibility for two delivery units: Development Planning and City Planning and Built Environment & Planning Commissioning and Transportation Commissioning.

The Development Planning Delivery Unit deals with some of the most significant developments in the UK and the upward trend in the number of planning applications received shows no sign of abating. Latest figures confirm that Westminster continues as the busiest planning authority in the country, demonstrating that our unique position, our flexible policy framework and our approach to development management encourages growth and investment.

The City Planning Delivery Unit is a multi-disciplinary team dealing with spatial policy, landscape design, public realm, environmental policy, licensing policy, economic initiatives, area renewal and transport policy and projects. Projects and initiatives delivered by the unit in 2012 include; a Community Governance Review, resulting in the first urban parish council in London for 50 years and 12 valid neighbourhood area applications, with another six potential applications upcoming. The mayor's Crossrail CIL went live on 1st April 2012 and, to date, the Council has collected around £1.4m on behalf of TfL. Work is also progressing on a Westminster CIL for adoption on or after 1st April 2014.

Following publication of the National Planning Policy Framework (NPPF) in March 2012, we have been working to make our adopted Core Strategy NPPF compliant and this is subject to examination in spring 2013. The consultation responses we received to our City Management Plan are being considered and, following further consultation in 2013, we will combine both documents to create a single "local plan" for Westminster. ■



City of Westminster

City of Westminster

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Member for Built Environment

Cllr Alistair Moss

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Planning performance for the quarter from April to June 2012

	No. of decisions	Performance (%)
Major decisions	18	65 within 13 weeks
Minor decisions	643	61 within 8 weeks
Other decisions	1,097	68 within 8 weeks

Source: www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics



Briefing

Welcome to our Briefing section which includes the usual elements of *Planning in London* magazine: planning performance statistics; minutes of the LPDF's last meeting; London First's take on planning issues, Andy Rogers' Almanac and Terry Farrell's regular column

LONDON PLANNING STATEMENT

The Mayor has published for public consultation a draft "London Planning Statement" as proposed London Plan supplementary planning guidance. This is intended to fill the gap left by the Government's revocation of the former Government Office for London Circular 1/2008 by pulling together information about the Mayor's role in the London Planning system.

The document:

- 1 Sets out some general principles of fundamental importance to the planning system in London
- 2 Explains the Mayor's role in London's planning system, both in preparing strategic housing policy through his spatial development strategy (The London Plan) and in taking planning decisions on strategic developments
- 3 Highlights the issues the Mayor considers to be particular priorities for the London planning system
- 4 Sets out the Mayor's intended programme of planning-related work for the next four years.

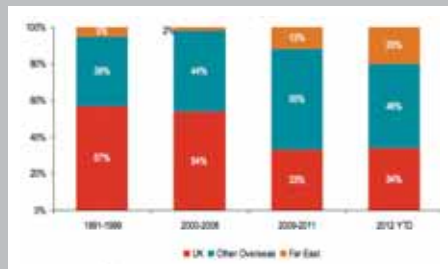
Comments on the draft SPG should be sent by 6pm on Tuesday 5 February 2013 to: lps@london.gov.uk with "London Planning Statement" as the subject. ■

GLIMMER OF HOPE ON THE HORIZON

Jones Lang LaSalle has published its 2013 Property Predictions, which suggest that it will be a transitional year for the UK economy as recovery is slowly re-established.

The pain of recession has not been evenly shared across the UK. London has been most resilient and is where much of the recent jobs impetus has been concentrated. The capital is expected to drive the UK economy in the

recovery led by its world-leading business services sector. The rest of the country bore the brunt of the recent downturn, but there too, growth re-starts in 2013, albeit at a fairly modest pace.



"In short, the next 12 months are unlikely to bring a dramatic turnaround. But, in a year's time, the foundations for recovery should be in place and some light will be visible at the end of the tunnel. For property markets the implications are clear. Demand will respond slowly to the economic thaw as occupier confidence rebuilds. Even with limited quality space in many markets, rents are unlikely to see much uplift, outside of central London office and retail. Cautious global investors are likely to stick to prime buildings in liquid, international markets, implying limited interest outside of core assets in the capital. Of particular interest is whether 2013 will herald a slow return to development as supply of new grade A space falls to historic low levels across most sectors." says Guy Grainger UK chief executive at Jones Lang LaSalle.

Download a copy of the full Property Predictions 2013 report at joneslanglasalle.co.uk ■

MAYOR APPOINTS NEW DESIGN ADVISORY GROUP

The Group will be chaired by Fiona Fletcher-Smith, the mayor's executive director of development and enterprise. It will meet up to four times each year, with the mayor chairing

at least one meeting.

