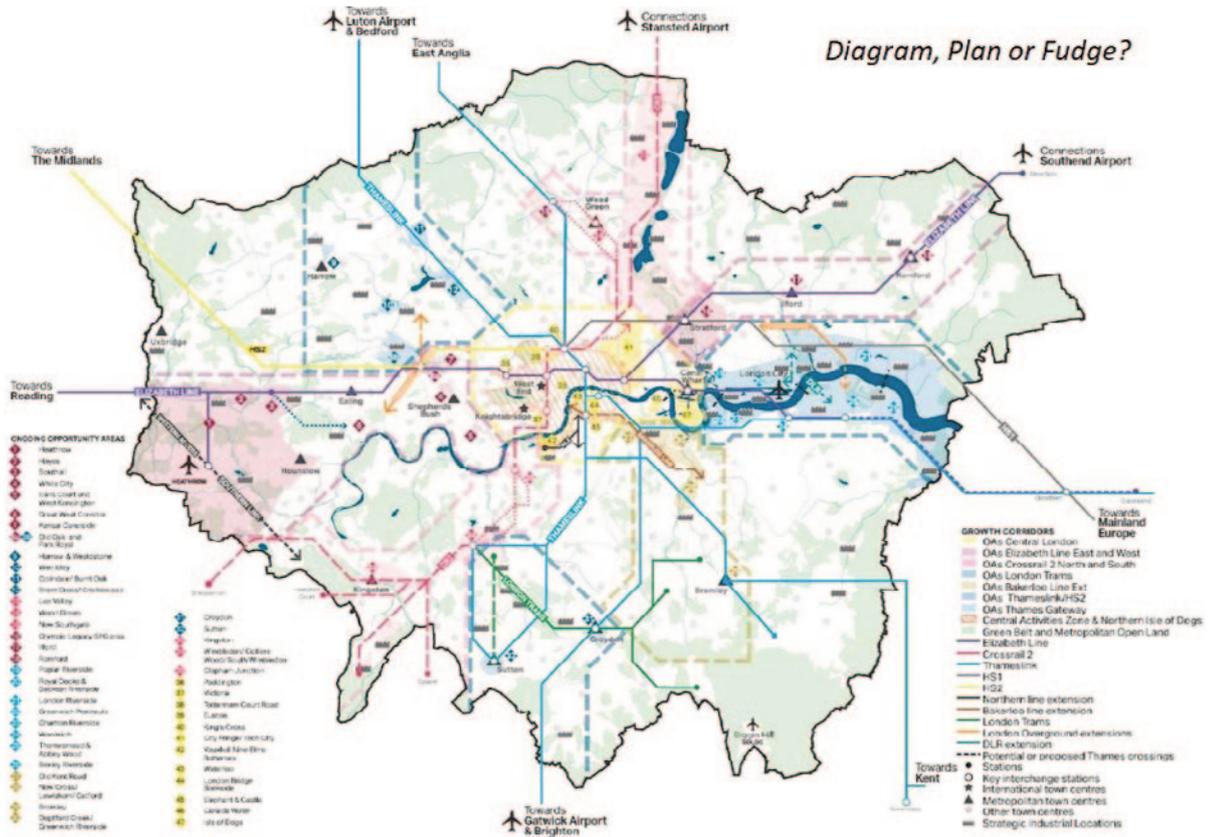


The New London Plan – a plan without a realisable purpose

We need a progressive planned growth by central government using regulated land release based on a universally understood masterplan we are calling *Greater London 2020* says Drummond Robson, illustrated with plans drawn by Gary Young



London's Spatial Strategy: The London Plan Intend to Publish

The New London Plan has been in preparation for several years, compiling innumerable reports, studies and analysis through tortuous processes and at great expense.

The Plan is also the latest example of a self-perpetuating process which has also (through the skills of those preparing it) become distinct and separate from the quite different skills needed to realise it for London and Londoners.

The New London Plan as proposed to be published has tried to fulfil too many people's diverse or forceful opinions and falls far short of what is needed, even in the painstaking dry assessments of three impartial government Inspectors, who politely describe it as sound. This is difficult to accept with a straight face when the inspectors themselves are obliged - however politely - to confirm that

- it is perfectly plain that the plan has no prospect of meeting its own aspirations to house sufficient citizens to meet its own and ONS demographically forecast growth
- it needs more space which can only be met by looking far

wider than the confines of its boundaries, even though the need for meaningful and effective regional planning is not acknowledged

- there is no meaningful co-operation with its neighbours, nor power to dictate to them either
- the projected infrastructure too goes well beyond its administrative confines, but this too is dependent on separate state funded providers and NIC reviewers (principally of roads and railways)
- London's neighbours are doing their best from their local perspective to accommodate growth pressures of their own with no appropriate wider coherent framework
- as acknowledged by the Inspectors none of the legitimate growth will be achieved without a review of the highly emotive green belt

The Planning Inspectorate reduced the Plan's housing forecasts by 20 per cent to 522,870 over 10 years.

The Spatial Strategy is unaltered leaving all London housing

schemes a matter of uncertain negotiation until the Regional Green Belt is reviewed as the Inspectorate concludes.

This will take long years of further inter-Council negotiation and haggling.

London needs a clear plan with a clear deliverable purpose as befits a World City.

A successful plan for London in 2020 has the art and skill of many past creators to draw on, both local and worldwide, but needs also to reflect current needs and demands of today, as perceived by experienced practitioners, not urban theorists.

This is not for political games for a week or two but a serious lasting framework to enable millions of people to live, work and enjoy together and separately. It is to use space wisely.

Infrastructure

- The London Plan puts forward its Infrastructure Priorities for the Wider South East without the duty to co-operate settling where the related growth should take place.
- This will result in many planning appeals and lasting uncertainty for many people over a wide area unless it is resolved simply.
- Homelessness and unsatisfied sharing will also continue to increase. Homelessness is far higher in the anonymity of London than in the Rest of England

Many more cases of beds in sheds are included in Shelter's assessments.

Experience from History

As Abercrombie wrote "Mankind might well be divided into two groups, in regard to their surroundings: those who instinctively set about shaping their environment and those who are content to accept the state of things as it exists." Town and Country Planning 3rd edition 1953

This mind-set led him to formulate new towns for London's growth – safeguarding them by accepting the existing surrounding environments much as Howard had 50 years before. Curiously he later became the President of the Campaign for the Preservation (now Protection) of Rural England. This in turn led to the journal-



Figure 2.15 - Wider South East – 13 Initial Strategic Infrastructure Priorities
From The London Plan Intend to Publish



Region	Homelessness rate
London	1 in 53
West Midlands	1 in 246
East	1 in 306
South East	1 in 307
South West	1 in 522
East Midlands	1 in 655
North West	1 in 681
Yorkshire and the Humber	1 in 962
North East	1 in 1163

Source Shelter

ists' paradise of setting town against country for the next 50 years, epitomised by the ridiculously named Green Belt, conflating it with Countryside, which it is not – as considered below.

A plan is needed that will balance demands of growth and an evolving countryside so they can progressively create harmony, beauty and convenience.

Such a plan needs to be empathetic to both these viewpoints.

