

PLANNING

Winter 2017

InSite

The latest Planning & Development news from Carter Jonas

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**CYBER-PLANNER MEN
VS MACHINES**

THE INTERVIEW
JAMES DIPPLE ON LOCAL
DEVELOPMENT ORDERS

**MANCHESTER'S
NORTHERN GATEWAY**

WELCOME

WELCOME TO InSite...

OVER SIX MONTHS ON FROM THE LAST EDITION OF PLANNING INSITE, WE HAVE, AGAIN, SEEN SUBSTANTIAL CHANGE IMPACTING ON PLANNING AND DEVELOPMENT. THIS IS REFLECTED NOT ONLY IN THE EVER-INCREASING SIZE OF THE MAGAZINE, BUT ALSO IN ITS CONTENT.

In this edition we include insights into future technology, wide-ranging discussion on Government policy and the effects of the ever-present housing crisis on both ends of the market – from starter homes to end-of-life care. The Government's recent consultation on housing need, Planning for the Right Homes in the Right Places, is the subject of articles from Carter Jonas' South West and Northern offices. Their differing analysis alone speaks volumes about the suitability of a standard methodology for projecting housing need. We are also delighted to feature guest interviews with both James Dipple, Chief Executive of MEPC and James Palmer, the first Mayor of the Cambridgeshire and Peterborough combined authority. This issue also features comments, research and case studies from across our national offices and an introduction to our current graduates.

We hope you enjoy this issue of Planning InSite and look forward to hearing any comments that you might have, along with ideas for future articles.

LONDON

020 7518 3200

EAST

01223 368771

SOUTH

01865 511444

NORTH

01423 523423

WEST

01225 747267

ABOUT CARTER JONAS

Carter Jonas LLP is a leading UK property consultancy working across commercial property, planning, development, residential sales and lettings, rural and national infrastructure. With a network of 38 offices across the UK, we employ more than 700 people. We are renowned for the quality of our service, the expertise of our people and the simply better advice we offer our clients.

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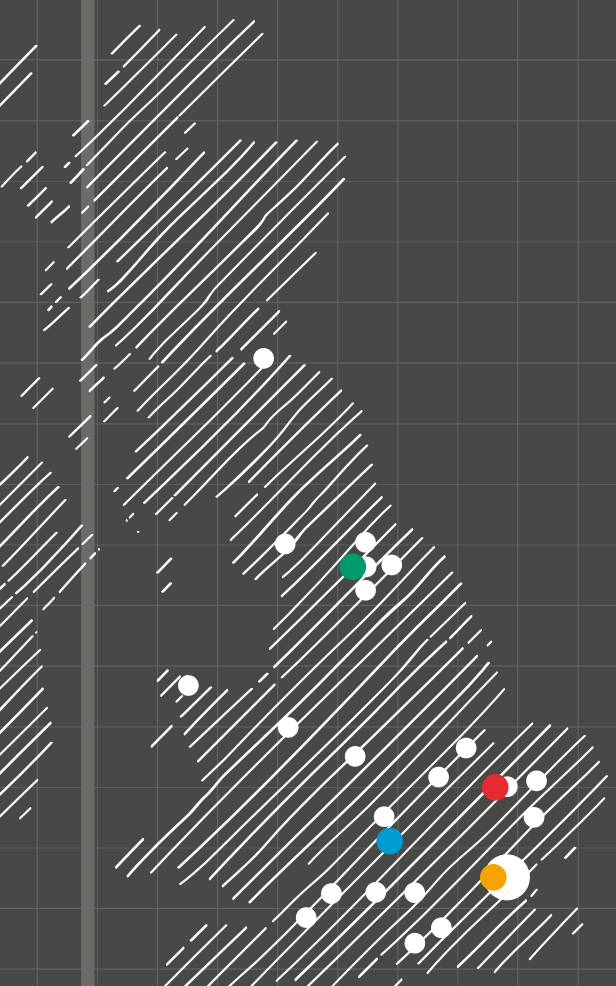
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THE LAST SIX MONTHS AT CARTER JONAS

The Carter Jonas' Planning & Development team have worked on some exciting and interesting projects over the past six months. Our portfolio of clients and diversity of work demonstrates that our teams succeed, often despite complex challenges. Here's a glimpse of these projects...



● Carter Jonas offices

URBAN EXTENSION SUCCESS

CLIENT: CEG

LOCATION: ABINGDON-ON-THAMES

Carter Jonas has secured outline planning permission for up to 900 houses and 50 retirement homes on a 130-acre agricultural site situated north of Abingdon-on-Thames in Oxfordshire. The application also includes a local centre, a new primary school, a doctor's surgery, sports pitches, public open space and 35% affordable housing.

Carter Jonas achieved consent in a very short timescale after ensuring the site was released from the Green Belt and allocated in the Vale of the White Horse Local Plan (adopted December 2016).

