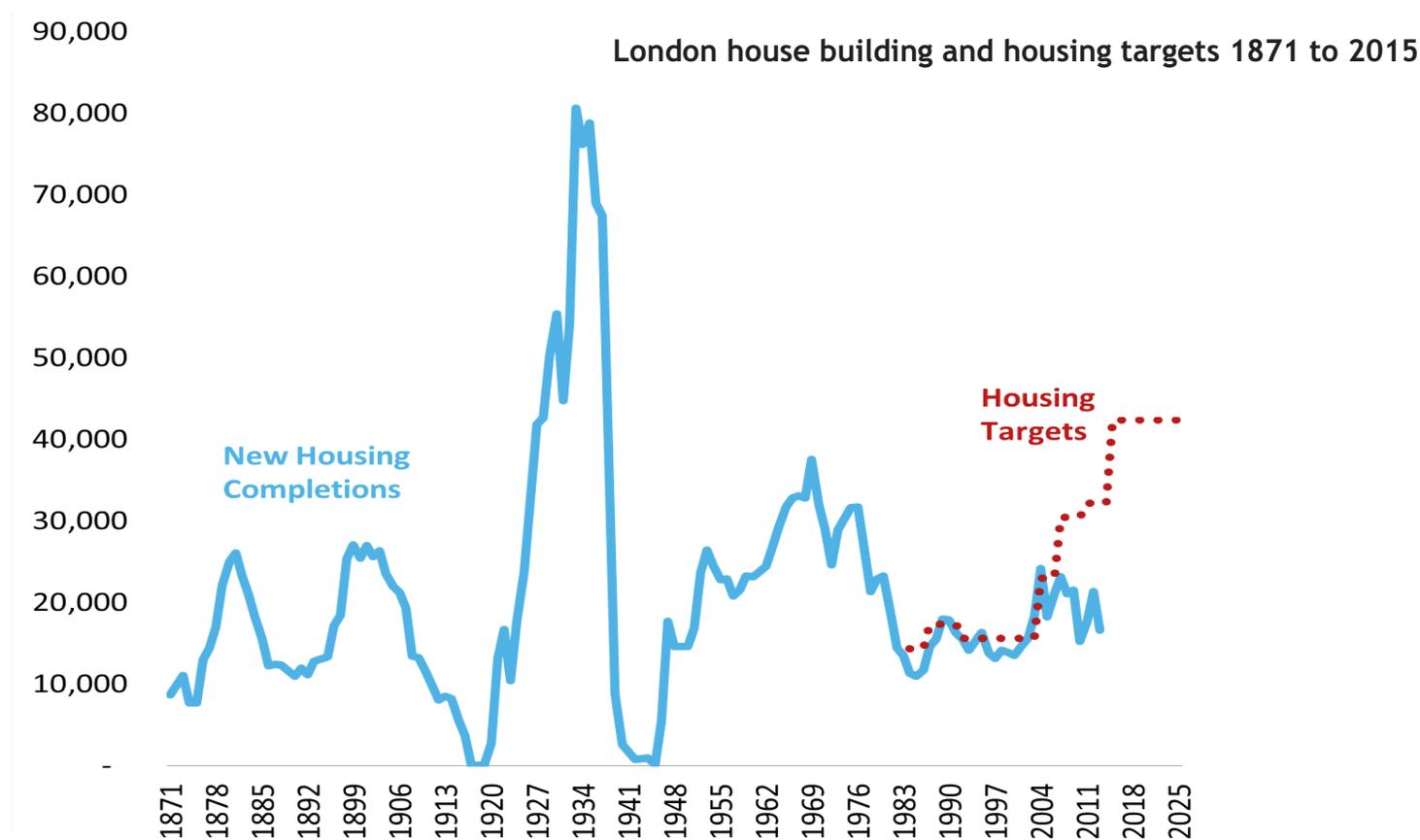


PiL at 100

Readers reflect on the 25 years of planning and development in London covered by our first 100 issues – with some glimpses of the future

RIGHT:
Our first issue is reviewed somewhat retrospectively by Andy Rogers on page 39



Source: GLA, DCLG and Quod analysis

Building houses in London – or just planning to build them? An historical perspective for the GLA Area

From Paul Cheshire, Professor of Economic Geography at LSE and Barney Stringer, a director at Quod

Historically, London grew by opening up new land for housing, first with the suburban railways and then with the Tube. In the late 1950s we effectively

froze land supply by imposing London's Greenbelt; so we have been trying to grow without more land.

Since then real incomes have tripled and rising incomes drive demand for housing space, and for 30 years London's population has been growing very fast. But housebuilding is still far below the levels regularly achieved in the past – less than a

third of that achieved in some years in the 1930s.

We have repeatedly raised housing targets, and are doing so again, but unless we free up land supply and allow London to go up as well (lifts, like railways, 'make' more urban space) building cannot match the targets.

We will just have an even bigger gap between aspiration and delivery. ■

PLANNING IN LONDON

THE JOURNAL OF THE LONDON DEVELOPMENT CONTROL FORUM

Inspectors set for inquiry marathon

The planning inspectorate is preparing for an unprecedented increase in workload as London unitary development plans go into inquiry stage.

Boroughs have been given a pledge by the inspectorate that the system will deal promptly with the plans, and a new unit has been set up under Ed Simpson, assistant planning appeals administrator, in Bristol.

The chief inspector, H C Crow, in his report on the planning inspectorate for the year to March 1991 also pledged support. Because of government encouragement in respect of up-to-date coverage of development plans, priority would be given to allocating experienced inspectors to carry out inquiries.

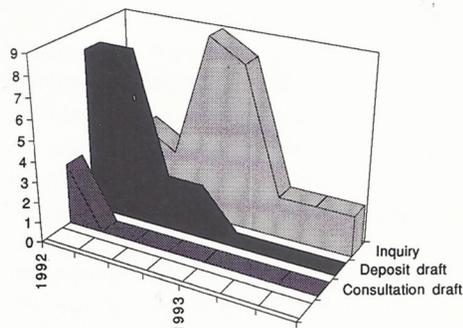
Simpson said the inspectorate would be following the priorities for the system laid down by the Secretary of State and ministers, ie development plans, enforcement and S78 appeals.

The inspectorate has already instituted training seminars for development plan inspectors and staff. Simpson told *PiL* that "Our policy is to ensure sufficient inspectors in sufficient time."

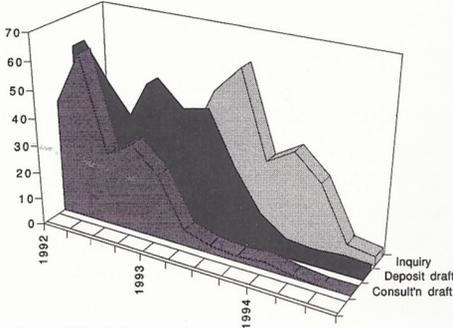
He emphasised the importance of the six-month period between plans going on deposit and inquiries opening, when it is up to both councils and objectors to "get their act together".

He was unwilling to be drawn on whether normal planning appeals would be delayed by the emphasis on development plans, which would depend on the supply of inspectors and the number of appeals, which is currently declining.

While worries about development plan delays may be eased, it seems inevitable that there will be some knock-on effect in respect of normal planning inquiries, where the decision process has recently speeded up.



Source: Hillier Parker



Source: Hillier Parker

UDP progress in London 1992/3

Local plans progress 1992/4

Message of welcome from Sir George Young

The London Development Control Forum endeavours to encourage improvements in development control performance, and to foster good relationships between the private and development industry and planning officers in London boroughs.



Planning In London will build on these efforts and aims to be the first publication to bring together the views of all the principal groups acting in London's planning system. The journal will cover important topical planning issues.

I wish the new journal every success, and hope that it will help bring greater understanding of London planning issues, as well as contributing to more effective performance by all involved in the development of the metropolis.

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THE ESSENTIAL GUIDE TO DEVELOPMENT IN THE CAPITAL

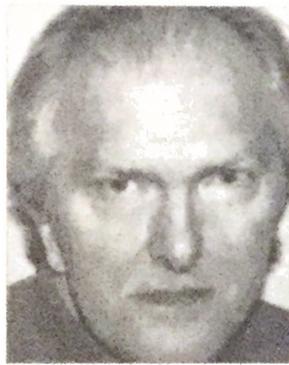
A rare scoop!

RIGHT:
Issue 21, April 1997
front page with its
EXCLUSIVE story on
population growth in
London

Quarterly magazines rarely get a scoop but this headline story was picked up by the *Evening Standard*. Events have proved it more than right! Here's an extract

London's youthful growth set to continue well beyond official forecast

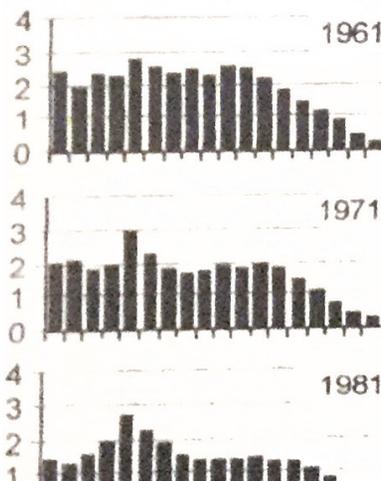
An analysis of the 1991 census figures by Martin Mogridge suggests that, far from being improbable, DoE projections of population and household formation in inner London are being seriously underestimated.



Dr Martin J.H. Mogridge is an independent transport and demographic consultant, specialising in the development of large cities.