– Other Notable British Precedents and Examples include

- Abercrombie's Plans (with a small group of others) for Post War London
- The New Towns Realised in Post War Britain
- The Regional Plans such as the simple and effective South East Regional Planning Council 1967 A Strategy for the South East
- and more recently the Infrastructure Proposals of
- London 2065 by Aecom and
- Where to Build Outside London Homes on the Right Track by Centre For Cities

The convictions and certainties they offer make devising a plan quicker and easier, especially for those who have carried them out before.

>>>



>>> Lings Eggs : Arthur Ling. County of London Plan 1943 was put forward in an era of Community and Civic Pride. It served to reinforce London communities and enclosing local open space. Although in a more determined era emerging as the almost certain victors of a World War it is fanciful to conclude that they are lost forever since they represented a more caring spirit of people willing to share. This has now faded behind the present culture of treating home as “a place to do your own thing”.

Pride and Determination

In all my life, I have never been treated with so much kindness as by the people who have suffered most. One would think one had brought some great benefit to them, instead of the blood and tears, the toil and sweat which is all I have ever promised.

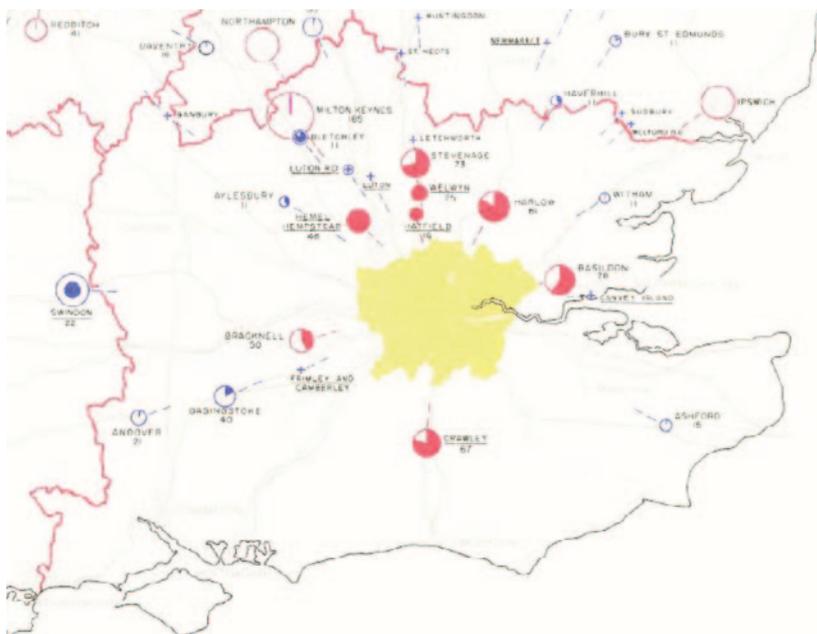
Churchill 8th October 1943 and Frontispiece of the County of London Plan

“In more recent times the Victorian Suburbs have had a bad press, their supposed shapeless sprawl, monotony, and general dullness being held up to derision.

They did nevertheless, provide a way of living for which large numbers of people craved (and still crave), notably privacy and a “place to do your own thing”.

Professor Harold James Dyos Victorian Suburb (1961) etc. quoted by Francis Sheppard

The New Towns



New Towns and London’s Overspill 1967 with planned increases in thousands

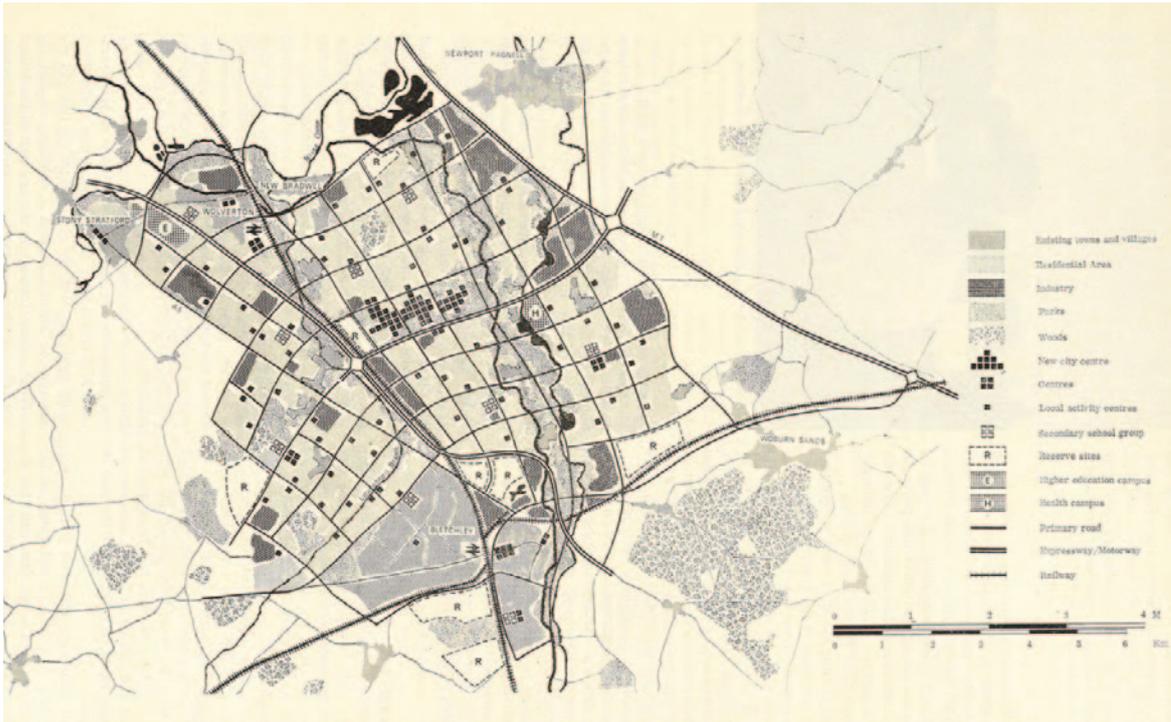
The New Towns

New Towns and London’s Overspill 1967 with planned increases in thousands

The planned expansions from London in the 1960’s to 80’s needed to provide homes, jobs and whole town infrastructures for about a million people. Some estimates indicate that is about the same as needed now. It also needs to be remembered that a new settlement takes about 25 years to build after it has been accepted.

The red circles show the New Towns with planned increases in population in thousands. The coloured sectors indicate the proportion already resident.

Ipswich, though planned was not designated. Milton Keynes with a designation population of 185,000 by contrast now has a (90 per cent British origin) population of about 210,000 from an original rural population of 40,000, which doubled to 80,000 in



LEFT: Unlike previous new towns Milton Keynes was based on a fifty-fifty partnership of public investment and private enterprise, mostly at the sort of density which will attract the spec housing firms to come in

the first 10 years.

In January 1969 Milton Keynes Development Corporation published the interim report of its consultants Llewelyn Davies, Weeks, Forester-Walker & Bor.

This was to create a city for a quarter of a million people in 30 years, within the designated area of 21 900 acres (8863 hectares), taking in the towns of Bletchley, Wolverton, and Stony Stratford and a dozen or so small villages, and stretching - including large areas of parkland - from the M1 in the East to the A5 in the west.

Unlike previous new towns Milton Keynes was based on a fifty-fifty partnership of public investment and private enterprise, mostly at the sort of density which will attract the spec housing firms to come in.