- Joyce Bridges, Former Cobe Commissioner, Former English Heritage Commissioner and Chair of EH's LAC. Member of EH's Urban Panel. Design Council CABA Built Environment Expert panel.
- Sir Terry Farrell, Architect, Farrells
- Eric Parry, Architect, Eric Parry Architects
- Sunand Prasad, Architect, Penoyre & Prasad LLP
- Patricia Brown, Director of Central
- Fred Manson – Former Director of Regeneration Southwark, Associate Director Heatherwick Studio; Chairman UDL Design Surgery
- Peter Murray – Chairman, New London Architecture
- Colin Haylock – President of Board of Trustees, RTPI
- Fiona Scott – Director Gort Scott
- Stephen Witherford – Member Tate Modern Council; CABA; RIBA Advisor; Visiting Fellow LSE Cities
- David Levitt – Design champion Catalyst Housing Group; Board, Design for Homes; CABA Enabler
- June Barnes – Group Chief Executive, East Thames Housing Group; Board Member National Housing Fed.
- Richard Powell – Director of Planning and Development, Capital and Counties.
- Pam Alexander – Pam Alexander – Trustee of the Design Council, non-exec Director of DC Cobe and a Built Environment Expert for Cobe, non-exec Director of Crest Nicholson and a Director of the Academy of Urbanism.
- Roger Hawkins – Partner Hawkins\Brown.
- Bob Allies – Partner Allies and Morrison; a member of the CABA National Design Review Panel and a member of the RIBA Awards Group. ■

Little change over the year

The number of applications received and decided is still relatively low, although not to the historically low levels recorded in 2009-10. But there has been a recent improvement

Summary: England

In the period April to June 2012 authorities undertaking district level planning in England:

- received 121,150 applications for planning permission, a decrease of 1 per cent compared with the corresponding quarter in 2011;
- decided 110,500 planning applications, 1 per cent higher than in the same quarter in the previous year;
- granted 90,200 permissions, 1 per cent higher than in the same quarter in 2011;
- and decided 2 per cent fewer residential decisions compared to the June quarter 2011.

In the year ending June 2012, district level planning authorities:

- received 476,100 applications, a decrease of 1 per cent on the year ending June 2011 figure;
- decided 436,000 planning applications, a slight decrease on the year ending June 2011 figure;
- granted 355,200 permissions, a small increase compared to the figure for the year to June 2011;
- decided 57 per cent of major applications in 13 weeks, 70 per cent of minors and 82 per cent of others in 8 weeks. This compares to 65 per cent for majors, 74 per cent for minors and 85 per cent for others in the year ending June 2011. However in the last quarter there

has been an upturn in the proportion of major applications decided in 13 weeks, increasing from 53 per cent to 60 per cent;

- and decided 1 per cent fewer residential decisions compared to the year ending June 2011.

Boroughs and districts: speed of decisions

In April to June 2012, 60 per cent of major applications were processed within 13 weeks compared with 62 per cent in the June 2011 quarter. Also, 69 per cent of minor applications and 82 per cent of other applications were processed within 8 weeks compared with 72 per cent and 84 per cent respectively for the quarter ending June 2011. District level planning authorities decided 53 per cent of large-scale major applications, and 62 per cent of small-scale major applications within 13 weeks compared with 57 per cent and 63 per cent respectively for the quarter ending June 2011. Also, 92 per cent of all major decisions were within 52 weeks compared to 93 per cent in the corresponding quarter of the previous year.

Major applications

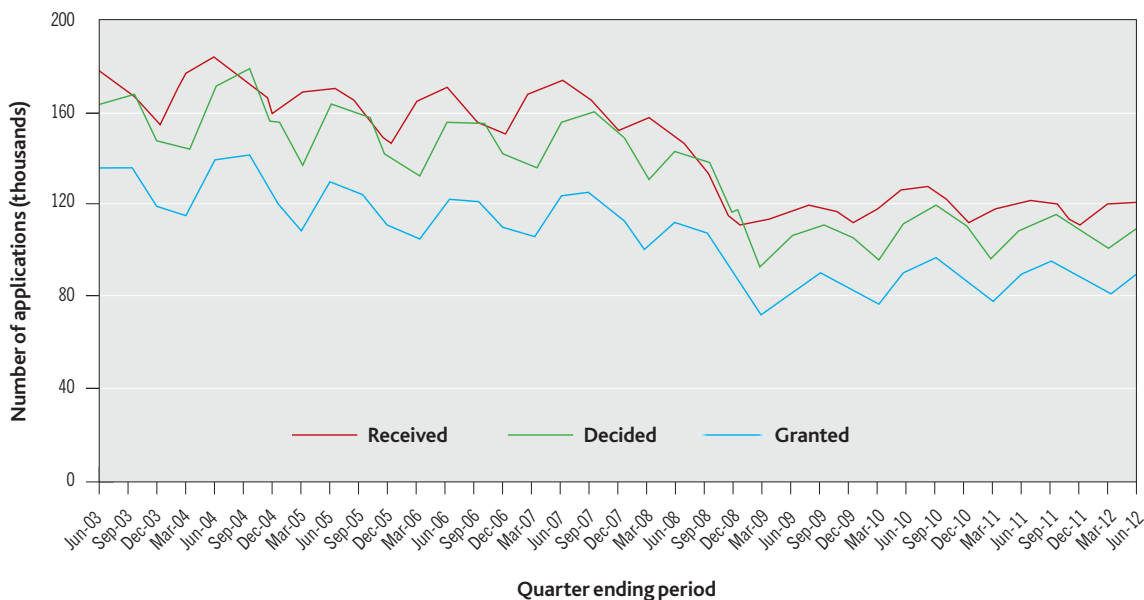
In the year ending June 2012, 57 per cent of major applications were processed within 13 weeks, compared with 65 per cent in the year ending June 2011. Also, 70 per cent of minor applications and 82 per cent of other

applications were processed within 8 weeks compared with 74 per cent and 85 per cent respectively in the year ending June 2011. District level planning authorities decided 48 per cent of large-scale major applications, and 59 per cent of small-scale major applications within 13 weeks compared with 58 per cent and 66 per cent respectively in the year ending June 2011. Also 91 per cent of all major decisions were within 52 weeks, compared to the figure of 93 per cent in the previous year.