London Transport Planning have issued three reports by Martin Mogridge Associates which describe the rejuvenation of inner London over the last 35 years. Dr Mogridge, together with Professor John Parr of Glasgow University's Department of Urban Studies, had noted, in a paper to be published shortly in *Regional Studies*, that the expansion of London over the last two centuries had formed a regular pattern until the latest 1991 census. Before 1991 London's centre had been declining in population whilst the periphery had been increasing as London has spread ever further. In 1991, however, it was found that the population of inner London had started in 1983 to grow again. London Transport, which needs to have good forecasts of population for its transport supply proposals, commissioned further work to demonstrate why this was happening

References
Mogridge, Martin and Parr, John B (1997) *Metropolis or Region On the Development and Structure of London Regional Studies*, 31(2), 95-113
Martin Mogridge Associates (1) (1996) *The Rejuvenation of inner London*, (2) (1997)



When my great-great-grandfather, Charles Henry Mogridge, left his job as a carpenter in Northampton to immigrate to London in 1838, he was 27 and already a father of two children. He became a tide-waiter for HM Customs on May 1st, waiting for the tides to bring in the sailing ships for inspection of people and cargo. The family lived initially beside the Thames at Bermondsey.

His family would have had to travel to London by stage-coach, travelling at about 10 mph on the newly macadamised turnpikes, stopping every so often to change the horses, because this was just prior to the opening of the Euston-Birmingham railway on 17 September that year, though that was not connected to Northampton until 1875. My great-grandfather, Henry Charles Mogridge, was born back in Northampton on May 15, 1839. Charles Henry died at 42 of bronchitis on 27 January 1854, having fathered 12 children, including one set of twins and one born posthumously.

His descendants are now scattered all over South-east England and far beyond as London expanded rapidly with the coming of the railways. As the population grew, it spread out so that the population density fell in the centre and rose at the periphery. This process may be likened to that of a pile of sand on a vibrating plate. Although the grains of sand move in all directions, and for short distances, the pile gradually subsides as the number of grains of sand moving out from high densities is greater than

1983 (figure 1). The fastest rates of growth of population are now well over 100 miles from the centre, in the ring of regions around the South-east, connected by high-speed commuter trains and motorways. Northampton, for example, can now be reached in 57 minutes from Euston, a speed of 74 mph.

My father, Henry George Mogridge, born in 1907, lived most of his life around Welwyn in Hertfordshire, some 25 miles from the centre of London. He became Material Controller for the production line of the De Havilland Comet at Hatfield, which revolutionised air travel. With the advent of the new generation of wide-bodied jets in 1967, air travel at 500mph or more, links the world to London within a day at speeds 50 times faster than achieved by stage-coaches. The real costs of air travel have fallen by a factor of 3 since the first Comet flight in 1952 and are projected to continue to fall as the next generation of 800-seater airbuses comes into service in 2003.

As a consequence of this new revolution in transport, we are seeing a succession of new waves of immigrants to London, this time from all over the world. The initial wave of migration was from the Home Counties, like my ancestor and his family. Successive waves have been from the UK as a whole and then European refugees. The latest waves of migration began with the Caribbeans in 1947, by ship; this migration peaked in 1962 and was effectively complete by 1970.

21st issue

PLANNING IN LONDON

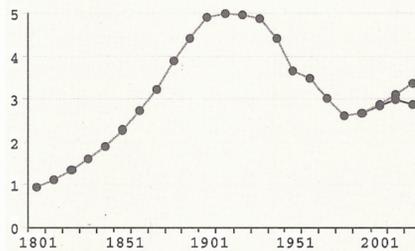
THE JOURNAL OF THE LONDON PLANNING & DEVELOPMENT FORUM

More homes needed than Whitehall thinks

Government forecasts of the additional housing needed for inner London in the next 20 years could be severe underestimates, according to research carried out for London Transport by independent consultants. Their work suggests DoE figures, showing that nationally an additional 4.4 million homes will be needed over the period 1991 to 2016, are underestimates both for the country and the capital.

A recent study by Dr Martin Mogridge and Professor John Parr of Glasgow University, suggests that a two-century old pattern of development and change in the capital had changed by the time of the 1991 census, which showed the population of inner London rising again after a long period of decline, in which numbers dropped to 2.5 million, half the peak population figure.

London Transport Planning commissioned three reports from Dr Mogridge to show how inner London has changed over the past 35 years and is likely to change in the future, because it needs the best estimates of likely



Inner London population 1801-2021 (millions) Forecasts compared - Mogridge above, official below.

future population for planning strategy purposes. According to Mogridge, a mature population structure in London in 1961 had changed to one of a large proportion of young adults and their children by 1991. This was because the outflow of people leaving for the suburbs was more than made up for by migrants, mainly from overseas, and a decline in the

number of Britons emigrating.

Since 1983, says Mogridge, inflow has more than offset outflow, with 'immigrants' more likely to live in the centre than the suburbs. He

continued page 3; feature page 6; leader page 2

Planning in London EXCLUSIVE

Two-year delay for London authority

A new government is likely to put regional devolution before sorting out its plans for a London authority and could take all of two years, concluded the London Planning & Development Forum in March. The introduction of a mayor, an idea promulgated by Tony Blair (see *Planning in London* July 1996) might emerge more quickly, writes Sarah Dixey.

Andrew Hawkins of the London Chamber of Commerce and Industry confirmed that there were many views on governance within the business community. He claimed that business is frustrated at the party political debate and is split

over views on the governance of London, but not over dissatisfaction with the present London government arrangements. Andrew suggested that the reasons for current disquiet are the lack of a democratically accountable body, lack of transparency in decision-making, and no publicly-funded policy-making, for example regarding public transport. 'London is geographically cohesive, but politically fragmented. A future governance should preserve London's economic status, enhance its international competitiveness, and promote business activity', he said. 'It

continued on page 3

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Some good news for London Transport; Consultation - a one-way street?

NEWS Page 3

London gets its act together at Cannes; letter and clipboard.

BRIEFING & PILLO! Pages 4 & 5

Applications show rapid increase; development control performance; UDP status; guidance; P+ET courses; LD&CF programme.

NEWS FEATURE: PEOPLE Pages 6-7

London's youthful growth set to exceed forecast - the research behind our page one story.

LDDC Page 8

Roger Squire on Dockland's legacy for East London.

NEW HOMES Pages 9-17

Where shall we all live?

Contributions to 'The Edge' debate.

Sir Jack Zunz on page 9; Edward Cullinan on page 12 and

Professor Peter Hall on page 14.



URBAN DESIGN Pages 18-22

Making sense of London's places.

Sir Norman Foster considers how London differs in a world moving towards super-cities. He outlines his thinking about London's places and behind his work for Westminster City Council.

GREEN BELT Page 23

Richard Ottaway MP thinks pressures on councils to find new land for housing are too great.

MEGA-TOWERS Pages 24-26

LPAC's Robin Clement advocates fresh guidance on high buildings in London.

REGENERATION Page 27

Phil Swann of the AMA on authorities' need to boost their role.

LEGISLATION Page 21

The Royal Opera House decision has profound implications for the plan-led system, argues Barry Jeeps of Stephenson Harwood.

PARTICIPATION Pages 30-31

Should the community draft the plan, then consult the planners? ponders Gideon Amos; Chris Church argues for 'a per cent for participation'.

DIRECTORY OF LONDON PLANNING

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THE ESSENTIAL GUIDE TO DEVELOPMENT IN THE CAPITAL

Tall buildings are just not Chelsea!

Michael Bach on the eruption of tall buildings

Chelsea has largely escaped the plague of tall buildings started by Ken Livingstone, but really promoted by Mayor Boris Johnson and, especially Deputy Mayor Ed Lister (former Leader of Wandsworth) who was a major promoter of tall buildings.

Looking back, however, the Royal Borough of Kensington and Chelsea, its predecessor, Chelsea Metropolitan Borough, and the Chelsea Society have fought successive waves of tall buildings, but unfortunately many of these decisions have been overruled by higher authorities, such as the Government and, since 2000, by the Mayor of London. The history of these attacks is below.

1960-70: An attack from the North:

Hilton Hotel, Park Lane, Westminster (1961) was called in and granted by Harold Macmillan's Government (1959), despite opposition from Royal Fine Art Commission (RFAC). *Carlton Tower Hotel, Cadogan Place, Chelsea*. Permission granted 1959 (1961) *Knightsbridge Barracks, Knightsbridge, Westminster (1970)* Crown development – imposed by Government. *Holiday Inn Cromwell Road Kensington: 1971* dominates the



Montevetro

view north from Battersea Bridge. *World's End Estate, Chelsea (1969- 77)* 7 tower blocks – dominate the Chelsea's riverside

1990-2000: Assault from South West:

Chelsea Harbour, Hammersmith & Fulham, allowed two weeks before the 1986 local elections by the outgoing administration. *Montevetro*, next to St Mary's Church, Battersea: opposed by the Society and called in and allowed by Secretary of State (John Gummer)

2000-2015: Assault from within, from East and North West

Lots Road Power Station (aka Chelsea Waterfront) included towers 27 and 36 storeys high designed by Terry Farrell, opposed by Society, persuaded RBKC to refuse it, but appeal actively supported by Ken Livingstone, recommended to be dismissed by Inspector, but overturned by Secretary of State John Prescott in Chelsea.

Following advice from the Government's architectural body, the Commission for Architecture and the Built Environment, two planning applications were submitted and subsequently withdrawn. A final decision was made by Deputy Prime Minister John Prescott in 2005, and the tower was approved, against the recommendation of the planning inspector and despite warnings from his own advisers that it "could set a precedent for the indiscriminate scattering of very tall buildings across London". This has been the subject of considerable controversy, owing to the tower's height and its proximity to 2014 for Building Design's Caruncle Cup – it achieved second place. This building now dominates the down river view from Albert Bridge.