More London Plan Delays

In their Report to the Mayor of London 8 October 2019 The Planning Inspectorate said of the New London Plan:

"There would be little to be gained from requiring an immediate review until such time as a full review of London's Green Belt has been undertaken as recommended to assess the potential for sustainable development there and whether and how the growth of London might be accommodated."

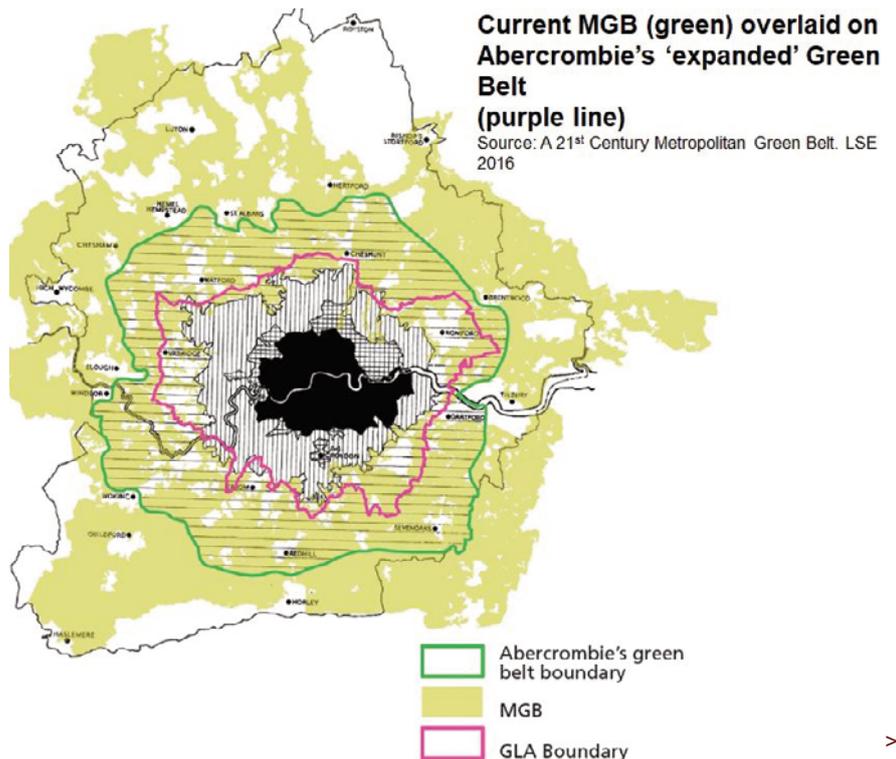
The Inspectors are clearly right to see London's future in the wider context beyond the M25 which is already cramming new building into parts of the Capital without the infrastructure capacity to cope.

However the delay introduced into planning London ignores the stifling effect this has on London's growth capacity, as Hellman's cartoon demonstrates.

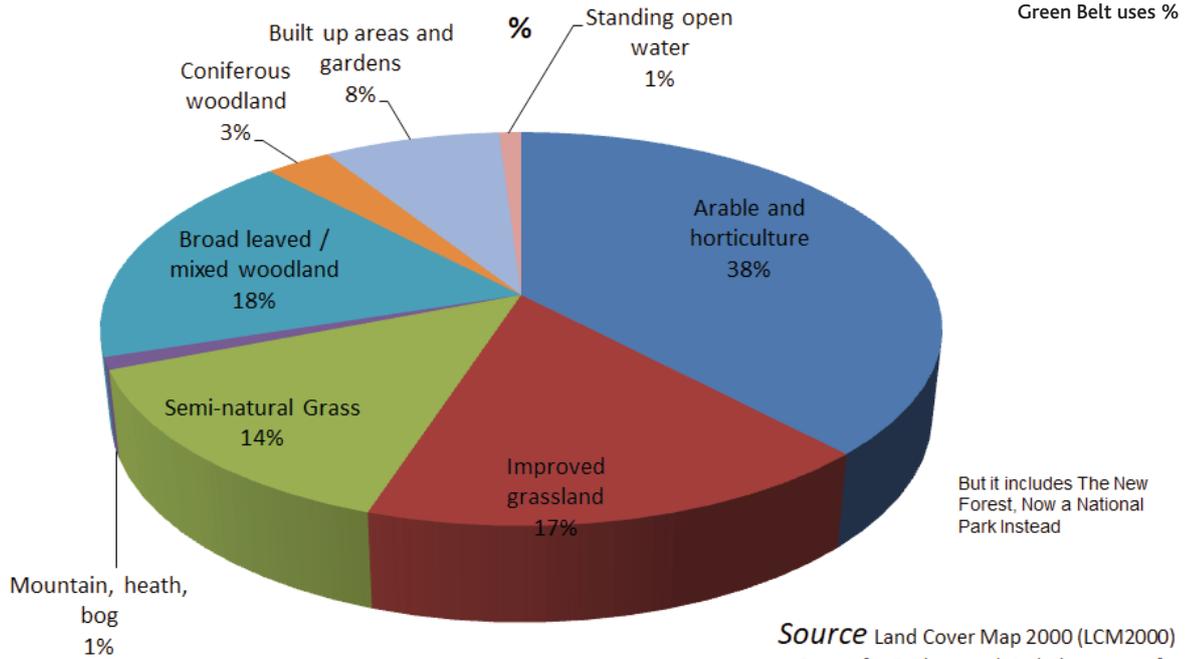
The cartoon also spells out the fear of would be controllers that without The Green Belt development could happen anywhere. Intense Home Counties growth pressures have no alternative sound basis for control based on evidence.



The Green Belt



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Source Land Cover Map 2000 (LCM2000)
 Centre for Ecology and Hydrology part of
 National Science Research Council.
 Derived from digital mapping.