Residential decisions

In April to June 2012, there were 11,800 decisions on applications for residential developments, compared with around 12,000 decisions in the June quarter 2011, a decrease of 2 per cent. The number of major residential decisions decreased by 8 per cent compared to the June quarter 2011, while minor residential decisions decreased by 1 per cent. Authorities granted 81 per cent of major residential applications, a 1 percentage point increase from the June quarter 2011, and determined 49 per cent of them within 13 weeks, down from 53 per cent in the corresponding quarter of the previous year. Authorities granted 74 per cent of decisions on minor residential applications and determined 62 per cent within 8 weeks, compared with 73 per cent and 65 per cent respectively in the June quarter 2011.

In the year to June 2012, residential



Left: Number of planning applications received, decided and granted by district level planning authorities

'Orbirail' gets all the way around

The Forum discussed the implications of the newly published census figures and learned the long history of London's orbital railways from Sir Peter Hall



Left: Map extract from 1999 Report for London Development Partnership
Above: "Orbirail"

The census figures were outlined by Baljit Bains: Head of Demography, GLA and are fully reported on page 14 – see 'Damned statistics...'

The second topic was the evolution and Significance of the Orbital Rail Network (Orbirail) completed in December introduced by Sir Peter Hall.

Sir Peter's presentation was entitled *London Going Round in Circles: a Celebration of Orbirail*.

He explained the newly completed circle is in fact two half circles – part Alternating Current (AC) – overhead pantagraph - and part Direct Current (DC) – third rail. The DC interchange is at Highbury and Islington and Clapham Junction.

Semi orbital travel as an idea derives from several Victorian circular routes around London: Inner Middle, Outer and Super Outer Circles. Congestion at the centre has increased the benefit of travelling around parts of London without using the main radial lines is clearly attractive

The idea for Orbirail/Ringrail was developed in a proposal to the London Development Partnership by Sir Peter Hall in association with Michael Edwards and Drummond Robson in 1999. As well as its connection benefits it also offered a substantial increase in public transport capacity and many interchange regeneration opportunities. It complements the two cross London routes: Thameslink and

Crossrail. It was also, at some £750 million, very cost effective compared in particular with Crossrail, and Thameslink. It was further promoted after the mayoral election in 2000 as part of a wider case for a polycentric London. The Deputy Mayor (Nicky Gavron) took up the idea as did Ken Livingston.

The key elements of the route are the North London Line through Highbury and Islington which went on to the docks (now served by DLR to Woolwich), the old West London Line through Earl's Court via Chelsea Harbour/Imperial Wharf/Lots Road and the East London Line which was operated formerly as an anomalous Underground route.

Now that the line is complete it also offers scope for further connections via trams and bus rapid transit as well as other bus services.

be found in the Imperial Wharf area, and Shepherd's Bush/White City already a transport hub and interchange, where a massive development is under consideration to the north of Westfields.

Earl's Court (below and next page) regrettably has a missing interchange which does not form part of the present plans. There should be one as indicated with a red oval on the plan to link West Brompton and West Kensington.

Other suitable interchanges are at Willesden Junction and Old Oak (HS2 and Crossrail also pass through here) and at West Hampstead (Midland Main Line, Thameslink Metropolitan and Jubilee Lines, (currently

linked by a busy surface connection only), Bermondsey where Thameslink crosses the new Orbital, and at Loughborough Junction where the new Orbital can link to Sutton. As well as these there is a need for a proper link between the new Orbital at high level east of the crossing over the lines to Herne Hill.

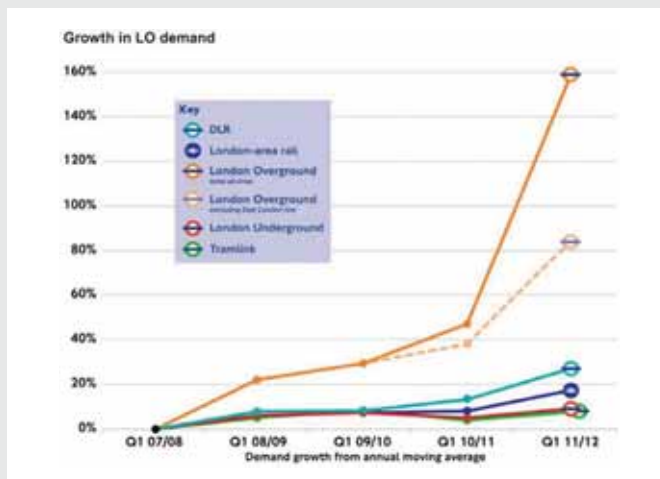
Sir Peter suggested that we could learn from the SBahn network in Berlin with its North, East, South and West Cross Interchanges.