Since 2010

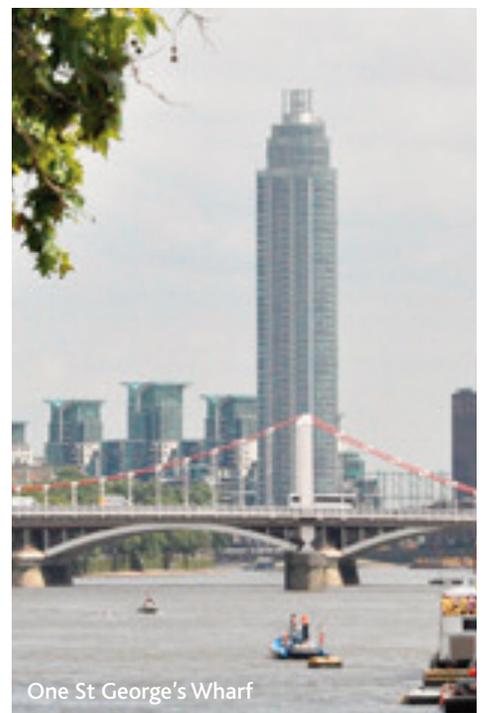
Vauxhall/Nine Elms/Battersea

Vauxhall Tower, One St George's Wharf, Lambeth 2010: 50 storeys/181m tall

Since then a whole wall of buildings, some taller than the Vauxhall Tower, have been permitted as part of the Vauxhall/Nine Elms/Battersea Opportunity Area Planning and Lambeth on 2008. The height guidelines have been extensively



Knightsbridge Barracks



One St George's Wharf



World's End Estate

breached and when completed largely due to the relaxed attitude taken by the GLA/Mayor of London over the last 5 years.

Earl's Court/West Kensington RBKC/LBH&F: Following the adoption of the Opportunity Area Planning Framework, produced by the GLA, the former administration in Hammersmith and Fulham and RBKC, the developers, Capco, was given permission for two more tall buildings to rival the Empress State Building. They are now seeking to intensify the development.

Fulham Gas Works, Imperial Road: (Hammersmith & Fulham). A planning application is now before LBH&F for a major development including four tall buildings, of 27, 18, 17 and storeys respectively. For such a remote site the scale and density of development would be contrary to the London Plan density and tall building policies.

Prospects

A lot of damage has been done just beyond Chelsea's boundaries but this is still felt in Chelsea, especially since successive Secretaries of State and Mayors of London have failed to protect the Thames.

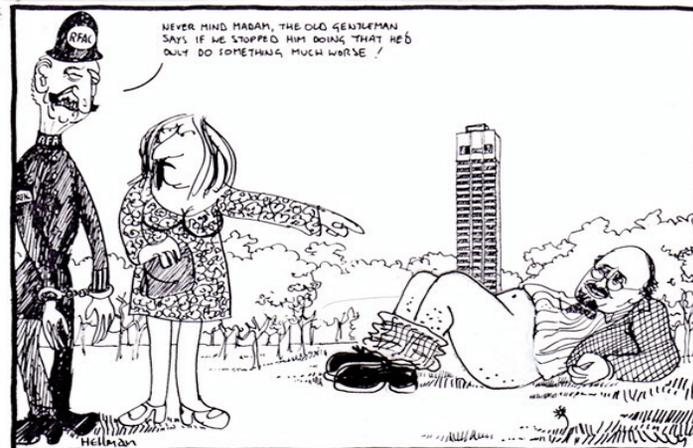
The legacy of the last two Mayors of London is very visible. It is hoped that the new Mayor of London, Sadiq Khan, will listen more closely to what residents, communities and local authorities want. These tall buildings on our doorstep is not a vision that anyone in Chelsea ever voted for. ■

PHOTOS: Michael Bach

First published in the Chelsea Society newsletter

CENSORSHIP

From the early 1970s I had problems with censorship, more often than not to do with the cartoon being seen as obscene rather than any architectural criticism. Another problem was the pet lawyer the magazine employed to vet the stuff for possible libel. The advice always erred on the side of safety, to safeguard the lawyer as much as anything.



EXPOSURE IN THE PARK

Architects Journal 3rd June 1970

This was drawn when Sir Spencer Basilica's design for the Knightsbridge barracks on the edge of Hyde Park was revealed. I had to pull the old gent's trousers up in the published version, which somehow makes it even ruder. The policeman with his hands tied is Sir Freddie Gibberish, chair of the Royal Fine Arts Cabal, who was not impressed by the design either but passed it in the good old boy network tradition (Basilica was on the board).



EXPOSURE IN THE PARK

Quentin Crew writing in the *Sunday Mirror* called the cartoon "gratuitously offensive" and quoted Sir B as saying the criticism was "very subjective" and "represents a very narrow point of view".

Crew opined that "the site was not Sir B's decision. He was merely commissioned to build (sic) a barracks there" and viewed from the park the roof line will "undulate with the trees". My, how the tabloids have changed, then they expected their readers to understand long words like "gratuitously" and "undulating".

Crew reckoned Sir B had done a "remarkable job" and "his reward is to be savaged before his building has had a chance to be seen". Well, now it can be seen, a lovely intrusion into the calm and greenery of Hyde Park!

Restoration, regeneration and planning for a future London

In 2010, after being declared biologically “dead” in the 1950’s, the River Thames beat waterways from across the world to win the International Theiss River Prize, a prestigious environmental award given for achievements in river management and restoration.

The Environment Agency’s regulation of polluting industries, together with close collaborative working with farmers, businesses and water companies, have resulted in a reduction in pollution and an improvement in water quality in the Thames, from source to sea.

The ecological quality of the River Thames, as it flows through London, is set to improve further with the construction of the Thames Tideway Tunnel. At over £4bn, the scheme is designed to tackle the millions of tonnes of storm sewer overflows that enter the tidal Thames annually.

As part of the Thames Tideway scheme, five major sewage treatment works have undergone significant improvements in the last five years and, with the opening of the Lee Tunnel in East London in 2016, the amount of untreated sewage likely to be discharged into the Thames, in any given year, will fall from 39million to 18 million tonnes. This amount will be further significantly reduced, with the completion of the Thames Tunnel by 2022.

It’s not just on the River Thames where we have seen regeneration and restoration over the last 25 years. In 2005, London won the bid to hold the 2012 Olympics and this kick-started a regeneration project that has transformed one of the Capital’s most environmentally neglected areas.

The waterways that ran through the Olympic park site around Stratford in East London, had suffered from decades of poor water quality, poor habitat and little opportunity for public access or recreation. The successful Olympic bid presented the opportunity to seek environmental outcomes and influence the planning, design and construction phases of the project. Collaborative working between the Environment Agency and partners, together with the help and support of the local community, resulted in;

- 280 hectares of land being decontaminated
- 300,000 tonnes of polluted silt and gravel removed from rivers in the area
- 45 hectares of wildlife habitat created
- Closer connectivity and accessibility with

waterways and wildlife, for local communities and visitors

- Reduced flood risk for 4000 local homes

This collaborative-working approach continues today. The Environment Agency works with key partners to engage early on infrastructure projects and London’s priority growth areas, promoting opportunities for environmental enhancement and shared benefits.

The Environment Agency plays an important role in this approach, for example, ensuring that Integrated Water Management is considered in the planning process of major projects such as Old Oak and Park Royal Mayoral Development Corporation in West London, the UK’s largest regeneration project and one of London’s Opportunity Areas for growth.

Integrated Water Management minimises water demand by promoting re-use of water for non-potable demands, reduces water flowing into sewers by managing surface water effectively and integrates the management of flood risks with green infrastructure and amenity spaces. Strategies are developed through close engagement with communities, allowing for a collaborative approach at a local level, to meet these challenges.

The Greater London Authority report ‘*Natural Capital - Investing in a Green Infrastructure for a Future London*’ acknowledges that green infrastructure needs to be an integral part of future development ‘to help address the socio-economic and environmental challenges that London faces’. It contains recommendations on how this might be achieved, highlighting the multiple benefits that Green Infrastructure brings. These recommendations are informing the Mayor’s London Plan and the environmental strategy contained within it. The Environment Agency works with the GLA, London Boroughs, Transport for London and others, to ensure that green infrastructure is fully integrated in future growth in London.

Whilst embracing these exciting opportunities to help shape growth and development in London, we must also face up to the challenges and threats to growth in London that exist today. The impacts of a changing climate need to be factored into long-term planning.

The primary risk of flooding for London and the Thames estuary comes from the sea’. The cur-



Simon Moody is London area manager, Environment Agency

rent system of defences, including the iconic Thames barrier, are a direct result of historic tidal flood events, like the storm of 1953 which caused catastrophic coastal flooding along North Sea coasts of Britain and Holland, resulting in the loss of many lives. After this tragic event, measures were put in place to ensure that London would become much more resilient to future extreme weather events, culminating in the construction of the Thames Barrier and associated tidal defences.

Communities in London and along the Thames Estuary now benefit from these defences. However, increasing pressures, including climate change, means that tidal flood risk is increasing and there is an awful lot at stake.

The Thames Barrier and tidal defences currently protects 1.3 million people and £275 billion worth of property, as well as the centre of British Government, world heritage sites, galleries, museums, iconic buildings, global business centres and major transportation networks. The draw of the river has always been powerful and, as outlined earlier, there is significant development being planned behind these defences.

In response to these challenges, the Environment Agency produced the Thames Estuary 2100 Plan (TE2100), approved by Defra in 2012. The Plan sets out how to manage flood risk across the Estuary, from now until the end of the century. The Environment Agency funded major new research on changes to fluvial flows, sea storm surges and sea level rise due to thermal expansion and polar ice melt. The TE2100 plan is now internationally recognised as a leading example of climate change adaptation.