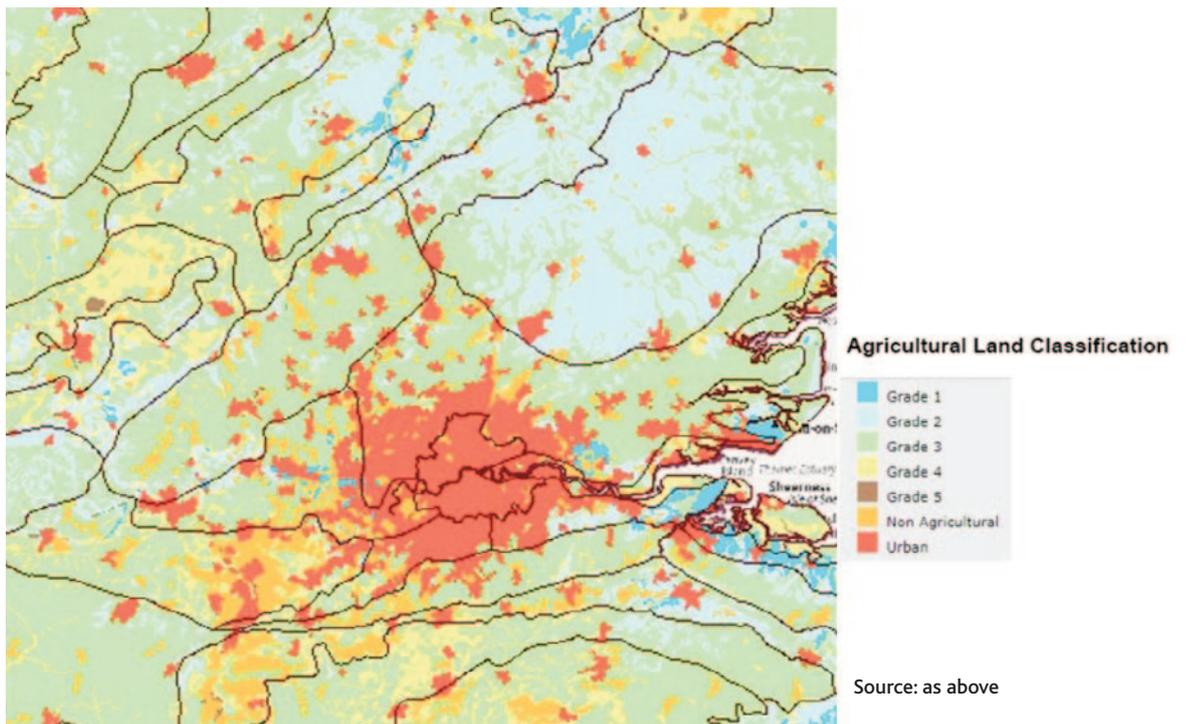
>>> **The Green Belt**

- Public Perceptions Distort its Reality, It just sounds nice
- It is very large, at least three times the size of the GLA area as the plan above shows, and much larger and more ambiguous than Abercrombie's version
- It has NO Formal "PURPOSE" which says specifically what it is for, only what it is against
- Metropolitan Green Belt Uses are only partially assessed in a survey undertaken in 2000 together with the agricultural land classification (itself vague and imprecise, but offering the best measure we have to guide where to have productive farms and market gardens

- Unlike areas of Outstanding Natural Beauty or a National Park it has no proper environmental basis, and is only a negative political and legal convenience- a device for saying no to development, supported by a romantic notion of what the Countryside actually is – some nice open views, whether productive and accessible or not.

Aecom – a major global infrastructure provider - produced a Manifesto called London 2065, with a London City Region key diagram opposite.

They concluded that "To build the missing million homes we need a blend of solutions to be established which reinforce the quality of the places within and around London, creating com-



munities that meet the needs of society and the economy of tomorrow." The focus was on the new infrastructure and "growth corridors" growing ever wider further from London but with little clarity as to how to cope with the countryside.

Centre for Cities has followed this with a plan largely related to building around railway stations entitled Homes on the Right Track. This identifies but does not consider what to do with the Green Belt, although it does acknowledge the value of AONBs and areas with "a marker of public benefit", such as the North Downs. This plan also considers the profit generated by such development.

So in spite of clear recognition that a regional plan is needed we are left with an indefinite delay to produce a clear certainty in a deliverable plan for a coherent World Capital

As part of the White Paper promised this Summer we need a Progressive Planned Growth By Central Government using Regulated Land Release based on a universally understood Spatial Masterplan. This is set out below



Countryside

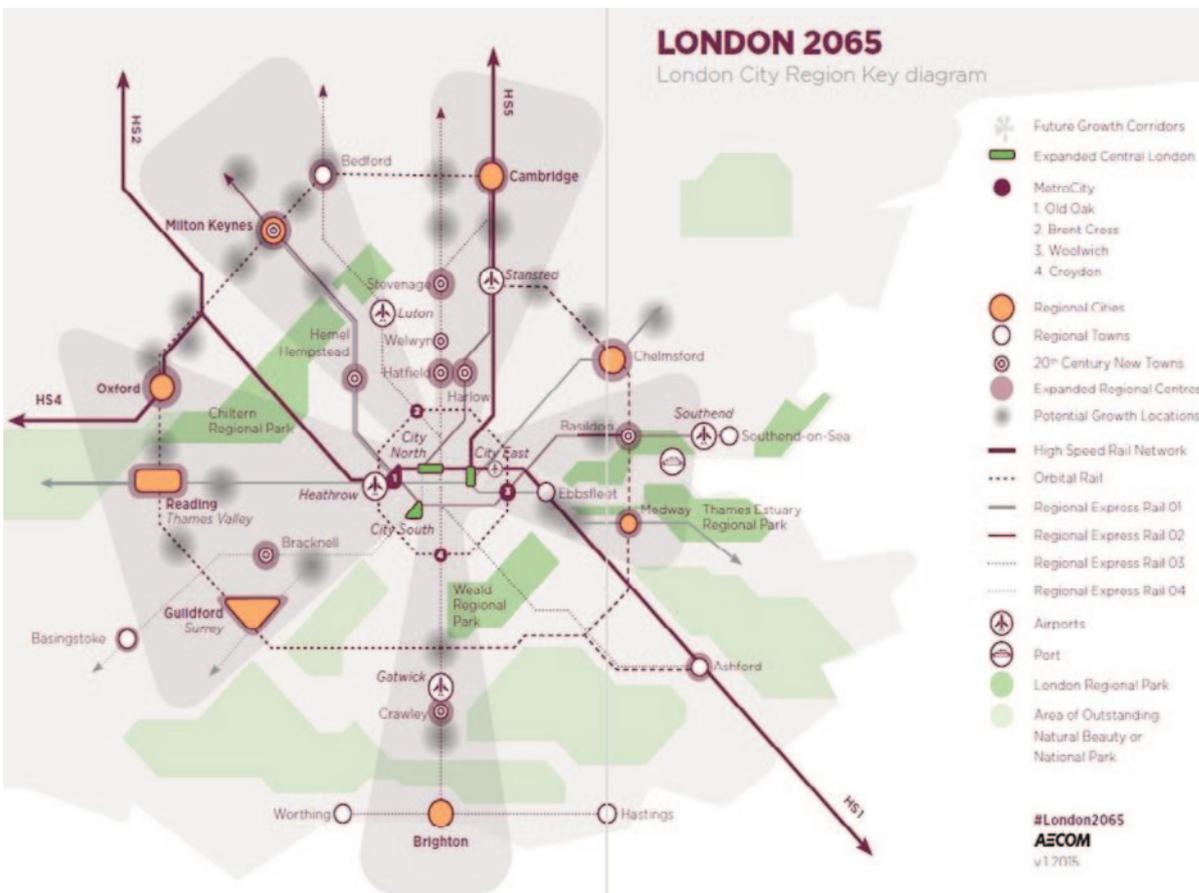
Countryside

- A Public and Private Shared Compromise.
- To be seen but largely inaccessible.
- Managed and Husbanded by Various Specialists

The public access to this land is required other than normal rights of way. Accessible now supported by The Right to Roam