He also said the new London Overground is already overwhelmed by its success in passenger numbers.

After this present stage there is considerable scope to extend platforms to increase capacity, although new extensions in North London are harder since it lacks the density of suburban rail network of the south. There is scheme called Orbirail 2 which links Richmond and Wimbledon via the "Kingston Loop" using reversing track near Earlsfield and then on to Bromley or Hayes branch to provide a tram or train to Lewisham.

Drummond Robson supplemented Peter Hall's presentation with additional material from his experience as Consents Manager on the East London Line and its extensions.

The most obvious major change was at Bishopsgate Goods Yard where the former Liverpool Street/Broad Street corridor had to be connected via Bishopsgate Goods Yard and a replaced Shoreditch Station on towards Whitechapel.



Top: Link plan between West Brompton and Kensington
Far right: Earl's Court Masterplan



London Underground secured powers under the Transport Works Act etc. to build the railway, which was then redesigned to meet the more onerous Railtrack/National Rail standards.

Other major works sites were Dalston, Haggerston, Hoxton, Whitechapel, Wapping, Rotherhithe and Canada Water.

This involved bridging the site of Holywell (St John The Baptist's) Priory and avoiding the site of the first London playhouse, built in 1576 by the English actor and entrepreneur

James Burbage and Shakespeare's original theatre (discovered in 2008) as well as averting the total listing of the Goods Yard under pressure from activists and the Prince of Wales and negotiations with Tessa Jowell in her role as Minister for Culture Media and Sport.

Michael Bach recalled the 1980s campaign to stop the motorway box, notably the proposed road through west London. This has had the effect of increasing the need for this section of the Orbital Rail network dubbed the Clapham Flyer.

Michael Edwards said that most of the desirable schemes do not get implemented because of the bottlenecks to their realisation. Opportunities are likely to be missed for this reason in many of the London Plan's Opportunity areas. The achievement involves pressure being applied at the right moment, particularly for modest improvement schemes rather than the very large investment schemes. He wondered why some of the larger schemes happened in spite of their poor cost benefit ratios. ■

Next meeting of the London Planning & Development Forum

- at the GLA, City Hall meeting room 4
- Monday 10th March 2013, 2.30pm
- Discussion topics: see planninginlondon.com >LP&DF

Visitors are welcome. Please notify the Hon Secretary Drummond Robson at robplan@btconnect.com

The London Planning and Development Forum (LPDF)

The LPDF was formed in 1980 following an all-party inquiry into the development control system. It selects topics to debate at its quarterly meetings and these views are reported to constituent bodies. It is a sounding board for the development of planning policy in the capital, used by both the public and private sector.

Agendas and minutes are at planninginlondon.com. To attend please contact secretary Drummond Robson: robplan@btconnect.com

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Member bodies

Association of Consultant Architects
Association of London Borough Planning Officers/Planning Officers' Society
London Councils
British Property Federation
Design Council CABE
City of London Law Society
Confederation for British Industry DCLG
Design for London
English Heritage
Environment Agency
Greater London Authority
Home Builders Federation
Landscape Architecture SE

London Chambers of Commerce & Industry
London Forum of Amenity Societies
London Housing Federation
National Planning Forum
RIBA, RICS, RTPI, UDAL
Transport for London
London University (The Bartlett, UCL)

Affiliated members:

University of Westminster
Planning Aid for London
Berkeley Group plc
London Metropolitan University



Performance matters



Performance standards for local authorities planning functions are an essential part of the jigsaw to ensure the wider set of planning reforms is achieved



By Faraz Barber

London First's executive director, planning

As the Government continues to reform the planning system under the guise of the Growth and Infrastructure Bill, the detail that underpins some of the proposals is now available to help comprehend the likely impact they will have. Some of the proposals could have an immediate effect on how planning departments operate even before they hit the Statute Book.

A prime example will be how local planning departments manage their caseload to determine major planning applications within the statutory 13 week period. The Government has now consulted on how it proposes to assess performance standards in local planning authorities by assessing how fast and well major planning applications are determined within the statutory 13 week period, averaged over a two year period. If an authority determines 30% or fewer major applications within the statutory period, or more than 20% of major decisions have been overturned at appeal, the Government

would designate the planning department as a poorly performing authority. The intention is to review this designation annually.

The first designations would not be made until the Bill receives Royal Assent and secondary legislation is in place (which the Government is targeting for October 2013); performance data taken from 2012/13 and 2011/12 is likely to determine which planning authority will be designated.

Using the assessment criteria on which the Government consulted, the current planning performance data suggest that a handful of London boroughs would automatically be designated as poorly performing and a number of London boroughs would be on the borderline. It will be important, particularly for those that are way under the proposed threshold of being designated or on the borderline, to use the coming year to improve their performance levels and lift their average score.

While it is imperative to drive up performance, the danger of such a blunt approach may bring unintended consequences, such as an adverse effect on determining minor planning applications within the statutory period as authorities re-align their resources. It is disappointing that the Government has taken such a blunt approach and not tried to

tie in the performance levels of determining minor planning applications, which can equally have a cumulative effect of the delivery of jobs and economic growth. The criteria could have also included whether the planning authority has an up to date local plan in place, especially as the full impact of the NPPF's presumption in favour of sustainable development kicks in at the end of March. Clearly, the approach is to place a marker on the need for improved performance, but the dangers of such blunt performance indicators are evident.