The plan is based on a relative sea level rise estimate of 90 cm by 2100 but is adaptable to differing rates of sea level rise up to 2.7 m. The Plan is already underway and the Environment Agency has teamed up with global engineering



company CH2M, to deliver the first 10 years of capital investment in tidal flood defences, with investigations and appraisals of over 300 assets (flood defences, gates, and barriers) along the Thames estuary.

In October 2016, the first 5 year review of the TE2100 plan was published on the GOV.UK website. The review looked at the '10 indicators of change', monitored as part of the plan. These indicators cover a wide range of tidal flood risk scenarios, including sea level rise, tidal surge, conditions of flood defences, development along the estuary and any physical changes within the estuary itself. The review shows that, although tidal flood risk is increasing, it is in line with the forecasts on which the TE2100 plan is based and therefore, the plan remains fit for purpose.

To further increase resilience to flood risk, the Environment Agency works with the Met office to issue flood warnings across England. These warnings are making a real difference to people's lives and are proving to be vital in making businesses more resilient to extreme weather events which are becoming increasingly costly to the economy.

In December 2013, a huge storm significantly raised sea levels along the east coast of the UK and London saw its highest tide since the Thames barrier was opened in 1984. The Environment Agency

issued over 160,000 flood warnings to homes and businesses along the east and south coasts of the UK. These warnings enabled 18,000 people to be safely evacuated and 800,000 properties, both residential and commercial, were protected by EA maintained flood defences.

In that same winter of 2013/14, the Thames Barrier was closed 50 times to protect communities and businesses along the Thames from flooding. Since it opened, the Thames Barrier has been used to protect London from flooding on well over 170 occasions.

The flexibility of the TE2100 plan, along with current tidal flood defences on the estuary, helps people, businesses, planners and developers, to adapt to and meet the challenges of climate change, so we can continue to live, enjoy, prosper and grow alongside a healthier River Thames.

Collaborative working between the Environment Agency, government, business and local communities, is helping to ensure that development and growth in London goes hand in hand with creating enough green space for Londoners to live safe and healthy lives whilst addressing issues such as water scarcity, flooding, air and water quality and enhanced biodiversity. The progress we have seen, coupled with new and emerging ways of working, offer much for the future of London, as we work together towards a healthier, greener, safer city for all Londoners. ■

¹ Foreword to Greater London Authority (GLA) report 'Natural Capital - Investing in a Green Infrastructure for a Future London 2015 - Matthew Pencharz (page 1)

² Foreword to Thames Estuary 2100 Plan-managing flood risk through London and the Thames estuary 2012 - David Wardle (page 1)



Back to 1988... *plus ça change* Make no small plans

Neil Parkyn cast his eye over the subject of planning
in the *Chartered Quantity Surveyor* of June 1988

When designing one or other of the grand centennial expositions that turned American city parks into parades of architectural history, the promoter/planner/headbanger Daniel Burnham was fond of quoting his favourite principle – "Make no little plans".

With the strains of Souza and the Marine Band behind him, Palm Courts following each other into the far distance or another grand axis to resolve before the moneymen arrived, it is easy to understand his enthusiasm for the big picture and the bold gesture.

Or Edwin Lutyens selecting the site for New Delhi from the precarious height of an elephant and then following through right down to the design of furniture for the nursery in the Viceroy's house. Great men, designers both, with a line of ready wit that pops up when you least expect it in their plans. Standing on ceremony suited them; parasols fitted in with the elephants, Chicagoans licked ice creams in the Hall of Industry and paraded along the Grand Canal, courtesy of Venice Imports Inc.

Back home, in the age of the video, nasty moments in the financial markets and too many choices of pizza filling, planners have yet to emerge from the proverbial departmental depths and decide what they ought to be about. A bit of development control here, promotional effort to catch up on funding there, neat footwork with the committee for that major retail application or a fast appraisal of a windfall site – so it's not exactly the raw material for an epic novel that Arthur Hailey might call up for the jumbo passenger.

As a profession, planning has come in for more than its fair share of stick. The statutory planning system has developed as an impressive edifice tier upon tier, as some well-crafted and lofty cake or chiming clock.

"Going to see the planners" can seem even less inviting than some urgent dental treatment

Wonderful to observe in its operation, reassuring in the number of bells and whistles attached, comforting in the amount of effort that can be devoted to a planning appeal. It is a Great British Achievement. Look at a London borough and its planners. Gone, unless you are signed up with Tower Hamlets, are the wonderful expansionist days of the 1970s, when plans, clocks and cakes could be built over periods of years, and researchers could get into satisfying detail on the history of the sub-making. Liberty and the medieval aspirations of Armenian fashion workers. It now looks bad for any planner that can't hold his own at the local area office, minding the residents grab centre stage. Less leisurely, nittier and grittier, than the sunshine afternoons with all those options and forecasts.

It now looks bad for any planner that can't hold his own at the local area office, minding the residents grab centre stage. Less leisurely, nittier and grittier, than the sunshine afternoons with all those options and forecasts.

At the same time, we have architects and designers laying down their thoughts for large chunks of cities based on themes which are more pictorial than statistical, catching the early evening news and newfound public interest. Burnham would probably have approved with a waive of the cigar and a twinkle in the eye; Lutyens would have wondered what the fuss was all about and returned to the drawing board. Paternoster Square? London Wall?

Problems of design rather than planning. Big-name architects battling it out across these expensive acres, with the Prince looking on and planners wondering if they are the audience or the referee.

The tricky question of the rightness of the building and its setting will surface again, and we all go off in search of common ground and some foam board to model up a better solution before others put in their own pennyworth.

Fortunately we have moved on from the dark days when design control meant a sociology graduate pushing a pencil onto an elevation to offer

Profits are not endangered by better design



not so helpful suggestions to the architect on how things might be better managed. There may be outbreaks of coloured pencil pedantry in planning departments still, but the new breed of urban designers and architects on local authority teams should mean that we are talking turkey.

Architects in mi-career can't write off the evil planners quite so readily, because the pencil may be equally deft on the other side of the table. There can be an untimely rush for the latest urban design guide books which lay down the principles for building up a successful piece of city. Both architects and planners will be reading the same page in the evening before the big meeting and may even bring out the same phrases in support.

It should mean a tough ride for the mediocre scheme, having to try hard, look more carefully at the setting and put away the pattern books. Just as long as planning approval does not hang up on

Planners wondering if they are the audience or the referee

playing a few new visual turns which may look jaded ten years on.

Yet "going to see the planners" can seem even less inviting than some urgent dental treatment. Negotiations can focus on some angels-on-a-pin-head detail which is a convenient substitute for a proper planning brief for the site to point its designers in the right direction. Or should the design team make up its own rules? Burnham and Lutyens would have done.

The more you think about fixing a design framework for a site, the peskier a problem it becomes. Do you try to second-guess building solutions and offer them to the architects? Do you stand back ready with the pencil poised to await his first ideas? Do you go for trade-offs and planning gain, local well-being and the restoration of nib-makers on the site?

The best architect will put it all together in ways which you never thought of and which were not in the textbooks. If we need any proof, there are such schemes as the Economist group by Alison and Peter Smithson.

Twenty years on, it's still convinces as a superb piece of urban design, with a clever crack of space, a special surprise leading from the pavements of Saint James's Street, and the twin towers, the largest housing offices and it's smaller sister apartments working together as a tasty composition. Perhaps there was a planning brief with a dotted tape line showing the pedestrian link that the Smithsons turned into a new urban place. Perhaps not.

Someone thought it up. Not a grand idea in the Burnham mould, but the right one.

In the end it comes to packaging. Not cosmetic skins for buildings within the scheme to keep those planners from working it over with their pencils but the manipulation needed to break figures down into the correct scale of project which makes urban sense. This may mean that the floorspace doesn't come in yummy-yummy slices to suit back of the envelope sums – and who does those anyway? – But profits are not endangered by better design.

There is no shortage of architectural skill to piece the components together and weave urban magic; it may not even depend on the quality of the individual buildings, since as visitors to those European cities where post war renewal has got the scale and pattern right in the central areas without winning prizes for architecture will understand, the overall strategy – planning in the true sense – counts for everything. ■

At the time of writing, 1988, Neil Parkyn was an architect/planner with YRM

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PiL front page for issue 32, January 2000

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PLANNING IN LONDON

THE JOURNAL OF THE LONDON PLANNING & DEVELOPMENT FORUM

Dynamic London boosts immigration

England's population is soaring ahead of Government projections and the main effect is being felt in London and the south-east. As anticipated in the April 1997 issue of *Planning in London*, (right), net inward migration has been (and according to Martin Mogridge who analyses the latest figures on pages 6-8, still is) significantly underestimated.

London is a principal beneficiary of the influx of new, largely working-age and well-educated people choosing to settle and invest in England. The estimated net immigration to the UK in mid-year to mid-year 1998/9 was 185,000, of which 182,000 were net to England. This is substantially above the three previous years which had an average level of 110,000. The official (Government Actuary's Department) long-term trend has as a result had to be revised upwards from the 65,000pa assumed in the 1996-based projections to 95,000pa.