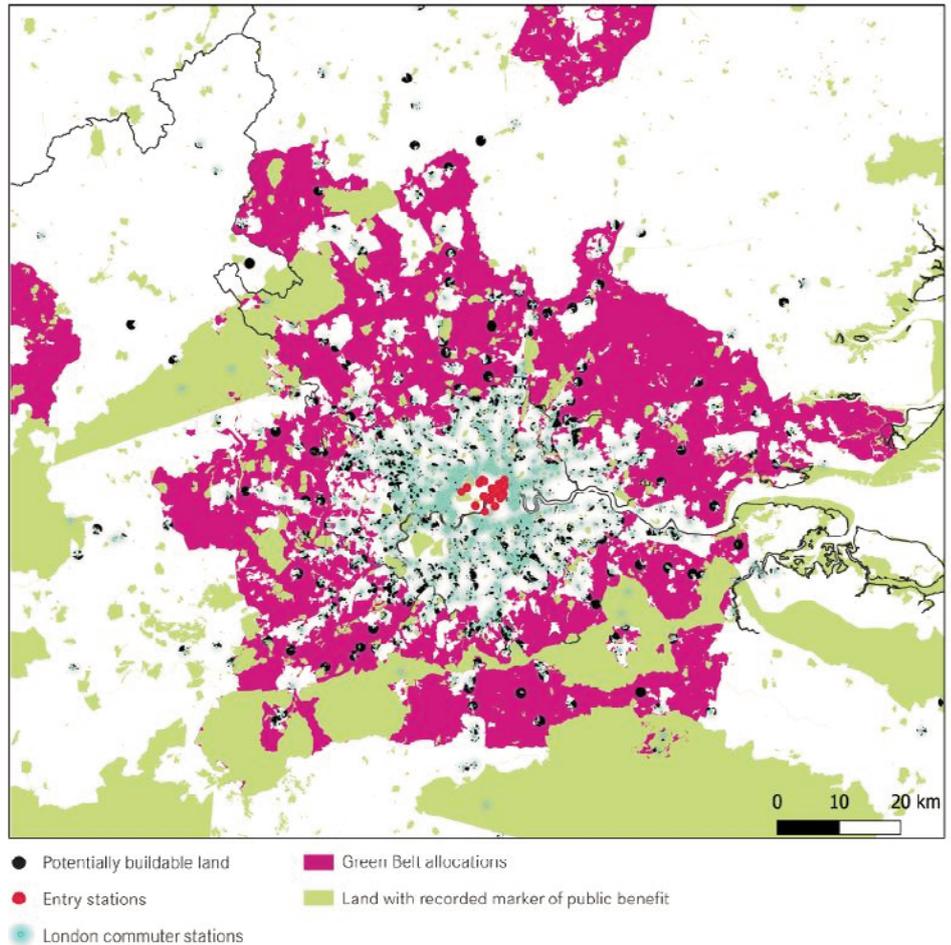


>>>



LEFT:
Key Diagram
Aecom has produced
a Manifesto called
London 2065

RIGHT:
Centre for Cities plan,
largely related to build-
ing around railway
stations, from
Homes on the Right Track



>>> **Greater London 2020**

Derived from the wealth of survey and analytical material associated with the believed £2m and some 4 years spent on the draft London Plan, as well as its many predecessors from Abercrombie onwards – including those listed in this article

Place 54 Architects have prepared a new Interim Deliverable Plan for London and the Home Counties to prevent a vacuum while a new statutory plan is debated and agreed among the

many governmental and local authorities comprising the effective Planning Region

Landscape qualities underlying the plan for Greater London 2020 include Geology, Agricultural Land Quality, Rivers and Waterways (all of which may be sourced from Magic Maps). <https://magic.defra.gov.uk/MagicMap.aspx>

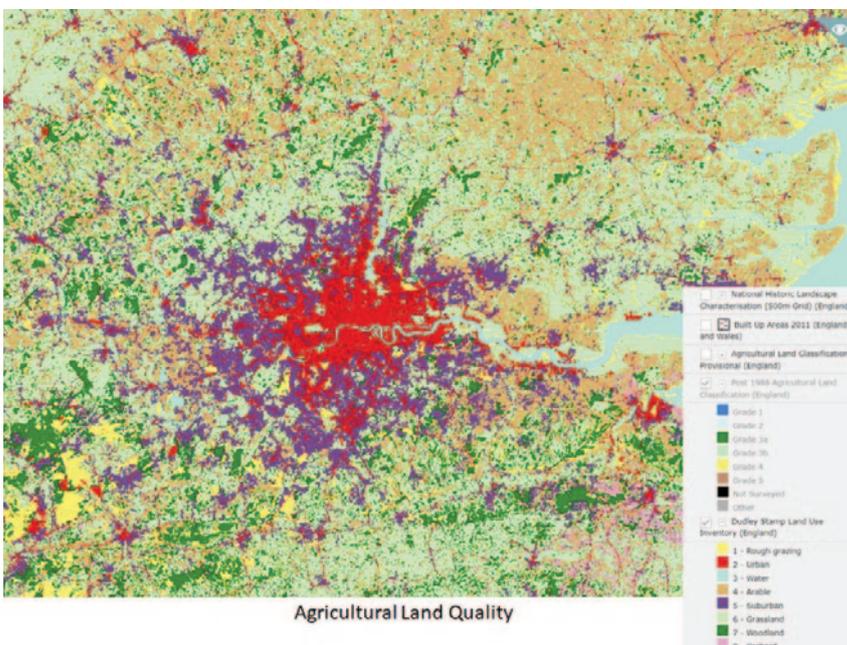
A balanced plan for the wider london area combining settlement growth and countryside

The composite masterplan shows protected landscapes, agricultural land, the existing radial rail network, and planned additions (e.g. HS2) The GLA area, existing M25, existing and future orbital rail links such as the Oxford-Cambridge Corridor and longer term orbital public transport, inclusive of new Thames Crossing. It also shows local food production areas around new and growth settlements, linked to railway stations. Existing airports are also indicated.

Though avoiding the fashionable temptation to include every criterion imaginable, it has been prepared with care for London as “the mainspring of cultural, economic, financial and political life of the nation” in the belief that London can continue to fulfil this purpose over the wider area indicated on the plan.

www.place54architects.com

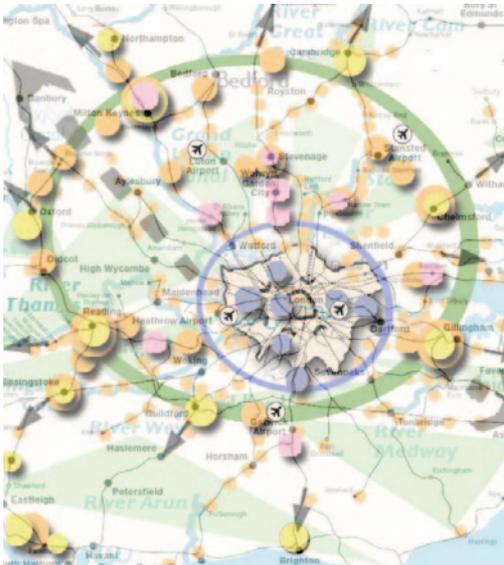
The components of this plan are shown in the illustrations on the following pages . ■





Greater London 2020

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Green transport infrastructure provides capacity for regions to support Greater London 2020

ABOVE & RIGHT:
Concept diagrams created for the evolving plan for Greater London 2020



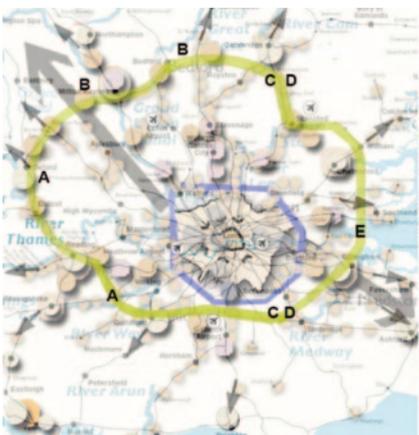
- Existing radial rail network
- HS1 and HS2 rail network
- Orbital public transport corridor with mobility hubs
- Potential major growth areas in south east region
- Existing M25
- Existing airports
- Existing main railway stations