It is surprising that planning authorities have been slow in taking up Planning Performance Agreements (PPAs) for handling major planning applications. The Government's data show that only 151 PPAs were determined over the last year across England (of which 48 PPAs were in London). The threat of the "poor performing" designation may help to reignite the interest to set-up a PPA service. If this is to happen, local planning authorities must ensure that they are resourced with the staff and skills to meet the obligations that come with setting up a PPA with applicants.

While driving up performance standards in planning departments is one element of the Government's proposals, it is an essential part of the jigsaw to ensure the wider set of planning reforms is achieved. ■

The first London property summit

The inaugural London Property Summit, London First's joint venture with property networking forum Movers and Shakers, came to the capital as 500 delegates filled the Hilton Metropole on 15 October to hear from a multitude of speakers from the property and construction and discuss the future of development in London.

Opening the day, Ben Page, of market research company Ipsos MORI, reassured delegates that, despite the economic downturn, London is still seen internationally as a great city in which to invest and do business. A quick survey of the audience showed 54% felt a stable regulatory system is the

most important factor in attracting inward investment to London and 40% believed it's the city's financial services that make it a world class place to do business. Discussing the housing challenge, Page outlined the public's concerns around further development in the capital, if it were not seen to bring about benefits such as encouraging young people to stay in the vicinity or providing more affordable housing for local people. In terms of solving the housing crisis, 42% of delegates thought the potential for joint public/private sector investment could be the single biggest factor in improving housing stock. Over half (54%) thought that East London will see the

most growth to 2020.

Panellists including Chris Grigg (British Land), Martin Moore (Prudential Property Investment Managers), Collete O'Shea (Land Securities) and Tony Travers (London School of Economics) shared their thoughts on how to maintain London's status. Moore stressed the importance of the UK capital on the world stage, describing how its large and liquid market makes the city globally attractive as an investment, while Grigg added that the stability of the UK Government and advances in transport gave London an edge on its international competitors. He emphasised the vital role that the Government has to play in driving



growth and was supported by O'Shea, who agreed that more flexibility in the planning system is needed to encourage further development in the capital. She also stressed the importance of responsibility being taken at a local level, stating that while Boris Johnson's 2020 vision was a positive foundation, the Mayor needed to begin considering development in even longer terms. For Travers, immigration was key to giving the capital access to vital skills and maintaining the city's image as a cosmopolitan and inclusive hub; however, he warned of the elastic effect tax policies pose in attracting talent.

Ian Hawksworth (Capital and Counties Properties Plc), Alison Nimmo (the Crown Estate), David Atkins (Hammerson) and the Mayor of Newham, Sir Robin Wales took the stage to offer their opinions on developing a modern London. All were agreed that it is the city's diversity and 'everybody's welcome' attitude that makes it great, with Nimmo praising its 'hedonistic tolerance' and Hawksworth stating that all that was required to keep modernising the capital was "more of the same". Sir Robin expressed concern that this may not be possible as new housing policies drive the poor to the outer boroughs, leaving pockets of wealth in the centre and creating significant political ramifications that risked making London untenable. Wales also provided a political insight into the problems around development, arguing that the challenge is not planning, but rather an overly complex procurement and legal system. Atkins suggested that retail-led development was most appropriate in the modern era, while Nimmo felt that as long as London planned any growth properly with a clear vision and delivery plan, it would continue to be successful, rounding up the discussion nicely with a thought about what development success will look like in the

future – "will it be measured in GDP or GNH – gross national happiness? she asked"

A short discussion on the challenges around matching planning policy with the localism agenda ensued before Stephen Howlett (Peabody), David Lunts (GLA) and Mark Clare (Barratt Developments plc) led the final discussion around meeting the housing challenge.

Lunts described the market as 'buoyant but dysfunctional'. Howlett suggested that displacement of those on lower incomes and land availability are the key issues, prompting suggestions for potential solutions from Clare around quicker land release and using public sector land to build private rental housing. Both panellists and the audience were agreed that the private rental market is the most likely to see growth in the coming years, and that central and local government and developers need to plan accordingly, building properties that are appropriate for families as well as young, single individuals.

A delegate suggested that a new longer, standard lease, providing security and more freedoms to private renters over a longer period of time, may help the market evolve from its transient and costly state.

There was support for the new Community Infrastructure Levy and its aim to make development more transparent, but Clare was explicit that it needs to be implemented properly and help drive development in the mutually beneficial way CIL intends.

During the afternoon, delegates had the opportunity to attend breakout sessions and hear about development projects in London, including plans for a new Metropolitan Centre in Croydon and the Earl's Court Project. Experts from the sector also offered their views on key strategic issues such as regenerating London, the local high street and the London office market. ■

¡PILLO!



QUEENS WHARF DEVELOPMENT

A2Dominion has been granted planning consent for its 25 million Queens Wharf development by Hammersmith and Fulham. The scheme has been designed by Assael Architecture, replaces an existing, derelict four-storey office building with 89 homes and a restaurant with river views, while also creating a new section of Thames footpath.