One reason for this phenomenon is that London, where most of the new immigrants end up, is rapidly creating new jobs connected with finance, education, communications and computer software and expanding services that go with a prospering economy, such as food, clothing and leisure. This is attracting highly qualified young men and women from the EU, the Old Commonwealth and the USA – in 1998 the net figures were 42,000 from the EU and 53,000 from the Old Commonwealth and the USA with 38,000 from the rest of the world. The ages of immigrants continue to follow the established

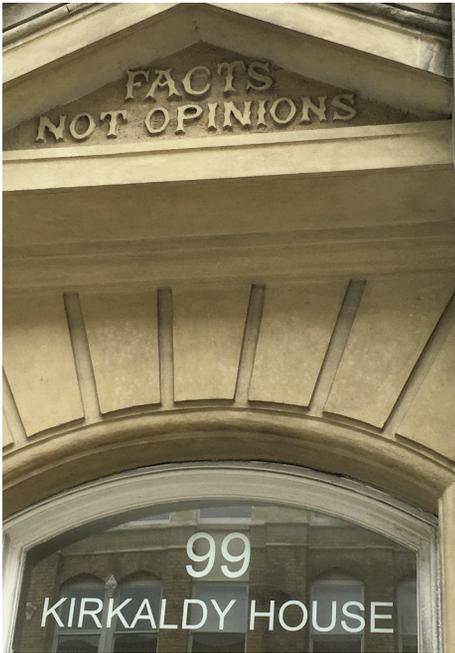
More homes needed than Whitehall thinks

Government forecasts of the additional housing needed for inner London in the next 20 years could be more substantial, according to research carried out for London Forward by independent consultants. Their work suggests that figures, showing that nationally an additional 4.1 million homes will be needed over the period 1995 to 2015, are underestimates both for the country and the capital.

A recent study by Dr Sherin Mogridge and the London School of Economics and Political Science.

THE ESSENTIAL GUIDE TO DEVELOPMENT IN THE CAPITAL

Planning for regeneration, urban renaissance or what?



25 years in the life of *Planning in London* is a good time to reflect on the changing priorities and challenges for the London Plan. URBED has been celebrating 40 years since I founded our not for profit firm in Covent Garden, when our first priority was finding new uses for redundant industrial buildings at a time when no one was interested in financing speculative development.

Since then London has discovered the delights of waterfronts, loft living, and working communities, and the central area has been transformed. Areas like North Southwark (BELOW), which had a

million square feet of empty industrial space in a square mile, are now amongst the most desirable to live and work in.

But looking over what we were doing in the 1990's it is clear we still have a long way to go, particularly as far as the outer suburbs are concerned.

Back in the late 1990s, we had followed up our report for the government on Vital and Viable Town Centres, with research for the London Planning Advisory Committee to classify London's town centres. A system for undertaking Town Centre Health Checks was backed up by a new source of town centre statistics.

We showed in Town Centre Partnerships how to manage the process of change, and started to promote the idea of Business Improvement Districts to engage local businesses in the process. We even went on to advise the Mayor on managing Late Night London, and helped to get the first Business Improvement Districts going in Bankside (where URBED then had its office) and Paddington.

Yet at the same time, as central London started to boom again, life in the suburbs was draining away. The London Plan mistakenly assumed the future of employment was in the centre, and paid little attention to centres in Outer London, which probably explains why Labour lost control.

It also did nothing to stop creative small businesses from being squeezed out by rising property values. Despite a series of visits by the TEN Group to look at the state of planning and development



Dr Nicholas Falk founded URBED in 1976 and now chairs the new URBED Trust

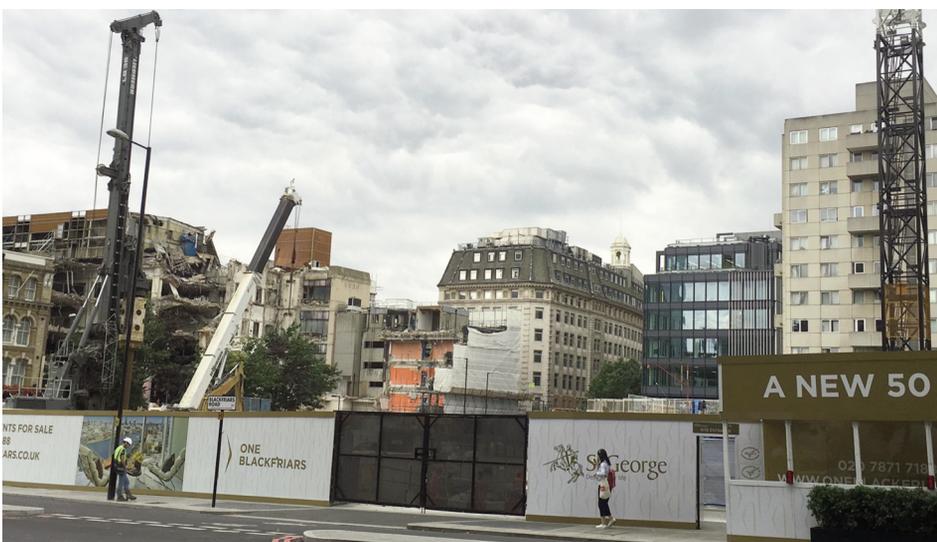
in European cities such as Paris and Copenhagen, where generally local authorities have been far more proactive, London largely depended on private developers to make the running.

So for all the good intentions as far as sustainability was concerned, apart from the upsurge in public transport usage, the quality of the environment was allowed to decline, and failed to match standards outside the M25. Toolkits for making London's suburbs more sustainable remained on the shelf as studies alone were not enough to turn the tide.

Today, and in the foreseeable future, the priority has become building enough housing to cope with an expanding population and rising expectations. Yet without changing the way we do planning, it is likely that the mismatch between vision and reality will continue to widen.

London has unique opportunities not just because of the generally high levels of demand, but also because it controls transport as well as development. It therefore can promote 'smarter urbanisation', as Paris and Copenhagen have been doing, by setting up joint ventures to mobilise private land and finance behind mixed use schemes. But instead of concentrating on the East, where there has been a mass of action, efforts need to switch to the West and beyond, which has been largely neglected by strategic planning.

This will require a different form of planning, as set out in the London Society's white paper, *Re/Shaping London*. I hope *Planning in London* continues to show all the good projects that are underway, while keeping an eye on the bigger picture. ■





Beckett Rankine congratulates *Planning in London* on its 25th Anniversary says **Tim Beckett**.

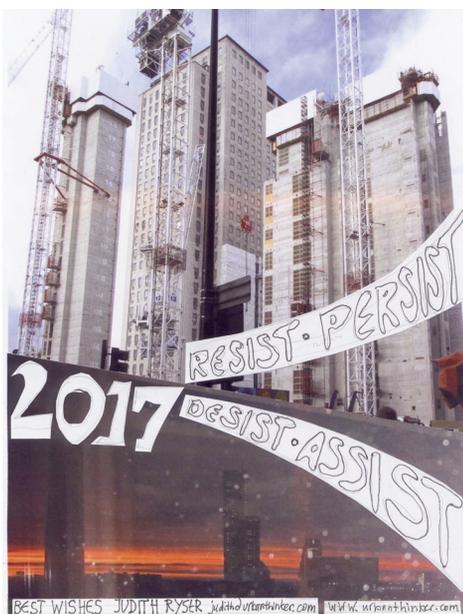
Much has changed in London since your first issue, not least on the river Thames.

The photo shows the first passenger pier Beckett Rankine designed which was installed 25 years ago. The RiverBus service carried 750,000 passengers in 1992 although two years later the company went into administration and all the piers were used solely for tourist services.

Since then Beckett Rankine have delivered an additional 14 new passenger piers and Thames Clippers' riverbus operation has been established; their service extends from Woolwich to Putney and has carried over 4 million passengers in 2016. ■

FROM Judith Ryser

For the new year I am sending you my very best wishes of success, prosperity, good healthy and lots of interesting new activities. Many thanks for your effort to keep *Planning in London* going, which is really informative and useful. ■



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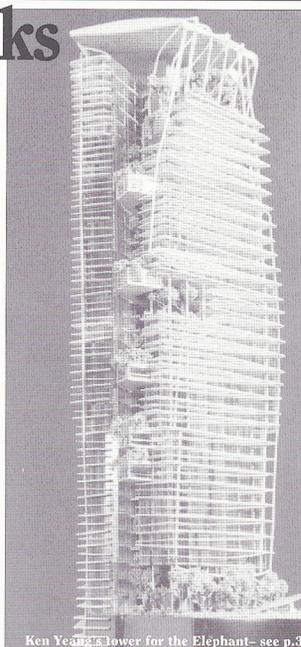
Tower blocks are back!

High buildings have long been associated with the dying phases of property booms. Could their current resurgence in London be different?

Towers have also often been used by developers as 'stunts' to hype a piece of otherwise unpromising real estate (Liverpool waterfront comes to mind). But some of those threatening to pop up over London's skyline have a more credible provenance. Foster's 'gherkin' for Swiss Re on the Baltic Exchange site looks to be on the starting block. Foster again at the Elephant and Castle together with Ken Yeang's interesting ecological mixed-use tower (right).

Railtrack at Paddington has joined the air-rights game with Nick Grimshaw's 42-storey tower proposal and to add some froth, developers Mallory Clifford and Irving Sellar and something called the Citygate Ecotower are additions to the collection.

Three of these being in Southwark, someone had better check its UDP policy: "Tall buildings are not considered appropriate in the London Borough of Southwark".



Ken Yeang's tower for the Elephant— see p.3



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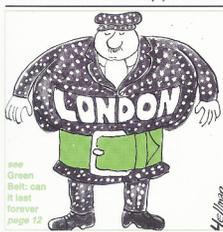
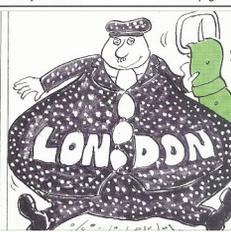
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Megaschemes will transform London

Around £100bn's worth of London's mega-schemes and the Thames Gateway's future and regeneration apparent on The London Stand at and infrastructure projects will this year's MIPIM property show in and transform the geography and face of Cannes last month, organised by London over the next two decades - but politics and bureaucracy still restrain the capital's real potential some key players think.