“The application will deliver improvements to local infrastructure”

The Vale of White Horse District Council unanimously approved the plans in July subject to the completion of a S106 agreement. The application will deliver improvements to local infrastructure including over £3 million towards the proposed A34 slip road to which the Government has pledged an additional £9 million.

Carter Jonas, as joint agent, has commenced marketing the opportunity on a phased basis.

MULTIPLE PLANNING CONSENTS ACROSS CROYDON

CLIENT: BRICK BY BRICK

LOCATION: GREATER LONDON

The London team successfully secured planning permission for approximately 550 residential units across 28 sites for Croydon

Council's development company, Brick by Brick. The design process started in April 2016; all applications were submitted by December, and the final scheme was approved in May 2017.

The planning applications were predominantly for flats and houses but with some retail and other non-residential uses at ground floor in Croydon town centre and district centre locations.

One of Brick by Brick's objectives was to deliver 50% affordable housing, with the maximum proportion of units available at affordable rents. Given the variation in size, the different characteristics of each location, financial viability and the sub-division of the portfolio into three separate tranches, it was agreed with officers from the outset that tenure swaps would be necessary.

“The planning applications were predominantly for flats and houses but with some retail and other non-residential uses.”

Carter Jonas provided detailed analysis of tenure mix within each relevant ward, and using GIS information, mapped the location of both private and affordable housing across each application, each tranche and for the entire portfolio. This demonstrated how the proposals achieved the Council's objective.

After submission, we worked with officers to agree conditions and legal agreements. Approximately a third of the planning applications were determined at planning committee.

Carter Jonas is now working with Brick by Brick's contractors to discharge pre-commencement conditions, to allow start on site in December 2017. The first homes will be available for occupation in December 2018.

ACHIEVEMENT THROUGH ENGAGEMENT

CLIENT: TELEREAL TRILLIUM
LOCATION: HARROGATE

Telereal Trillium instructed Carter Jonas' northern team on the proposed redevelopment of a former BT Training centre to provide 88 homes. Carter Jonas' involvement was comprehensive, encompassing initial appraisal and principle, project team management, local consultation, submission of a planning application and guiding of the process through to the local planning authority decision.

“Through close liaison with Harrogate Borough Council and extending the consultation period, we were able to overcome the challenges and achieved planning permission.”

The proposal met with vociferous local objections. Technical and environmental issues included traffic, ecology and the effects on a local nature reserve. However, through close liaison with Harrogate Borough Council and extending the consultation period, we were able to overcome the challenges and achieved planning permission, ultimately resulting in a gross development value of around £25 million.

NEIGHBOURHOOD PLAN HERALDS PLANNING SUCCESS

CLIENT: HALLAM LAND MANAGEMENT
LOCATION: CAMBRIDGE

Acting on behalf of Hallam Land Management, Carter Jonas has secured planning permission for land at Moulton in Daventry District.

“The permitted development will provide for up to 125 dwellings”

The permitted development will provide for up to 125 dwellings, a new access road, school bus and car park to serve Moulton School, new playing pitches for Moulton Magpies Football Club and associated green infrastructure.

The site has a complicated planning history. Despite local support for the scheme, two previous applications were refused and an appeal dismissed. However, local planning authority opposition was eventually overcome following Moulton Parish Council's decision to allocate the site in its Neighbourhood Development Plan and a positive recommendation on the part of the appointed examiner.

“Carter Jonas has secured planning permission for land at Moulton in Daventry District.”

Carter Jonas acted as planning consultant and project managed the wider consultancy team.



CYBER-PLANNER MEN VERSUS MACHINES:

Qualified, specialist town planners are employed by property companies to make projects viable. However, as a town planner myself, when asked what it was that I actually did, I didn't have an easy answer - until I came across a description of a Doctor Who character, the 'Cyber-Planner':

BY LACHLAN ROBERTSON,
PARTNER

'THE CYBER-PLANNER GATHERED DATA FROM A LARGE VARIETY OF SOURCES. IT COULD SCAN LOCAL MEDIA TRANSMISSIONS AND EVEN CHANNEL DATA FROM CERTAIN HUMAN SUBJECTS. IT USED THIS DATA TO FORMULATE STRATEGIES AND MAKE DECISIONS BASED UPON PROBABILITY OF SUCCESS.'

This sounded not dissimilar to my role, even though their aim was to enslave the human race via the scariest of all Doctor Who monsters: the Cyber-Men.

To do its job of course, the Cyber-Planner needed to have artificial intelligence (AI), which is extremely difficult to achieve in reality. Or at least it was until recently. Today we face a social and economic revolution: the possibility that machines may soon do the jobs we assume only people can do. In a recent report, PwC said, 'Our analysis suggests that up to 30% of UK jobs could potentially be at high risk of automation by the early 2030s.'