The new building will rise from four storeys on its Crisp Road frontage to seven storeys facing the River Thames. The design of the scheme creates a curved façade in response to the Grade II* Listed Hammersmith Bridge and was supported by English Heritage. ■

THE CURSE OF TALL

Londoners can breathe a sigh of relief, according to the *Financial Times*. The Shard has been overtaken as the Europe's tallest building by Moscow's Mercury City. "With luck the four months the Shard was number one will go unnoticed by the economic gods who have a long history of punishing countries with the highest buildings", they say. Barclays' Skyscraper Index shows a strong correlation between building the world's tallest building and financial crises for more than 140 years, featuring NY in 1930, KL in 1997 and Dubai in 2010. ■

THE NEW CENSUS FIGURES...

may be interpreted in many ways. A letter in *The Economist* quotes a Russian proverb: "Married men live longer, but want to die more often." ■

FOR THOSE OF A MAYAN MINDSET

it is interesting to note that the numerically repetitive recent date 12.12.12 will not occur again for 88 years (on 1st January 2101 - 01.01.01) but the next palindromic date is 31.11.13 (the last being 21.11.12). ■

Crossrail 2 – serious planning must begin now

We cannot afford to spend 40 years planning for something we know we need

After decades of discussion and campaigning, the sea of blue hoardings that has sprung up across London is testament to the fact that Crossrail is at last well and truly underway. Even so, Crossrail won't be fully operational for passengers until 2019.

If we want London to remain competitive we can't afford to take such a leisurely approach to major infrastructure planning in future. London expects around 1.3 million more people and over 750,000 more jobs over the next 20 – years. We must therefore begin planning for the next generation of transport improvements now.

At the top of the list should be Crossrail 2 – a new line from the South-West to the North-East of London based on the old Chelsea-Hackney scheme. This scheme is the current focus of a London First working group, chaired by former Transport Secretary Andrew Adonis, which will produce its final report next year.

The conclusions of the working group's initial report, published in May 2012, were clear – that by the late 2020s, even after the completion of Crossrail 1, Thameslink and the current Tube upgrades, London's rail and underground networks will be heavily congested and there will be a critical need for new capacity, particularly on the SW-NE corridor.

In central London, a Crossrail 2 alignment via the West End offers considerable scope

to alleviate congestion on the Victoria and Piccadilly lines as well as key stations such as King's Cross and Victoria. It would also offer scope for interchange with Crossrail 1,

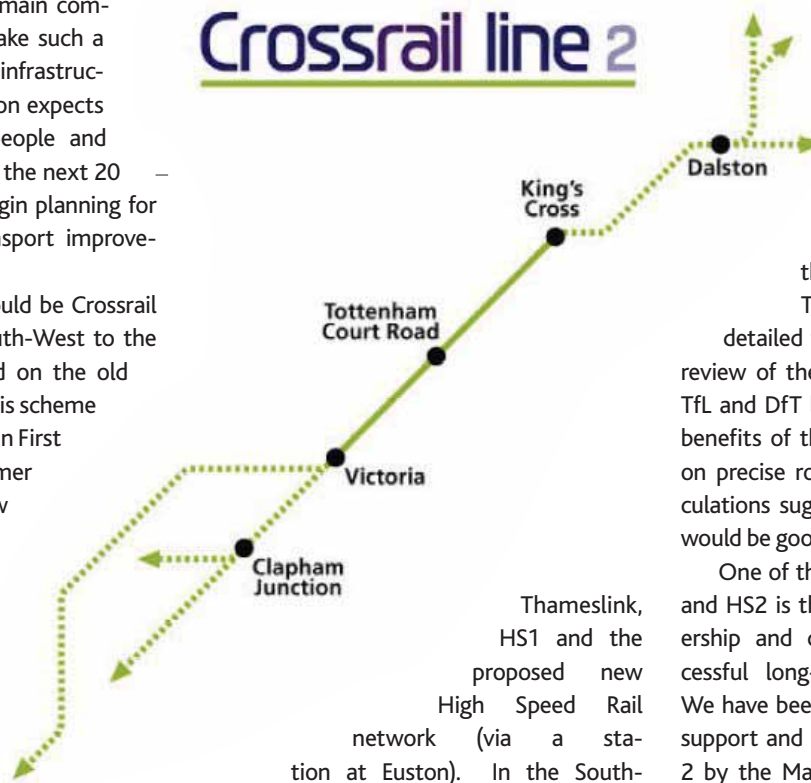
ever more severe crowding in the coming years.

The north-east section of the route also has strong potential to relieve overcrowding, especially on the Victoria and Piccadilly lines. Crossrail 2 could also provide vital new connectivity to support economic development in the Upper Lee Valley, potentially stimulating far more regeneration potential than could be achieved by enhancing existing rail links in the area.

The working group will set out its detailed findings in February, ahead of a review of the current safeguarded route by TfL and DfT later in the year. The costs and benefits of the scheme will vary depending on precise route and length, but initial calculations suggest that a Crossrail 2 scheme would be good value for money.