- Existing radial rail network
- HS1 and HS2 rail network
- Orbital public transport corridor with mobility hubs
- A Existing rail as possible orbital
- B Proposed orbital rail 2030
- C Possible guided bus 2020-2030
- D Possible orbital rail 2030-2050
- Potential major growth areas in south east region
- Existing M25
- Existing airports
- Existing main railway stations



- Existing radial rail network
- HS1 and HS2 rail network
- Orbital public transport corridor with mobility hubs
- A Existing rail as possible orbital
- B Proposed orbital rail 2030
- Potential major growth areas in south east region
- Existing M25
- Existing airports
- Existing main railway stations

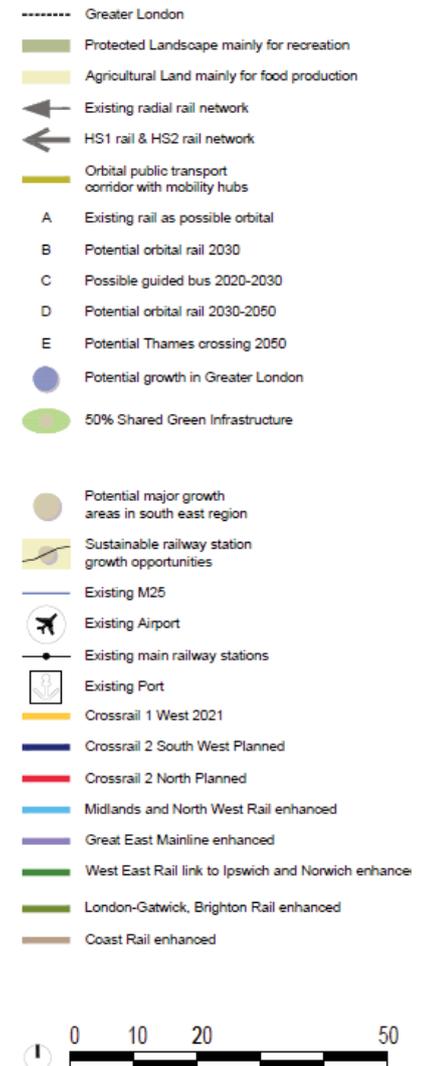


- Existing radial rail network
- HS1 and HS2 rail network
- Orbital public transport corridor with mobility hubs
- A Existing rail as possible orbital
- B Proposed orbital rail 2030
- C Possible guided bus 2020-2030
- D Possible orbital rail 2030-2050
- E Possible Thames crossings 2050
- Green Buffer for recreation, local food production
- Potential major growth areas in south east region
- Sustainable railway station growth opportunities
- Existing M25
- Existing airports
- Existing main railway stations

Orbital green transport rail, bus & cycle mobility hubs and Thames crossing & flood barrier

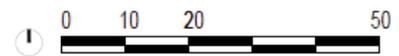
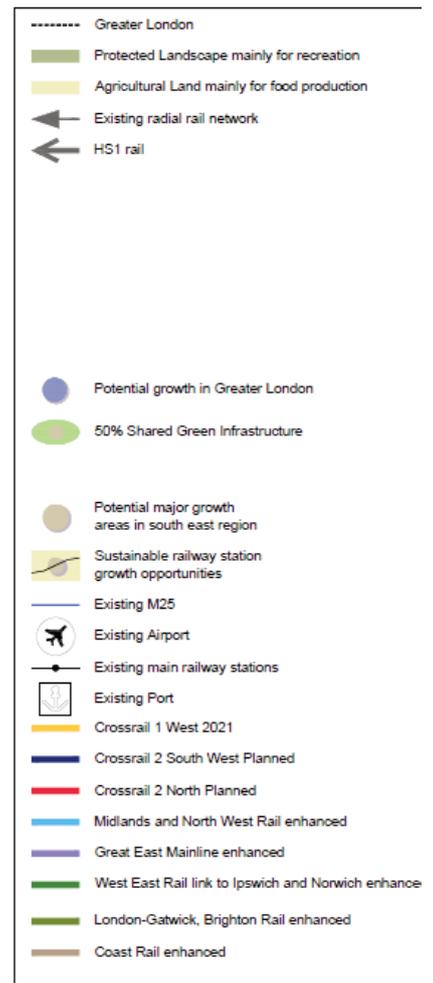
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A balanced plan for the wider London area combining settlement growth and countryside



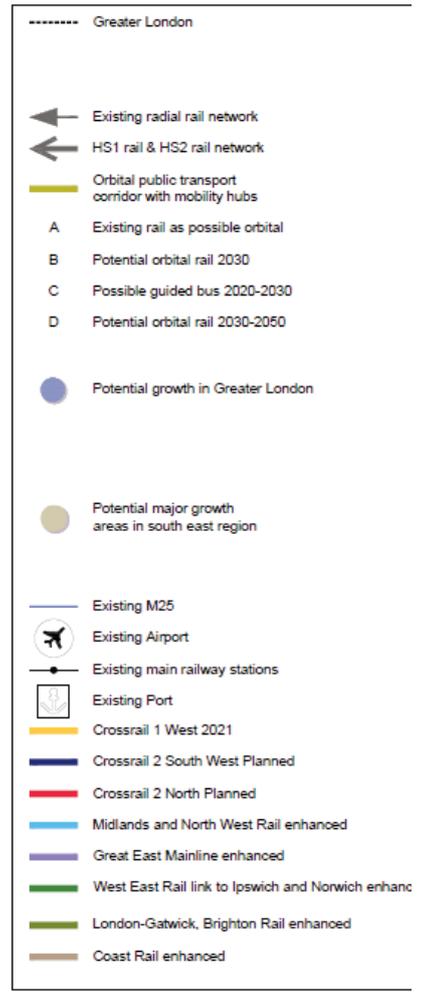
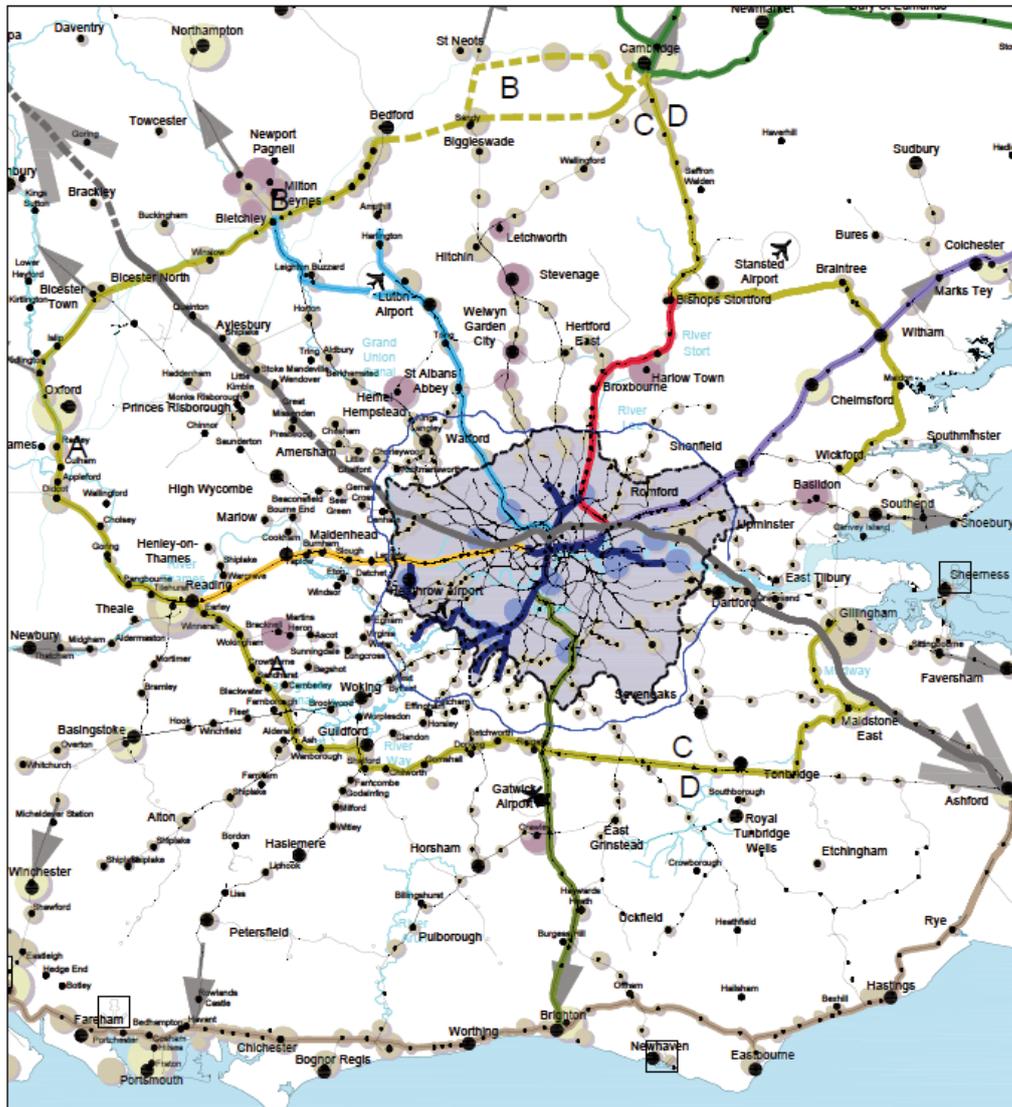
GREATER LONDON 2020
A LANDSCAPE AND TRANSPORT LED INFRASTRUCTURE PLAN FOR GROWTH