It would be easy to say that we consultants must fall within the other 70%, but this is complacent. For a start, 30% is a worrying percentage and certainly in the construction sector, we are no strangers to creeping automation.



The report suggests that by the 2030s, half a million jobs in the construction sector could be replaced by automation. And that sector lies in the bottom half of the 'at risk' table.

In the professional, scientific and technical sectors, it's over 750,000 jobs, not including those working in public administration.

..... **“In the construction sector, we are no strangers to creeping automation”**

So why would planning and development be vulnerable to automation?

The area most vulnerable to automation in recent years has been transactional business - where a sale takes place without human interaction. This helps us book flights, order goods and essentially conduct ourselves in a more direct and cost effective manner than ever before possible.

In fact anything which has a transactional element and a simple logic tree is vulnerable to automation. If there isn't an app for it yet, it's coming soon.

Inevitably the business of town planning is changing too. In the past, obtaining planning permission would need human interaction at every stage. Now, most is through automated systems.

I have given some consideration as to how Planning and Development may be automated.

1. THE STANDARDISATION OF TECHNICAL INPUTS

As data mining techniques become more sophisticated, data capture, presentation and even interpretation through algorithms are becoming increasingly automated. It's not a great feat of imagination to see that the technical information needed to make a decision on whether to grant planning

permission requires little human intervention.

..... **“Isn't there always going to be a need for a suit and a charming smile.”**

As an example, consider the need to know if a new development will cause considerable issues to an area through traffic congestion. It is feasible to have every vehicle movement tracked, sending data on location, origin, destination, emissions, movement patterns and occupancy where it can be analysed in real time and comparisons drawn with the new development. This data can then be compared to similar known examples and predictions made accordingly. Anything that can be modelled in real-time, runs in the Cloud and is accessible to decision-makers reduces the need for 'technical reports'.

In an age of the Internet of Things (IOT), everyone could

be providing the day-to-day information necessary to plan our towns.

2. CONSULTING THE LEGAL EXPERT

Planning law is considerably complex. It's not as though the problem of complexity hasn't been tackled before. Whether it is the 1947 Town Planning Act which came with a handy Q&A guide, or today's constantly updated National Planning Practice Guidance, we do our

... **"If there isn't an app for it yet, it's coming soon."**

best to make the rules clear.

But as AI becomes more sophisticated, there is an increasingly likelihood that machines may be used to construct law and provide algorithms which allow us to gain an informed response on a specific scenario.

3. THE INTERPRETATION OF PLANNING POLICY

One of the most frustrating aspects of the planning system is that each administrative area must publish its own Local Plan as a traditional document. The only difference between this and what was produced in the 1950s is that the document is designed to resemble a book, yet is published in PDF format. Surely no one would ever want to print them all out. Particularly as most of them say the same thing but with slightly different wording.

Take Green Belt policy for example. The area of land covered by Green Belt is mapped, the rules established and the sequence of decision-making necessary to make exceptions well recorded.

Instead of producing PDF documents, is it too much to place policies and any necessary

local interpretations into a national database and let the technical specialists loose on presenting them in whatever format is necessary for the purpose in hand? And if this is indeed too much, eventually AI techniques will find a way of automatically seeking out the data, collating, interpreting and using it in new and unexpected ways.

4. MAPPING AND CONSTRAINTS ANALYSIS

The web provides the modern planner with endless resources to find information necessary to judge the physical suitability of land for development. This has emerged in an organic way, usually specific to the interests of the organisations interested in mapping the data; whether it be to understand flood risk or the location of services.

However, it still takes the experienced professional time to seek out and collate information in a useful form. As the world is increasingly mapped, especially at a local level, it becomes possible to automate such judgements.

It won't be long before the growth in telemetrics reaches the point where real-time maps become the principal resource for decision-making on the use and development of land.

5. THE CO-ORDINATION OF OPPOSITION

Whilst its not a service which planning consultancies offer, we can't ignore the new potential for opposition groups to form and influence events. There are already automated systems that can identify local issues, gather supporters, fundraisers and deploy resources to frustrate

development. New generations at ease with these sophisticated tools will turn property companies and their traditional PR partners inside out.

THE CONCLUSION

So, we won't be needing planners soon then?

Luckily, this is unlikely. The answer is cited in the PwC report in relation to automation in construction:

"The main difference is that for those working in building and related trades in Germany, 60% of all tasks are either manual or routine, while in the UK these account for only 48% of tasks. Instead there is a greater proportion of time spent on management tasks, such as planning and consulting others, and those that require social skills such as negotiating."

In the UK, property development is becoming less about achieving the most cost efficient outcome and more about consensus building. This is where the future of planning is likely to lie: through automation to make the process of information gathering as easy and as fast as possible, but more so in concentrating time, knowledge and experience into a very human and personable service.