Stratford City, Greenwich Peninsula, King's Cross, Cricklewood, Croydon Gateway and Sellar Property Group's London Bridge Tower and the numerous tower office schemes proposed for the City of London, together with Crossrail and the Channel Tunnel Rail Link, are designed to accommodate the rapid growth the UK capital is experiencing on a scale not seen since the Victorian era. The full array of projects which holds the key to London

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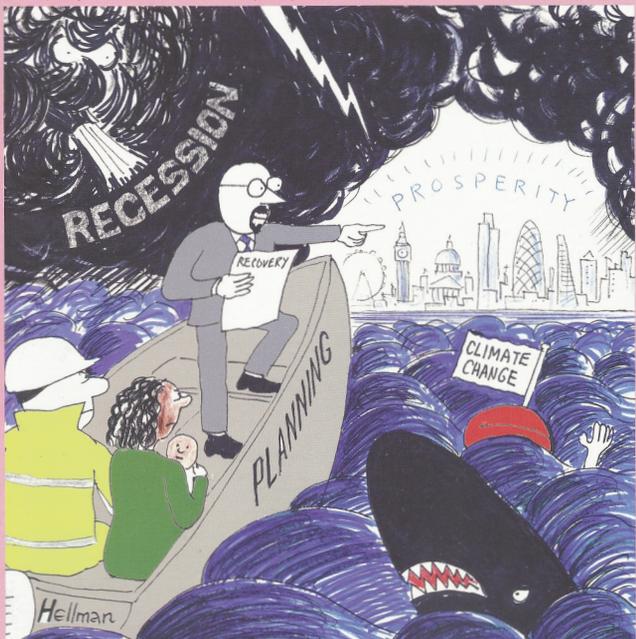
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Ten projects for 2017

From Peter Murray



I'm fed up with the impossibility of knowing what the coming year holds and go along with RSA's Matthew Taylor who writes in today's Observer that perhaps it's best to "abandon the task of objective prediction in favour of the search for hope". So my new year's resolution is to get on with projects that can make a difference without waiting to find out what's going to happen in the rest of the world. Here are ten of them.

ONE

Debating the new London Plan. Sadiq Khan will set the spatial strategy for the next couple of decades or so in the new plan. On January 30th New London Architecture, together with other organisations focused on the capital's future, is holding a Big Debate on the topic with an audience of 1000 people responding to the Mayor's aim to consult widely on the plan's contents. I'll continue to push for a 3D computer model of London to assist the planning process as well as inform Londoners of the changes happening to the city.

TWO

Health and well being will continue to rise up the agenda as urban pollution reaches unacceptable levels and active lifestyles are acknowledged as the most effective means of improving public health - this means focusing on public space improvements, emission reduction and active travel, integrating walking, cycling and public transport.

THREE

Creating safer conditions for vulnerable road

users. The Construction Industry Cycling Commission is organising CPD courses for architects and planners on the design of streets that improve conditions for walking and cycling. It is also launching a publicity campaign on building sites. These initiatives are funded by a grant from TfL's CLOCS (Construction Logistics and Community Safety) and the Hendy/Murray Fund.

FOUR

Sir Peter Hendy Routemaster bus tours raise money for the Fund - there will be four this year looking at the West End, The City, The East End and TfL and Network Rail sites for development. I will be sending out details a month or so in advance of each one, but remember, they sell out within an hour of going live.

FIVE

Club Peloton's 1500km ride to Cannes (or Legal and General Real Assets Cycle to MIPIM to give it its official title) will be the biggest ever, with two separate groups which should add to the magnificent £2.5 million for already raised by the event. At MIPIM, NLA will be curating the seminar programme on the London Stand, as it will be at the London Real Estate Forum in June.

SIX

The London Festival of Architecture will be the biggest yet with a great programme on the theme of Memory crafted by Director Tamsie Thompson. It will take place throughout the month of June.

SEVEN

The Concours d'Elegance for Considerate Cyclists will be part of the Festival and the precursor of the City Nocturne on June 10 when the streets of the Square Mile are closed for some very fast bike races. In contrast, the Concours promotes the idea of slower, considerate and stylish urban cycling. By June the inspired experimental closure of Bank Junction to all traffic except bikes and buses should be well under way.

EIGHT

London as a Global Hub for creative and construction skills will feature in the programmes of NLA and the Architects' Company. NLA will carry

TOP:

Sir Peter Hendy Routemaster tour of East London June 2016

BOTTOM:

My painting of Bank Junction as it might be without traffic



out a study of work by London consultants around the world; the livery company will link up with other City organisations and the Lord Mayor to promote international business.

NINE

A polycentric city - in the Autumn the NLA programme will look at London's Towns and their role in delivering good growth to the capital focusing on investment, intensification, orbital travel, scale and design.

TEN

Saturday Planning School is just one of the projects we'll be delivering as part of the London Society's growing programme. The aim is to inform Londoners about how the planning system works. The Society's expanding membership and reach is most gratifying.

Finally, in October/November I look forward to taking part in a bike ride across Myanmar, from Yangon to Mandalay organised by Tom Dollard, supporting work there by Article 25 and the Turquoise Mountain Foundation. I do hope you join in some or all of these events that all contribute to creating a better and more liveable city. ■

www.petermurraylondon.com @pgsmurray



Light touch regulation

'Light touch paper and stand back' says Roger Zogolovitch

When I think about housing I remember past opportunities where the possibility of living in water towers, gas holders, warehouses, pumping stations existed. They all had a common thread, they were forgotten, unfashionable and cheap. They followed the English tradition of the shack, the shed, the re-use of the railway carriage on the beach. The tradition of making a home for ourselves using our own wits, muscle and ingenuity.

These opportunities have long gone. Tiny garage blocks coming up at auction fetch madly inflated prices and the warehouse, water tower conversion has moved to mainstream lifestyle of the super-rich.

Meanwhile housebuilders continue with limiting supply maintaining year on year and price inflation and investors whether local or overseas compete with occupiers in the same marketplace. While shareholders in housebuilders rely on their land banks to underwrite their balance sheets, it is unlikely that they will improve their current rate of supply of homes. Their profits are made from uplifting the value of their land banks not manufacturing. This all feeds demand pushing simple home ownership further and further away from affordable with living wages. We are now anaesthetised to the statistics where a deposit for a new home leaps from 17 to 22 years of savings.

Our understandable response is to punish; to add more regulatory control and raise more tax on the developers and investors as they seem to take more and more of our precious housing and lock it up, switch off the lights and leave it empty gathering the gold dust of price inflation.

This combination of restricted land supply and tough planning constraints has made the UK the biggest market for 'land trading' in the developed world. The profits that are derived from this activity far outweigh the risks, costs and time needed to manufacture the homes for us all to buy and inhabit. A land owner/developer whose intention is to trade their land agrees readily to any demands made by the local authority for ratios of affordable housing, section 106, conditions on the consent, CIL payments and any other package demanded, simply to facilitate their consent and to enable them to sell the site on.

I am sure research would back my empirical evidence that land sold by the public sector to the



Zaha Hadid director Patrik Schumacher's proposal of wholesale abandonment of affordable housing was challenging.

private sector in the first instance is predominantly sold on with or without consent. The same parcel of land is traded on numerous times before it finally gets developed.

We ignore the potential of surplus land of sitting in low density Council-owned housing estates. We currently consider only the single option of wholesale demolition with the big housebuilder partner that replaces old with new and feeds the market model with more of the same.

At the talk by Zaha Hadid director Patrik Schumacher at the World Architecture Festival in November, his proposal of wholesale abandonment of affordable housing was challenging. What I thought useful was his perception that the planning process had been hijacked by imposing affordable housing demands. The developer's sophisticated planning advisers and viability models demand ever larger development envelopes to pay for the required amounts of social housing. This circular process of driving up density has become a bankrupt and morally corrupt way of providing affordable housing.

The very name 'affordable housing' is misleading. It should simply be homes that our working populations at all ages can afford. This is our challenge. This crisis of supply needs fresh thinking with our process of making homes. Development of land or redundant buildings should be simply a design, manufacturing and marketing process. The developer takes risks and needs a profit to under-

take the exercise. The lower the risk and the lower the profit. The lower the development costs and the lower the end cost could become. I believe that this market mechanism could continue to function with the imposition of pre-determining sale prices for new homes tied into public sector land disposal.

We need a new type of housing manufacturer, one who has a priority to build rather than acquire land and trade it. Creating new SME developers who profit from their design and manufacturing and win market share through the desirability of their brand and the satisfaction of their customers should be encouraged.

To establish a new relationship between land and manufacturing we should be using public sector land as a longer term productive asset for new models of development where land cost can be used as 'patient capital' whilst the SME developer generates new and different patterns of housing that genuinely gives choice to occupiers and is affordable. The concept is of partnership between public land owner and private developer making affordable housing for the working population of our cities, which is essential for the growth of the economy.

I would like to suggest exploring 'light touch' regulation which controls development through the mechanism of the 'permitted building envelope' as a three-dimensional volume. This 'permitted building envelope - PBE' should be attached to every site sold by public sector bodies. This PBE

The value of meanwhile uses

approval is derived by reference to the sites relationship with neighbouring properties. It is an approval for a fixed amount of development with uses split between commercial and residential.

When marketing the land for disposal its 'PBE' combined with fixed prices for the completed development forms the basis of the public sector disposal. Public sector 'best value' criteria can be satisfied by achieving competitive bids for the land in response to these terms. Legal agreement between the seller and developer will ensure that the development is completed and land trading is prohibited.

To capture the innovation and imagination of the SME developer this light touch approach will need to be comprehensive, and the 'PBE' needs to be all that the developer needs to be able to construct the development. Apart from the requirement to obtain building regulation approval no further constraint on the development process would apply.