One of the lessons from both Crossrail 1 and HS2 is the importance of political leadership and cross-party consensus to successful long-term infrastructure planning. We have been extremely encouraged by the support and enthusiasm shown for Crossrail 2 by the Mayor – and indeed by all major political parties in London – and strengthening this consensus must be a priority for the months ahead.

We must not repeat the mistakes of Crossrail 1 and spend 40 years planning and generating support for a scheme needed within 20 years. Serious planning must begin now. ■



Thameslink, HS1 and the proposed new High Speed Rail network (via a station at Euston). In the South-

West of London, there is considerable potential for a new scheme to alleviate current congestion on the District and Northern lines, and also on main line and suburban National Rail services into Waterloo, Victoria and Clapham Junction from Wimbledon and South-West London and beyond. Without additional action these services will face



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What do you think of it so far?

Andy Rogers looks back and courageously brings us his Almanac for 2013



I suppose that the turn of the year is a time when traditionally we assess performance to date. In my Almanac column at the start of 2012 I made at least one prediction that turned out to be accurate – that the hosepipe bans would inevitably lead to widespread flooding.

So let's take a look at the Coalition Government's record – from Dave "We've got to beat off this suffocating bureaucracy once and for all" Cameron to Eric "I'm very self-contained" Pickles.

Three years ago, in February 2010, the Conservatives published their Green Paper Open Source Planning as a response to "Labour's failing planning system". This

boldly set out policies for a new planning regime, which would (among other things) "eliminate large amounts of unnecessary bureaucracy... create a new system of collaborative planning... [be] much more open and responsive... abolish the unelected Infrastructure Planning Commission... [and] publish a simple and consolidated national planning framework [with] a reduced number of simplified guidance notes".

Well, we do now have the NPPF and the welter of detailed policy have gone, but I'm still waiting for the simplified guidance notes and particularly for the promised elimination of "large amounts of unnecessary bureaucracy". For localism, this was to have been achieved by four key actions:

- "abolishing the RSSs, national and regional building targets" No, not yet;
- "amending the Use Classes Order so that people can use land and buildings for any purpose allowed in the local plan" Try again;
- "abolishing the power of inspectors to rewrite local plans" You can do better;
- "limiting appeals against local planning decisions". Please try harder.

According to the Green Paper, the unelected IPC, RSSs, LDFs, and CIL were all to be scrapped or severely altered; this has not yet happened, although the East of England Regional Strategy was revoked on 3 January 2013. CIL was singled out as being

a twin-track approach that was "unnecessarily complicated" and an unfair "additional planning charge".

What we have now is an even more unwieldy tax system than was proposed, which threatens to put the brakes on new development for the 20 per cent of local authorities that research in 2010 showed plan to introduce a CIL before the 2014 deadline.

So have local planning authorities seen "a sizeable fall in the volume of paper that have to handle" as promised by the Green Paper? Are we likely ever to achieve the aim of "automatic permission in the case of sustainable development that meets no objections from a significant number of immediate neighbours"? And when can "local planning officers go back to focusing on what they were originally employed to do – designing and implementing visionary plans"?

When pigs fly over Eland House. ■

To complain of the age we live in, to murmur at the present possessors of power, to lament the past, to conceive extravagant hopes of the future, are the common dispositions of the greatest part of mankind.

Edmund Burke 1770

My other almanac predictions for 2013

January Nick Boles proposes the replacement of London's Green Belt with a series of Green Fingers "bringing the countryside to the city": heavy rain, floods.

February Boris Johnson publishes the first revised GLA charging schedule, to include additional payments to finance two more runways at Heathrow: thunder and lightning.

March Haringey is the first borough to have its major applications determined by PINS: sunny periods.

April Growth and Infrastructure Act becomes law, with new clauses to ensure London is reorganized into neighbourhood parishes: heatwave.

May GPDO makes change of use of business premises to residential and new house extensions of up to 500 sq m permitted development: windy.

June New housing busting out all over, additional Government borrowing to cover the New Homes Bonus payments: hottest June since 1776.

July Emergency legislation proposed when it's discovered

that most of Heathrow doesn't have proper planning permission due to a 1940 restrictive condition: drought.

August The Mayor's draft CIL revisions are rejected by an inspector – revisions proposed to fund a new estuary airport and Stansted Hub: hosepipe bans.

September UKIP merges with the LibDems to form a new UKLib party under the joint leadership of Nigel Farage and Vince Cable with 75 per cent popular support: cyclones and whirlwinds.

October David Cameron

announces yet another major Planning Bill, saying "This suffocating bureaucracy has gone on long enough": earthquakes, hurricanes.

November Melting icecaps cause the Thames barrier to be permanently closed with the Olympic Park becoming a new inland sea: plague of locusts.

December The New Olympic Sea becomes London's first seaplane airport following the new developments in aircraft design: mild with sunny spells.

"...and then: bloody January again!" – Flanders and Swan

Big Bang v. incremental approach – let's plan first, then design



Sir Terry Farrell

To understand the benefits of an incremental approach to planning over a single 'big bang' solution which has characterised the debate over our airport capacity –

one must look back and learn lessons from the past. There is a fundamental which deserves to be debated more but is very rarely raised in this country. That is the difference between planning and design and the relationship between the two.