Lachlan Robertson

Lachlan is a partner in the Bath development team with over 34 years of experience in both public and private sectors.

DEVOLUTION DEALS:

CAMBRIDGESHIRE & PETERBOROUGH 100 DAYS ON

JAMES PALMER MAYOR
OF CAMBRIDGESHIRE &
PETERBOROUGH



ON 4 MAY 2017, THE CONSERVATIVE PARTY CANDIDATE **JAMES PALMER** BECAME CAMBRIDGESHIRE AND PETERBOROUGH'S FIRST MAYOR. AS MAYOR, JAMES PALMER HAS STRATEGIC PLANNING POWERS INCLUDING:

- Control over an annual £20m investment fund
- A £100m housing investment fund for the region
- A devolved transport budget and transport powers
- The ability to use business rates to fund infrastructure
- Permission to oversee a new spatial framework, create supplementary planning documents and mayoral development corporations
- Oversight of a joint investment and assets board which will review all land and property in public sector ownership

PLANNING INSITE SPOKE TO JAMES PALMER SHORTLY AFTER HIS **FIRST 100 DAYS** TO FIND OUT WHAT DEVOLUTION MEANS FOR THE CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY (CPCA), AND TO UNDERSTAND HOW FUTURE 'DEVOLUTION DEALS' ARE LIKELY TO PLAY OUT ACROSS THE COUNTRY IN THE FUTURE.

You have now reached the 100 days mark. How do you feel your first months have gone, and what does this mean for the region?

I'm pleased to say I've completed everything I set out to do within my first 100 days.

The Devolution Deal represents a significant opportunity for planning and development, in what is already the UK's fastest growing county. Having suffered a bottom-up system for too long, the area is beginning to benefit from a regional, strategic approach to planning.

How is the Non Spatial Strategy Plan (NSSP) progressing? Is it really any more than just a county structure plan and how will it work alongside the current Local Plan system?

We operate in a plan-led system, something which we can't change. Although I have many reservations about Local Plans, I am committed to working with them.

In terms of how the two will fit together, the NSSP is essentially a long term vision, whereas the Local Plans will continue to provide the detail which is necessary for each local authority to plan effectively.

The NSSP is a powerful document because it has the buy-in of each of the local authority heads, and our work is progressing well. The plan will focus on major additional sustainable and transport-linked sites for housing and jobs, with a focus also on infrastructure needs, affordable housing and assisting growth in disadvantaged areas.

“My approach to housing requires short and long-term plans allowing us to tackle the problems we face at the moment.”

It will be developed in two phases. Phase One will set out the existing development strategy (including strategic development locations and infrastructure) from adopted and emerging local plans up to 2031/36. This will include a particular emphasis on delivery of the existing planned strategy, linking to housing, investment and transport and infrastructure strategies. Phase Two will look at growth beyond 2031/2036.

The Land Commission is an important input into the NSSP. The Land Commission will map the availability of public and private land, identify barriers holding back its use for development and address those barriers to bring forward land for housing and employment sites.

What are your plans for transport?

Greater Cambridge is of huge economic significance to the UK, and it is vital that we improve accessibility and connectivity to boost growth

and prosperity whilst addressing the congestion and delays which local people face on a daily basis.

We have commissioned an independent review of over ground and under ground transport options for the region. This will independently assess a range of options and their potential to support economic growth, accessibility and connectivity and to address existing congestion.

The transport modes to be considered in the review include light rail, monorail, bus rapid transit and affordable very rapid transport (AVRT).

We will consult across the local authorities and with Network Rail, Highways England and the National Infrastructure Commission to secure on national commitments to help us solve intransigent transport headaches.

What can you do in your role to provide much needed housing in Cambridgeshire?

Cambridgeshire and Peterborough are two of the fastest growing areas in the country, and housing – particularly affordable housing – lags behind the pace of economic growth. Already we're 50,000 new homes short each year. We need to both compensate for this loss and put in place plans to build more homes in the future. My approach to housing requires a short and long-term plan – allowing us to tackle the problems we face at the moment, while planning for the future needs of our area.

As for the short term, the CPCA has already agreed £4.56m of grant funding to 11 schemes, for 253 affordable new homes across the region. All are



expected to start on site before the end of March 2018, with a number of projects commencing before the end of 2018.

Our long term strategy for housing has an ambitious target of delivering over 100,000 new homes by 2037 – including 40,000 affordable homes. It also sets out to drive innovation and solution-focused approaches by supporting new types of building construction (including modular homes) and helping to boost small and medium sized building enterprises by exploring ways to make sites more financially viable.

“We have ambitious plans for the region across transport, housing, skills, connectivity and innovation.”

We know that housing, together with skills and infrastructure, is critical to maintaining growth and prosperity in the region. Our strategy is to accelerate housebuilding - which is a given - but also to build houses that are of good quality, in communities where people want

to live.