Elevation design, materials, balconies, cycle storage, bin storage, mix of dwelling sizes, minimum room sizes and all the other political paraphernalia that litters every planning consent should be removed.

In the furore that emerged following Patrik's talk, this proposal might seem lame by comparison, but I believe that if we are to tackle the housing supply we need a new approach. Combining the small developer willing to innovate with the public sector redundant land holdings in a light touch regulatory landscape will create a working model which can grow by example into a new sector of housing supply. ■



Roger Zogolovitch is founder of independent developer SolidSpace

Simon Pitkeathley offers a great example of how effective and worthwhile the meanwhile use of empty buildings can be

I submit these 'before and after' pics of the National Temperance Hospital on Hampstead Road. The hospital was left empty for over ten years, until Camden Collective (a regeneration project offering free and subsidised co-working space to creative and tech startups) moved in and renovated the building to make way for a community of young innovative businesses.

As you can see, many of the original features (and signs of wear and tear) have remained and now contribute to the design of the building. The

photos depict the central room of the hospital which is now where the majority of the hot deskers work.

Collective Temperance is a great example of how effective and worthwhile the meanwhile use of empty buildings can be – not just to the community using them but also in giving a general uplift to the surrounding local economy. ■

Simon Pitkeathley IS CEO of Camden Town Unlimited and Camden Collective



Take Crossrail to Stansted

In the next issue we will look back at some of our editorials and other stories which have a relevance for London's future or whose ideas have been implemented

Here is one from PiL94, July 2015, which is still pertinent – see the presentation and discussion in the LP&DF minutes on page 50.

Mr Prime Minister, here's your answer to your self-made dilemma!

So £20 million and two-and-a-half years on the Davies Commission confirms that the South East needs more airport capacity. It seems likely that this and subsequent governments will find themselves allowing Heathrow another runway in due course – and then subject to the delays imposed by Davies' conditions.

This will neither answer the immediate need nor provide a world-beating airport for later this century. The latter should be achieved with a firm commitment and timetable, along the lines of HS2, to Fosters' integrated infrastructure project in the Thames Estuary.

The former and most urgent is to release the underused capacity at Stansted by connecting it to London. The submission to Davies by Schabas, Waters and Avery (see PiL 83 October 2012) 'Take Crossrail to Stansted', could be operational by 2019 when Crossrail is fully open. It will bring Canary Wharf and the City closer to STN than to LHR, thereby releasing some of the pressure on Heathrow.

We support the clear thinking of Michael O'Leary, CEO of Ryanair: "Britain got into this mess in the first place, after all, because of a centralised approach. Under the privatised BAA monopoly capacity was constrained and airlines and passengers overcharged. But thanks to the intervention of the Competition Commission, London now has the benefit of three major airports that are in genuine

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TAKE CROSSRAIL TO STANSTED

Michael Schabas and Brian Waters propose an immediate solution page 33; A date with density, Lee Mallett interviews Philip Turner page 44; New Towns: everything to be gained! Patrick Clarke and Katy Lock page 54; Sir Terry Farrell page 66

THE ESSENTIAL GUIDE TO DEVELOPMENT IN THE CAPITAL

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PiL83, October 2012 features the concept by Michael Schabas and Brian Waters (your editor) which, with Brian Avery, formed the basis of an ignored submission to the Davies Commission.

competition – Heathrow, Gatwick and Stansted. The improvement has been obvious to all.

Since the market is doing such a good job here, why not let it decide when and how additional runways should be delivered, rather than the bureaucrats on Sir Howard Davies's commission?

Ryanair has suggested that each of these airports should be given permission to build an additional runway whenever they chose to, subject only to normal planning consents.

A market-based solution is the best way finally to remove the political interference in UK aviation policy, and to create the additional runway capacity

that is so badly needed if traffic, tourism and job creation are to be restored in the South East of England.

We urge (the) Government to grasp this nettle, and remove the dead hand of political dither. Only then will the state-imposed constraints that limit consumer choice and maintain artificially high air fares be ended, and London be able to cement its rightful place as the primary business and tourism destination in Europe".*

Mr Prime Minister, there's your answer to your self-made dilemma! ■

*Writing in *The Telegraph*, 17th December 2013

London night Tube: planners on board for new opportunities

Rob Pearson and Amy Stone of Nexus Planning think it will be interesting to witness how the planning industry shapes London to reflect the new 24-hour reality.

Convenient late night travel has always been an important factor when searching for a desirable location to purchase a London property. Although such infrastructure has traditionally been restricted to the more central areas of the capital, the Night Tube has created many other 'well-connected' areas, previously thought to be out of reach for convenient night time public transport.

Night Bus usage has increased by 170 per cent since 2000 according to TfL's own figures and the Night Tube is set to deliver on this growing demand for late night services, whilst also altering how different parts of the capital are viewed by property investors.

As a result of this new development, enthusiasm is growing among London planners as new opportunities open up across the city.

With London's average property price now at almost £575,000, the Night Tube increases options for planners looking to capitalise on the ever-increasing demand for the combination of affordability and convenient transport connections. Tottenham Hale has an average house price of £347,389, a 16-minute commute from Oxford Circus and is just one of a number of areas set to become increasingly sought after.

Thanks to the Night Tube, London's peripheries will inevitably fall within easier reach to the rest of the city - attracting increased real estate demand as a result.

The Night Tube is clearly beneficial to industries reliant on the night time economy, enabling customers to stay out late without having to worry about catching the 'last tube home'. Positive effects have already been noted on reservation sites such as Bookatable, who saw a 15 per cent increase in late-night bookings within a month of the Night Tube's introduction.

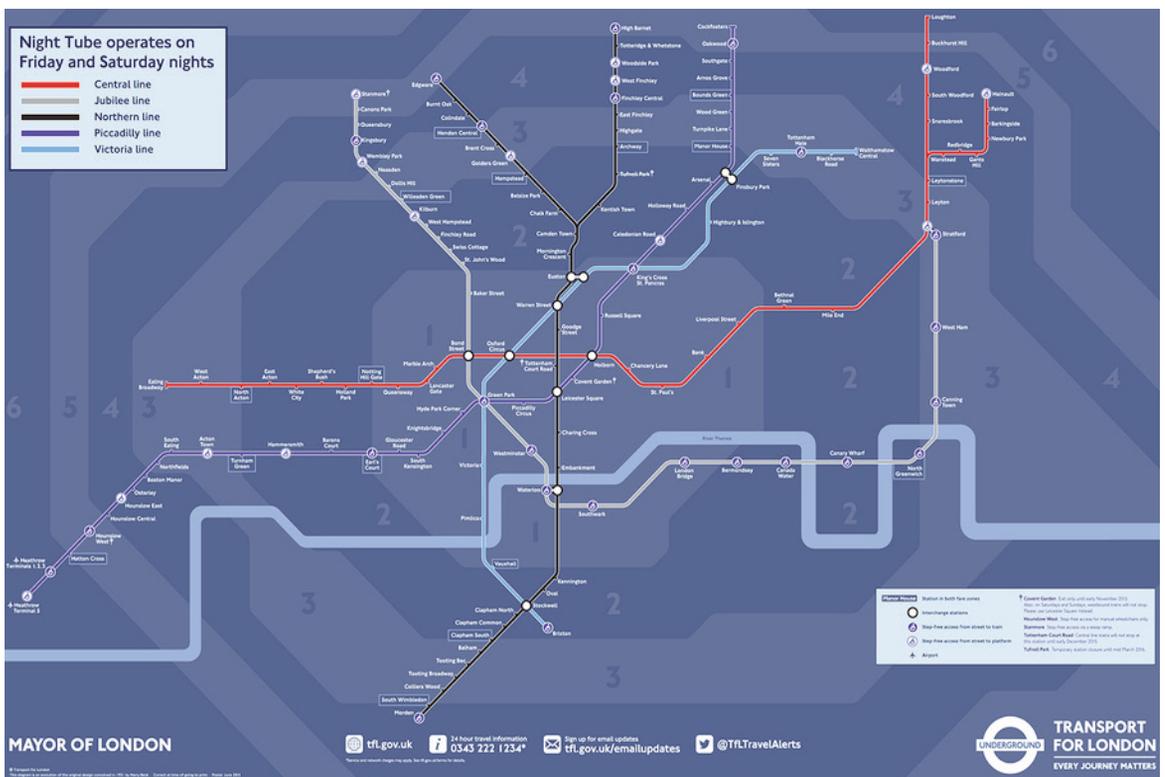
Customers can stay out longer, spend more money and enjoy services such as 24-hour dining. Although this will primarily benefit businesses located in more central areas, businesses outside of central London are also set to receive a boost as they become more accessible. It therefore comes as no surprise that the Night Tube has been praised by the Association of Licensed Multiple Retailers (ALMR), who hope for a vital boost to nightclubs and bars amidst years of decline.

Furthermore, Revolution Bars recently confirmed that the Night Tube had greatly benefitted their venues, bringing with it the prospect of greater investment and expansion.

>>>



Rob Pearson and Amy Stone, Nexus Planning
www.nexusplanning.co.uk



>>> With this anticipated boost to businesses, developments in the commercial building market will be sure to follow. Retailers have so far responded positively to the Night Tube; Tesco, Starbucks and Costa have trialled extensions to their opening hours at strategically important sites. Eventually, this will bring a desire for new and expanded sites – bringing opportunities and challenges to planners tasked with meeting these new demands. In a climate where many retailers are currently selling real estate and choosing to withdraw from construction projects, the 24-hour tube certainly puts forward an interesting prospect to the market.