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GREATER LONDON 2020
LANDSCAPE INFLUENCING GROWTH CAPACITY

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GREATER LONDON 2020

ORBITAL GREEN TRANSPORT CORRIDOR - EXTENDED TO SOUTH & EAST SECTORS

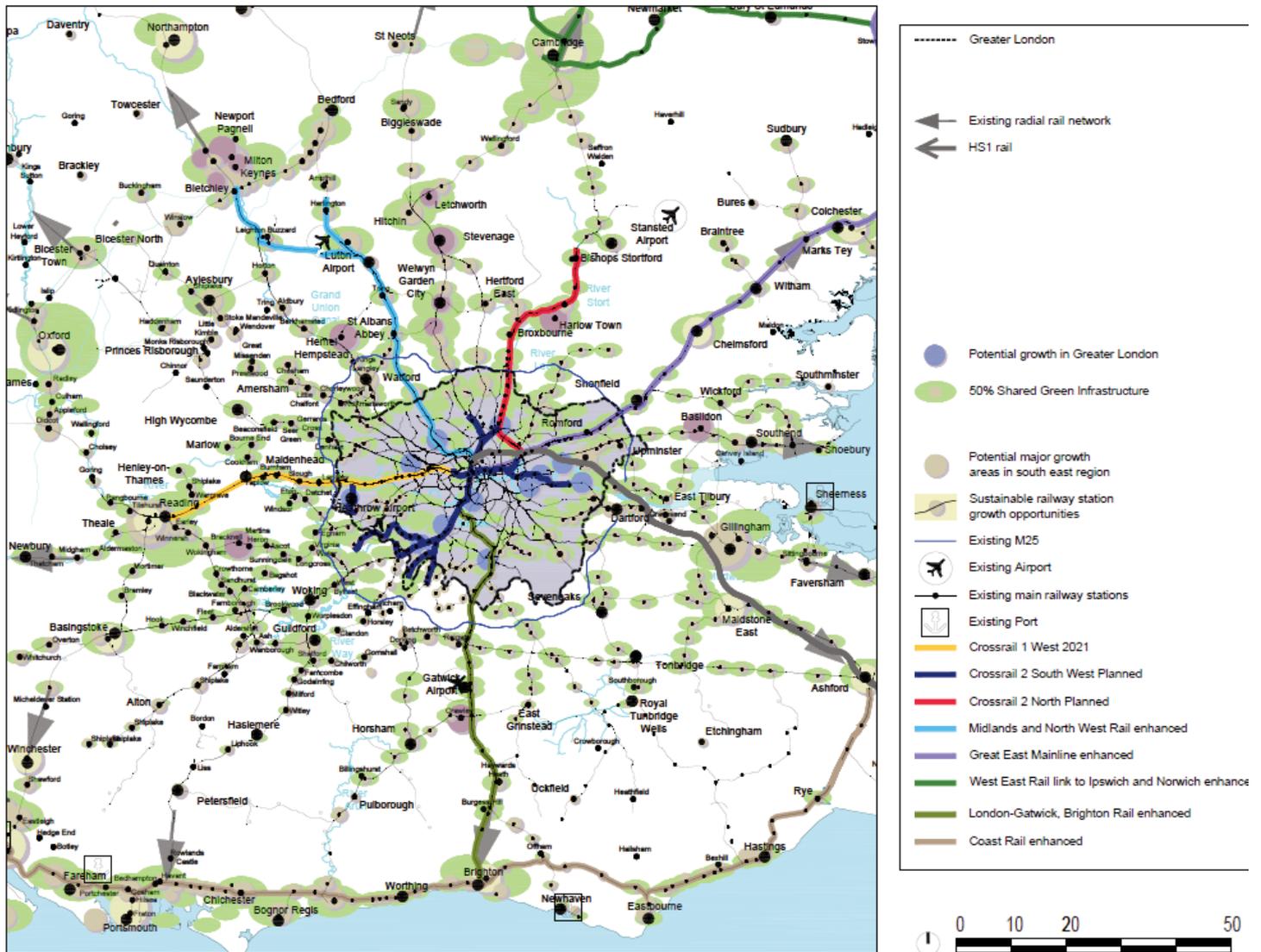
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- Greater London
 - ← Existing radial rail network
 - ← HS1 rail & HS2 rail network
 - Orbital public transport corridor with mobility hubs
 - A Existing rail as possible orbital
 - B Potential orbital rail 2030
 - C Possible guided bus 2020-2030
 - D Potential orbital rail 2030-2050
 - E Potential Thames crossing 2050
 - Potential growth in Greater London
 - Potential major growth areas in south east region
 - Existing M25
 - ✈ Existing Airport
 - Existing main railway stations
 - ⚓ Existing Port
 - Crossrail 1 West 2021
 - Crossrail 2 South West Planned
 - Crossrail 2 North Planned
 - Midlands and North West Rail enhanced
 - Great East Mainline enhanced
 - West East Rail link to Ipswich and Norwich enhanced
 - London-Gatwick, Brighton Rail enhanced
 - Coast Rail enhanced
- 0 10 20 50