And I see a very clear parallel between housing and economic growth: without suitable housing for our workforces we cannot achieve the business opportunities that the region is otherwise more than able to deliver.

Cambridgeshire’s housing crisis is compounded by its Green Belt. Do you believe that development in the Green Belt is necessary to helping to provide the required homes (particularly affordable housing)?

The Green Belt is a very thorny issue and I am reluctant to try to tackle such emotive and politically divisive issues where a solution can be found elsewhere. My concern is that any release of Green Belt land would be a hollow victory – enabling more land for housing but at the same time creating significant problems elsewhere.

My preference to releasing Green Belt around the city is to create sustainable transport links to towns elsewhere in the region - this not only negates the need to release Green Belt

land but also brings economic growth to these areas.

Cambridgeshire is three times the size of Greater London, but has just one thirteenth of the population. There should be no reason why we can't find the land required for housing without encroaching on the Green Belt.

Can your role and that of your CPCA be used to attract more funding to Cambridgeshire and Peterborough?

We have ambitious plans for the region across transport, housing, skills, connectivity and innovation. We are committed to bringing these plans and promises to fruition and to do this we need to have a significant budget to ensure our delivery is world class. Cambridgeshire is a very attractive place to invest so the establishment of a fund and a strategy will ensure we generate new opportunities for private or public investment.

Together with the CPCA, I have agreed the creation of an investment strategy which will unlock the delivery

“My firm belief is that we need to do things properly, or not at all. What Cambridgeshire does not need is more buses: we need transport solutions to fit for the 21st century.”

of key schemes including affordable housing and transport improvements. Central to that, strategy is the establishment of an investment fund, which will build on the financial package from the Government, on which the devolution deal was based.

The purpose of the fund will be to attract further public and private sector investment, and to target resources into specific programmes and projects.

The £770m which was devolved to the CPCA is a significant sum, but the delivery of the future success and prosperity of Cambridgeshire and Peterborough requires a far larger level of investment and an ambitious strategy.

The Cambridgeshire and Peterborough Investment Fund has the direct aim of maximising the capital available to invest in achieving the Mayor and CPCA's ambitions for the area.

New infrastructure is absolutely crucial. It is expensive, but the consequences of not creating the new infrastructure are more costly. My firm belief is that we need to do these things properly or not at all. What Cambridgeshire does not need is more buses: we need transport solutions fit for the 21st century.

Have you used – or do you intend to use - your right to place a supplement on business rates to fund infrastructure?

Under the devolved assembly, I will lobby central Government for the right to retain business rates locally and use this money to fund apprenticeships, schools and other opportunities for young people.

You have talked about your intention to introduce a land value cap – specifically to prevent land adjacent to significant infrastructure projects escalating in cost. Have you begun to put this into place, and how has it been received?

We have a significant housing crisis, particularly within Cambridge itself, and this is not helped by both Local Plans and the Green Belt, both of which literally put a line around the city and prevent development outside that line – allowing house prices to escalate within it. My intention is to prevent house prices from escalating at ridiculous levels in those areas where I intend to significantly improve infrastructure. Land sold by a private landowner at vastly inflated prices does little to benefit the economy and simply causes a similarly ridiculous rise in house prices. I intend to extend the M11 northbound, for example, which will significantly benefit the north of the county, but I propose a cap on the sale of land where it clearly benefits from the new infrastructure

– for example, preventing it from being sold for more than ten times the value before the infrastructure investment. I'm currently lobbying central Government for permission and if I am successful I can see this substantially benefiting the provision of affordable housing.

Another way we can – and should – use land values to deliver affordable housing is through the provision of Community Land Trusts (CLT). Recently Peterhouse College and Laragh Homes created a CLT in Stretham, just outside Ely. The CLT enabled reduction in land costs, which in turn enabled the provision of 33% affordable housing.

With various means of capping land values, there is much more we can do to provide affordable housing.

James Palmer

James entered politics in 2007 and has lived and worked in Cambridge for all his life. He has a background in agriculture and formerly ran a dairy business.



MEPC CHIEF EXECUTIVE
JAMES DIPPLE

THE INTERVIEW:

LDOS PAST, PRESENT AND FUTURE



Aerial image of Milton Park

There are an increasing number of vehicles for achieving planning consent. While aspects of localism are well known, the use of a Local Development Order (LDO) to gain consent for a commercial scheme is less familiar – but can present the ideal route to planning consent, as MEPC's Milton Park shows.

Planning InSite spoke to MEPC Chief Executive **James Dipple** about the process of developing Milton Park under the LDO process.

What is an LDO?