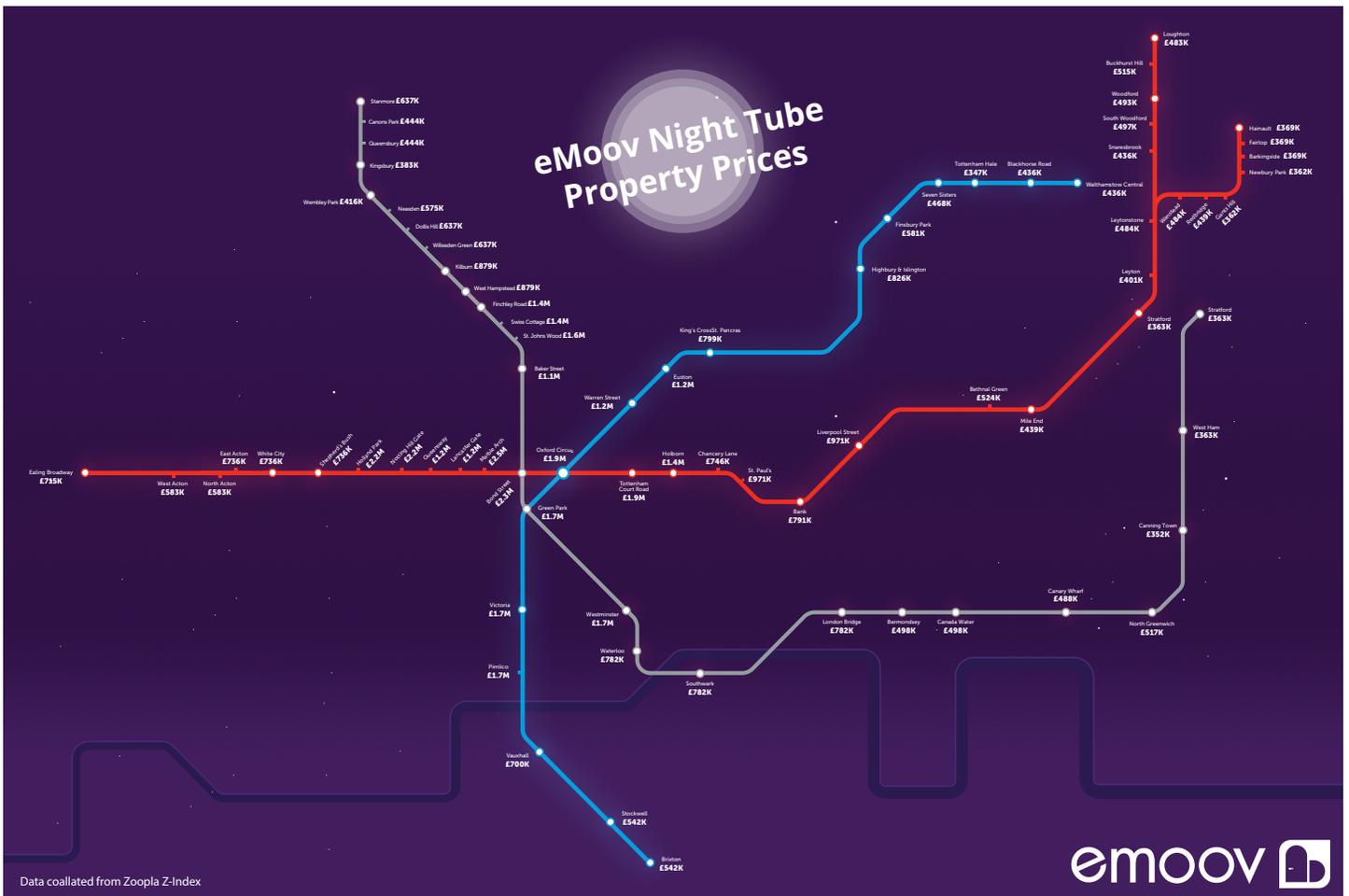
In addition to the opportunities in the centre of London, the 24-hour service is good news for planners and builders in the outer travel zones with projects located near Night Tube stations. A Spareroom.co.uk report shows that demand for properties in these areas are rising, along with house values rental prices. The average property price near a Night Tube station is approximately £300,000 more than the London average, clearly demonstrating the exceptional demand these areas are experiencing.

Despite the growing cost, many of these neighbourhoods remain 'affordable' relative to Central London, providing planners with opportunities to meet the demands of a larger proportion of the market. This is particularly apparent amongst sites along the Jubilee line, such as Canning Town, which have seen 5 per cent growth in the past 12 months in comparison to 3 per cent along other Underground lines. New hotspots also include Hatton Cross on the Piccadilly line and Stratford, Gants Hill and Newbury Park on the Central line.

Added to the government's renewed focus on rectifying the housing crisis, these improvements in transportation present a major opportunity for planners in the capital. As more Night Tube services open, it will be interesting to witness how the planning industry shapes London to reflect this new 24-hour reality. ■

Maps courtesy of TfL and emoov

<https://www.emoov.co.uk/emoovs-night-tube-property-price-map/>



For the times they are a-changin' (not)



What surprised me most as I searched through issue Number 1 of *Planning in London* for parallels with today was not just the high quality of contributor evident from its inception, but the fact that nothing much has changed now that we are at Number 100. Here is selection of the articles and issues that concerned planners in London at the start of 1992.

The first guest columnist was **Malcolm Judd** of Lawson Price, recording that "there is still substantial dissatisfaction with the overall time-performance of London boroughs in deciding planning applications", not to mention the long time-scales for appeals. No real change there then.

Sir Andrew Derbyshire followed with a two-page summary of the "need for a strategic body for Greater or Metropolitan London". The choice was then between a London Planning Commission (LPC) or the London Planning Advisory Committee (LPAC), with the former being preferred. Older readers may recall that the GLC had been abolished in 1986. What we eventually got, some nine years after issue 1 of *PiL*, was of course the GLA, responsible for the strategic administration of the 1,579 square kilometres (610 square miles) of Greater London, and a return of Ken Livingstone. Strategic and regional planning are still issues that remain unresolved, mainly for the rest of the country, today.

In similar vein, **Peter Wynne Rees** (then and for many years chief planning officer or the City of London) argued the case for "investing in the maintenance and improvement of the existing infrastructure..." and pointed out that "to the surprise of many, London has not collapsed under the disparate control of 33 unitary authorities". He concluded that much of London's strength "lies in its loosely-planned structure". Whether this was ever really true, or indeed is still tenable today, remains open to debate.

And then we come to the perennial, constantly recurring question of how properly to interpret government efforts to achieve 'universal' permitted development that can comfortably apply to urban and country areas alike. **David Cooper** of Gouldens, the City

solicitors later gobbled up by US mega law firm Jones Day, discussed a cautionary tale of how the then General Development Order (GDO) covering pd was often misunderstood and open to varying interpretation - along with the vexed question of whether approvals should be dealt with by the planning system or under building regulations (the two having been completely confused by the London Borough of Hammersmith & Fulham in his example). Again, no change from the concerns that challenge us today.

[Interestingly, this article included a rare discussion of how the expression 'dwelling-house', never defined in any planning Act, should be properly interpreted. We know that it doesn't include flats or apartments, but can it encompass even the most unlikely or unusual uses of buildings simply by virtue of how they are occupied? And what about basements?? Once more an example of topical questions that still concern us now.]

Tony Michael, formerly head of environment and land use for the London Borough of Camden, followed Peter Rees's assertion that "Everyone wants the freedom to do just as they please, but at the same time wants the actions of their neighbour controlled" with a well-argued discussion of design control - pointing out that the DoE's recently-issued draft PPG1 guidance "could mean all things to all men ... and fails to distinguish between what should or should not be responsibility of the planning system".

Nearly twenty years later, do planners still have a clear idea of how design - described then as a creative act that brings order out of chaos and resolves problems with practical solutions - differs from style, taste and current fashion - largely matters of opinion. And we still today receive refusals because proposals are not 'in keeping'.

Colin Eastman, a director of highway and traffic consultants JMP, summarised the recent Road Traffic Act 1991, which decriminalised parking offences, handing the enforcement of on-street car parking regulations, formerly the remit of police forces, to local authorities in return for the right to keep the proceeds. This was (then) argued as a shift in emphasis and control from on-site

We should] urge the mind to hindsight and foresight.— from T S Eliot's Four Quartets, 1942

to on-street parking, whereby "provision should reflect reasonable need and the availability of public transport, rather than be used as a stick to inhibit building". This in turn has led to the rise of the Controlled Parking Zone (CPZ), Congestion Charge Zone, and other (money-making) enterprises, not to mention the current importance of the PTAL (Public Transport Accessibility Level).

The article warned that "The effect of artificially restraining car parking would be to make developments unmarketable and therefore unbuildable". We can reasonably say that concerns about car parking have not gone away - or even been resolved - in the 25 years since issue 1 of *PiL*.

Finally **Giles Dolphin**, then with the LPAC and later a principle planner in the GLA, along with **Erica Mortimer** of Lawson-Price, reviewed progress by London boroughs on emerging Unitary Development Plans. Then, as now, the picture on deposit and approval of local planning documents was patchy, with a majority being late with their documents (several over a year late and one - Camden* - without even a forecast of when they might be deposited). And it comes as no surprise to read that "some planning departments have been harder hit by staff cuts than others, and in the circumstances their efforts have been little short of heroic ... [and some] departments have been in the throws of reorganisation".

In fact it's certain, as Alphonse Karr wrote back in 1849: the more things change, the more they are the same.

— **Andrew Rogers**

* *The King's Cross Railway Lands (even then) and Channel Tunnel issues were complicating the council's UDP policy framework.* ■

*What we call the beginning is often the end
And to make an end is to make a beginning.*

*The end is where we start from.— T S Eliot
Four Quartets, 1942*