I was invited to speak at an event recently organised by CABE, RTPI and NLA which was entitled "Good Design = Good Planning". I was disappointed by the apparent misunderstanding of this relationship implied by the title of the event. Good design can only be effective when it has been informed by good planning and in doing so usefully connect to wider networks.

There has been much talk about big projects and recapturing the heroic Victorian spirit in London, and the U.K. In my view there is often a fundamental misreading of these Victorian times driven a lot by the misreading of Britain's post-industrial position in the world. Britain's infrastructure genius was in adapting – incrementally and pragmatically – the benefits of inventions usually much more than the inventions themselves. In other words, when it comes to London, planning at its best recognises the organic nature of its growth and allows it to be a self-ordering city which respects underlying patterns and forms.

Brunel is often cited as a model to follow – but brilliant as he was, he left a trail of failed applications of his inventions. His first project (with his father) was the Rotherhithe pedestrian tunnel which was rescued by its being re-used as part of the underground rail network; then the great Hungerford suspension bridge failed because the town planning concept was flawed – and the market at Charing Cross failed to rival Covent Garden – and its ultimate re-use at the Clifton

suspension bridge was a triumph more than anything of pragmatic re-use. Broad gauge railway was the ideal design but like the perfectly designed and conceived Betamax it failed to become a part of the bigger commercial network. And yes, he invented iron ships and screw propellers but the ships, their part in trade and shipping networks left them stranded all to be taken up by others. It's not the inventive hardware of these or any civil engineering projects on their own but the software, the town planning integration, that

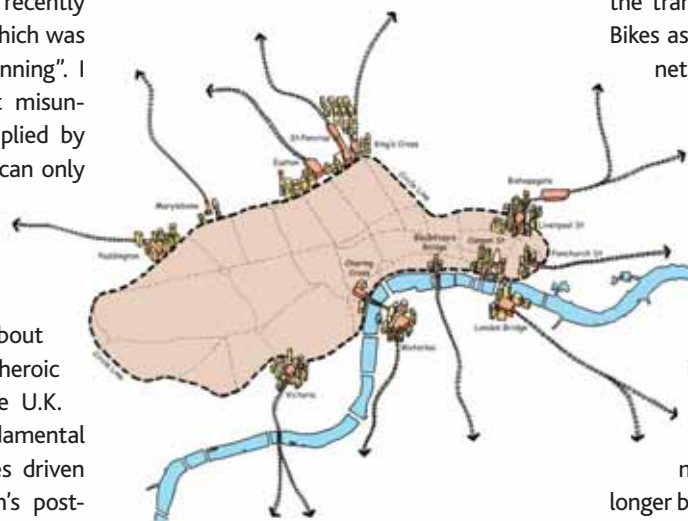
evolving today with new computerised card ticketing systems.

The "ideal and perfect" response to the motor car was drawn up by Abercrombie in the 1940's – an eight lane motorway that ran right through the centre of Camden Town, Primrose Hill and on through Maida Vale, Paddington round to Elephant & Castle destroying inner London and most of its urban villages in the process. What was then built? Well we learnt that the motor car had to be tamed to be integrated and adapted to the planning realities and we have instead Congestion Charging, pedestrianized streets and investment in the reinvention of the tram, more underground rail, and Boris Bikes as part of a comprehensive, integrated networked solution.

China, with its population of 1.3 billion, where my firm has built the world's two largest (high speed) stations is only now industrialising and urbanising – but will by 2050 be twice the GNP size of the USA. This is not a model for us, we have been there done that, our infrastructure has matured and integrated into our lives and built fabric – and also the UK is quite a different model and national scale – we will no longer be in the big league of China, Brazil and India.

Our airport planning cannot be based on the big scale of China – neither can it afford the hit and miss experimentation of early UK industrialisation. Closing major airports, building giant new hubs or any other grand gestures must only be considered in the light of looking first at what we have now and how they can be better utilised. We should capitalise on the investment already committed for additions to these networks of high speed rail and other rail improvements like Crossrail which will all re-change and re-balance the potentialities of the total system. My personal conviction is that an evolutionary and networked approach to our airport capacity will obviate the need for new mega projects. They never were how we did things, and they will be too grandiose and too costly for us now. ■

The Victorians were 'big picture' thinkers but...



...their genius was their pragmatism

was the key to what prevailed.

And so it was with all our infrastructure systems networks. Our industrialised water transport of canals and docks were brilliant town planning products of experimentation and step by step integration into a network of related patterns of use, re-use and pragmatic application. So it was with rail – London's mainline stations were originally built as goods stations outside the city core – when subsequently it was learnt that the main trade was passengers not goods, and so the answer was to invent the Underground Railway (eventually re-using Brunel's inventions of the tunnelling shield from the failed Rotherhithe tunnel). But the Underground grew, and connected, and grew again to keep

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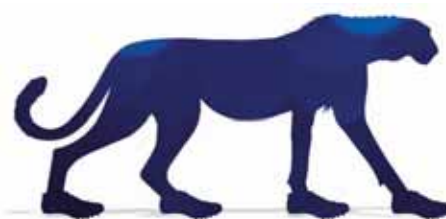
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