LDOs came into existence in the Planning and Compulsory Purchase Act 2004 and commenced in 2006 through the Town and Country Planning (Development Management Procedure) (England) Order 2010. LDOs are made by local planning authorities and grant planning permission for specific types of development within a defined area. They streamline the planning process by removing the need for developers to make

a planning application to a local planning authority.

An LDO can cover a geographical area of any size but cannot cross local authority boundaries. They can be either permanent or time-limited, depending on their aim and local circumstances.

A local planning authority is able to impose planning conditions on an LDO in much the same way as the Secretary of State can impose conditions on permitted development rights in the General Permitted Development Order. Some of the conditions imposed in a LDO may be similar to those that may be imposed on a normal grant of planning permission.



Why did you choose the LDO route for Milton Park?

Milton Park was ideally suited to an LDO because it was already an established and dynamic business park, with well-defined development parameters tested through well developed and trusted relationships with all local stakeholders. In order to deliver the ambitious growth target forecasts at the time of the Enterprise Zone allocation, a mechanism was required to invest in the scope for intensification. With a lifetime of 15 years, coinciding with the length of many business leases, the LDO was able to give greater confidence to the owners of Milton Park - to create the type of product that the leading edge businesses that occupy the park required to facilitate their growth plans in an economically efficient way.

The LDO route gave rise to the opportunity for a fast and smooth process using a simplified planning system, giving greater flexibility for businesses to be provided with new high tech buildings and facilities to adapt existing premises, whilst maintaining a successful and diverse mix of employment-generating uses.

“The LDO was able to give greater confidence”

There are many additional benefits of the LDO. Planning issues are largely dealt with upfront which reduces uncertainty, and the cost of planning is significantly lower than had each development project gone through the normal planning consent process. For example, an application takes 10 days to be approved in comparison with at least 13 weeks in most cases.

“The LDOS route gave rise to the opportunity for a fast and smooth process using a simplified planning system”

This, of course, gives us a significant competitive advantage as the certainty it brings to negotiations with prospective tenants is of great value to both parties. In the case of Milton Park, it de-risked an important element of the complex procedure of property development and put us in a very strong position when competing globally for new business.

“An established and dynamic business park, with well-defined development parameters”



The LDO process does not call for public consultation on a planning consent as is required in a standard outline planning application. Bearing in mind that there are many benefits in carrying out public consultation, to what extent did you choose to consult?

The idea of rolling back planning controls, including the loss of statutory public consultation associated with individual planning applications, was initially met with concern by local residents and businesses operating nearby.

In response, MEPC, invested in considerable pre-consultation dialogue prior to the preparation of the LDO. This focussed on early engagement with local politicians and the wider community. In these engagements we explained the purpose and merits of the LDO and foster involvement in the emerging development parameters. An open community consultation was then held at Milton Park to raise awareness of the initiative and to invite comments on the key planning issues. This exercise was successful in raising awareness, engendering trust and addressing initial concerns. It led to direct involvement of the parish councils, with a special community meeting to discuss the proposals.

As well as contributing to the detail of the development parameters, a key outcome of this early engagement was the establishment of a community liaison group. The group still meets regularly and continues to provide a channel of communication between MEPC, the councils and parish councils.

It is chaired by a local councillor and provides a forum for MEPC to notify the community of forthcoming developments, understand and address concerns that arise and monitor the success of the scheme.

Although there was no specific requirement to consult, I'm confident that we took the right approach – both in terms of the planning proposals but also long term community relations.

What challenges did you face in the process of implementing the LDO?

This was no small undertaking as the costs and resources needed were significant. For example we were required to undertake studies including an Environmental Impact Assessment and Highway Assessment up front. The assessments had to be capable of demonstrating, to all stakeholders that this LDO was good for now and the future. At Milton Park, MEPC has a well established reputation for doing the right thing in terms of its approach to the planning system and this significantly benefitted the process. Specifically, the scheme benefitted from the establishment of a working group which meets regularly and continues to provide a representative forum for local interest groups to share their thoughts and concerns with the Milton Park team.

How does the masterplanners' commitment to sustainability differ in the case of an LDO?

The purpose of the LDO is to simplify planning control and encourage economic growth,

which reduces the need to adhere to specific sustainability and design standards. Having said that, sustainable design is and will continue to be an important consideration for Milton Park.

Sustainable development is a national priority as well as a local one. MEPC has a commitment to comply with Building Control regulations and seeks to exceed these standards where feasible. The design guidance provided with the Order includes objectives that we will, for example, seek to improve accessibility and permeability and where practical and viable, seek to achieve high standards of energy efficiency, including and a BREEAM certificate of 'Excellent' where possible. Since the granting of the LDO, approximately 300,000 sq ft of development has been completed for companies including Adaptimmune Schlumberger, Ipsen and Tokamak. These have also generated job opportunities for several thousand people. Each building has achieved BREEAM Excellent and EPC ratings of C or better. Sustainability is at the heart of current projects, which include a 55,000 sq ft pre let laboratory for one of Oxfordshire's high growth star performers, Immunocore, and a 110,000 sq ft speculative scheme where 20% has been let well before completion to Oxford Immunotec.