GREATER LONDON 2020
 ORBITAL GREEN TRANSPORT CORRIDOR - AND THAMES CROSSING

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**GREATER LONDON 2020
LOCAL LANDSCAPE BUFFERS**

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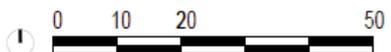
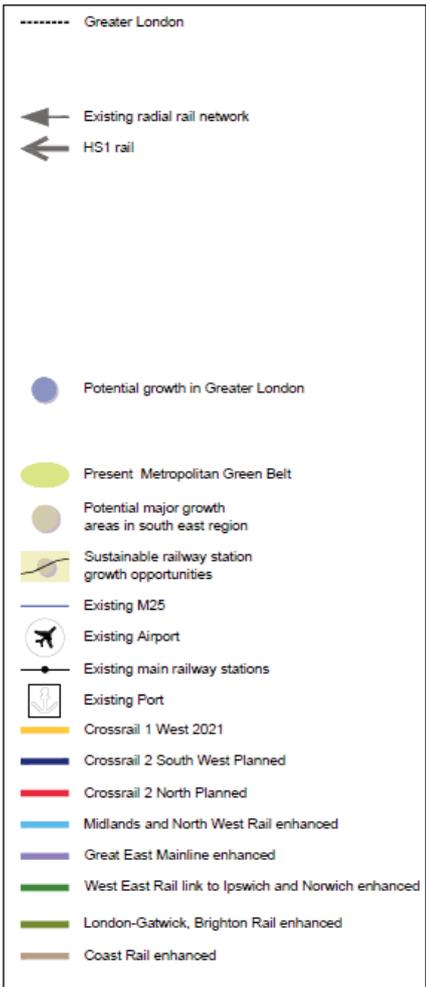
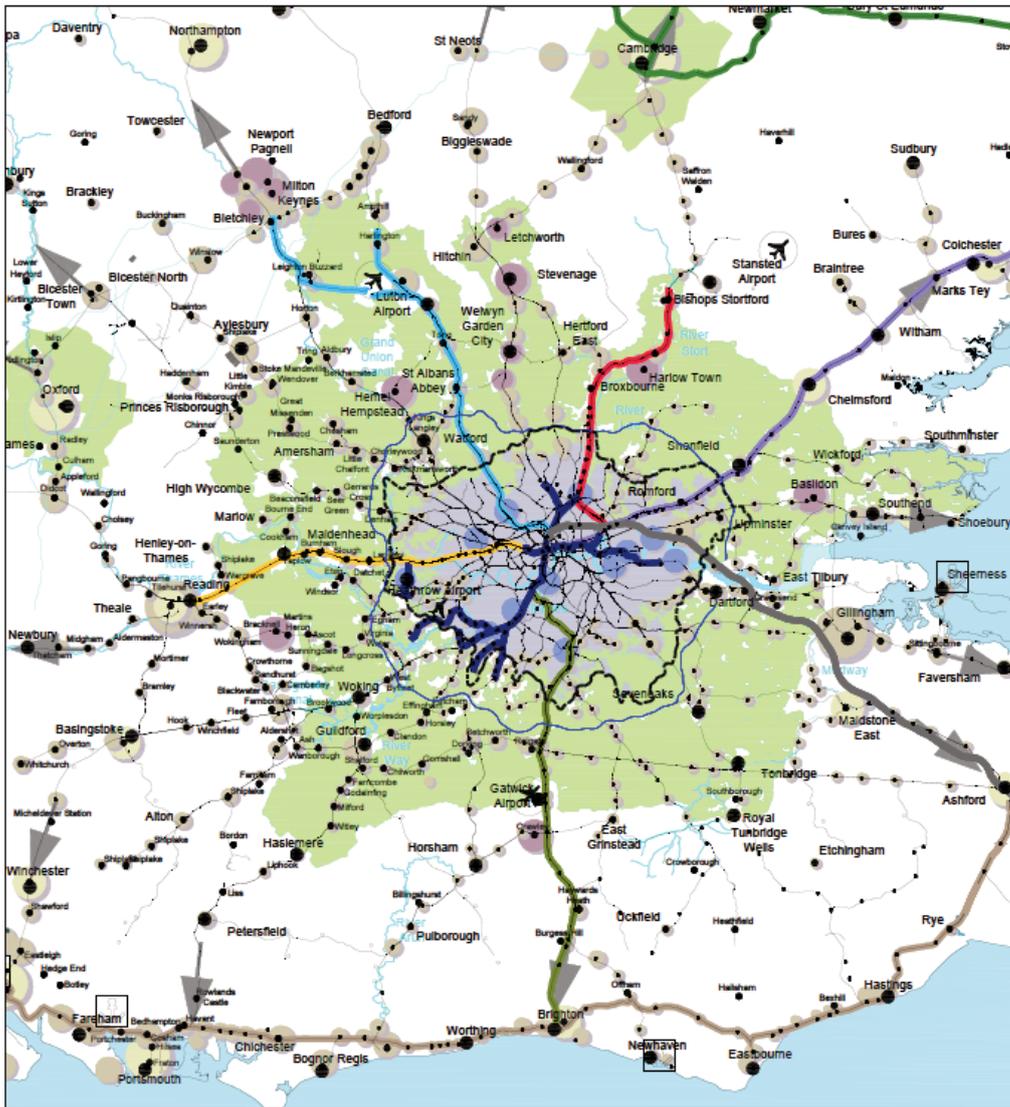
ABOUT THE AUTHORS



Drummond Robson's consultancy service is built on an extensive career in both public and private sectors, Drummond is a Planning and Project Director with over 50 years' experience of major and sensitive developments in complex public and private sector construction projects throughout Britain, with particular emphasis on London. Experience has been refined under an ever changing diversity of national, regional and local government planning regimes. Formerly Planning Director at Farrells Drummond now has his

own practice focused on personal service to a few selected clients.

Gary Young, Architect and founding Director of Place 54 Architects has designed completed masterplans including mixed use housing, commercial, riverside walk and station improvements at Norwich Riverside, business and E commerce logistics parks in UK, Europe and Middle East. Residential designs for completed homes in London and Kent, conversions and fit out for domestic and com-



GREATER LONDON 2020

CONSTRAINT OF EXISTING DISFUNCTIONAL GREEN BELT LIMITS PLAN GROWTH

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mercial uses.

Awards include: 1993 European 3 housing competition in Haarlem, Netherlands, completed in 2005, British Homes Awards Home of the Future and RIBA Tomorrows Garden City housing in Letchworth 2007, completed in 2012.

Gary has collaborated with Sir Terry Farrell for many years on award winning, mixed use developments including: Reusing listed buildings combined with new infill at Comyn Ching Triangle in Covent Garden listed by Historic England in 2016; Tobacco Dock,

Wapping; Masterplans include: Greenwich Peninsula, Birmingham's Brindley Place, Otterpool Park garden town, NW Bicester eco town and Cambourne new town.

Contributions to publications & teaching include: 1980 First European Passive Solar design handbook; 1993 European 3 Competition results; 1992 Studio tutor at Kent KIAD; 2007 British Homes Awards, 2014 Market Garden City; Greater London 2020 for Planning in London. ■