Based on your experience of Milton Park, do you expect to see many more LDOs in the future?

We have looked at the possibility of other LDOs on sites that we manage for investors but the scale of the

task and the slightly more equivocal attitude of planning authorities has discouraged us from pursuing this option. I see the upfront costs of undertaking all the necessary surveys and consultation, plus winning hearts and minds within the planning system, as limiting the number of future LDOs. Milton Park has sufficient scale to justify the costs, but there is a fine balance to be struck between the substantial upfront costs and the resulting competitive advantage in securing new business.

It seems likely that we will see an increase in LDOs, given the Government's apparent inclination to reduce the burden of making planning applications, but that these will be on similarly large, well-managed assets where speed to market is a business-critical requirement.

Given the need to boost specific local economies, we may see a further relaxation of LDO legislation in the future, and consequently an increase in the number of schemes which take this route.

James Dipple

James is a chartered surveyor and has over 35 years' experience in commercial property. He joined MEPC in 2008 as a main Board Director and Managing Director for Milton Park and Silverstone Park before being promoted to CEO in 2014.

ABOUT MILTON PARK

Milton Park has been evolving since the early 1970s. In that time it has been transformed from its heritage as a military supplies depot into the most dynamic science and business cluster in the Oxford-Cambridge arc. A bigger step change came in 2011 when a number of development plots on Milton Park were included in the Science Vale UK Enterprise Zone following a successful bid by the Oxfordshire Local Enterprise Partnership.

DETAILED SURVEYS REQUIRED TO SUPPORT THE PLANNING APPLICATION:

- Air quality assessment
- Ecology surveys
- Reptile mitigation and compensation report
- Flood risk assessment
- Landscape and visual appraisal
- Phase 1 environmental review
- Lighting assessment
- Noise impact assessment
- Assessment of transport issues
- Foul drainage and utilities assessment
- Heritage assessment
- Statement of informal consultation

MILTON PARK: THE STATS

- **2.8 million** sq ft in size
- **250** companies and **9,000** employees call it home
- Situated centrally in the UK. Located within **15 miles** of Oxford
- One of Europe's largest multi-use business parks
- **18** on site amenities

TIMELINE OF MILTON PARK'S TRANSFORMATION

Early 2012	Feasibility testing, counsel establish working group
May 2012	Stakeholder workshop and technical studies commence
September 2012	Informal consultation and legal review
October/ November 2012	Formal consultation (28 days)
December 2012	Vale of White Horse resolved to adopt the Milton Park LDO
January 2013	LDO came into effect with an initial 15-year lifespan

PLANNING CONDITIONS & INFORMATIVES

The LDO does not provide a carte blanche - the usual planning conditions applied in the case of Milton Park.

Conditions imposed include:

- Protection of archaeology feature
- Scheme of archaeological investigation
- Land contamination
- Noise
- Lighting
- Access, parking and turning space
- Travel Plan
- Restriction on storage adjacent to the highway
- Tree protection
- Sustainable drainage scheme
- Flood risk
- Construction Method Statement
- Construction Traffic Management Plan
- Discharge of dust/fumes
- Operation of machinery

Informatives imposed include:

- Protection of public rights of way
- Oil/chemical storage tanks
- Protected species
- Scheduled monument consent
- Development within 8 metres of a main river
- Land drainage consent

ABOUT MILTON PARKS LOCAL DEVELOPMENT ORDER

The Milton Park Local Development Order (LDO) will help to deliver the planned growth of Oxfordshire's Science Vale UK Enterprise Zone. It allows a range of types of development to be fast tracked, which will enable new and existing businesses to innovate, grow, and adapt to changing market opportunities delivering additional jobs for the local economy.

The Order's specific development parameters include a range of permitted uses for the business park and an upper-limit on total floor space and maximum height of buildings. The LDO area is zoned, so that greater development controls are retained in more sensitive locations which include those close to residential areas.

Pre-development notification to the planning authority is required, providing the Council with the control of confirming whether or not development proposals fall within the Order's scope. If it does, development can proceed without the need for a formal planning application, subject to complying with the Order's planning conditions.

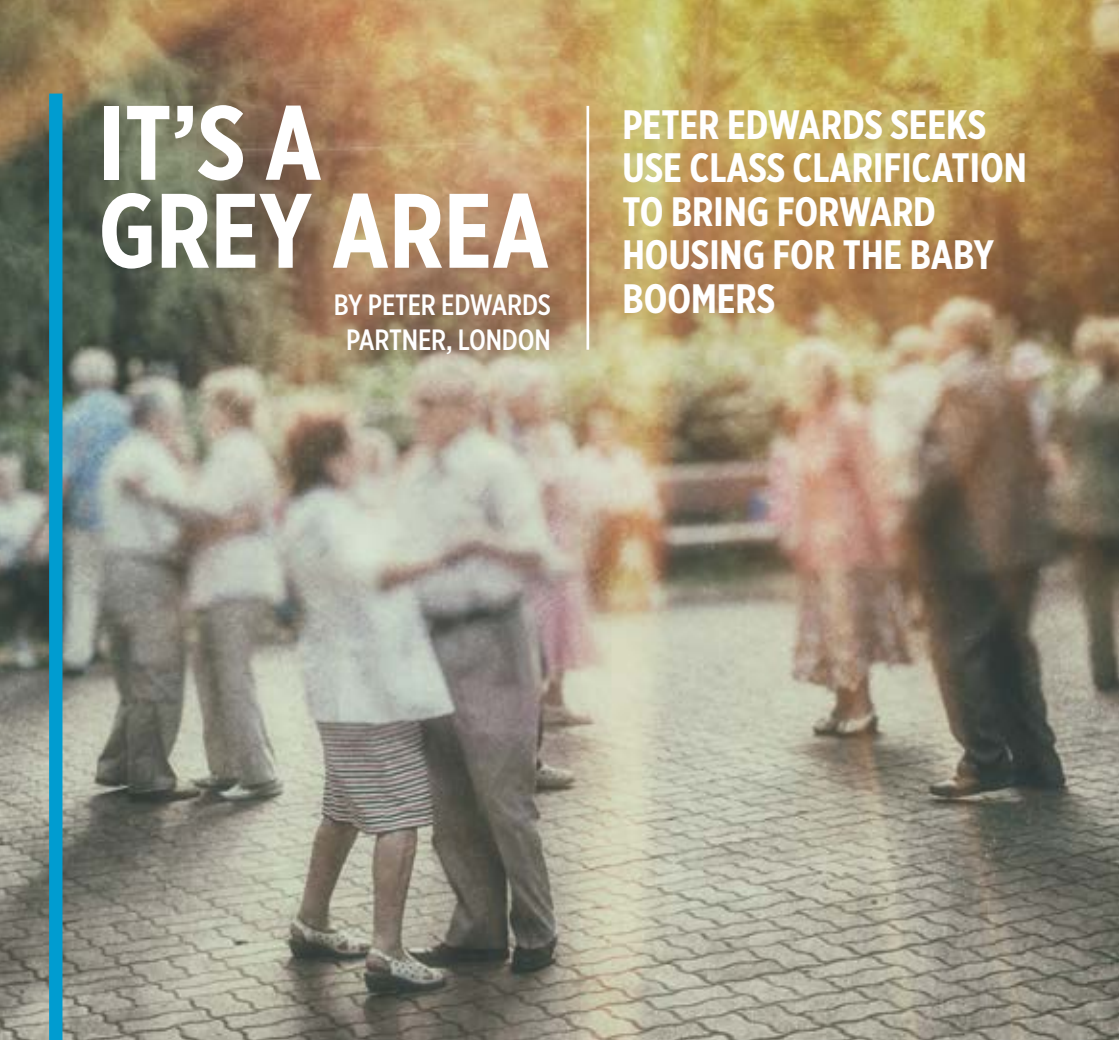
“The Science Vale Enterprise Zone will harness the region’s unparalleled research and development base to create a wealth of innovative and high growth businesses. The region is home to some of the newest and fastest growing businesses in high performance engineering, biotechnology and medical instruments, and the Science Vale Enterprise Zone provides the opportunity to unlock the region’s full potential.”

George Osborne, Former Chancellor of the Exchequer, August 2011

IT'S A GREY AREA

BY PETER EDWARDS
PARTNER, LONDON

PETER EDWARDS SEEKS
USE CLASS CLARIFICATION
TO BRING FORWARD
HOUSING FOR THE BABY
BOOMERS



THE PLANNING SYSTEM HAS THE ABILITY TO TACKLE SOCIAL ILLS BUT ALL TOO OFTEN THE SYSTEM'S INFLEXIBILITY AND LACK OF CLARITY RESULTS IN A FAILURE TO DELIVER THE 'BIGGER PICTURE'.

Take housing for older people: we have an increasing ageing population which requires appropriate accommodation and care. Planning has the power to reduce the financial cost of caring for the elderly in hospitals and other institutions. We could achieve this by tailoring developments to the changing social and economic needs of older people. Yet a lack of consensus on Use Class definitions for such developments is potentially stifling the number of schemes coming forward.

DEFINITIONS

Class C2 - according to the Use Classes Order 1987 (as amended): 'Use for the provision of residential accommodation and care to people in need of care other than a use within a class C3 (dwelling house). Use as a hospital or nursing home.

Class C3 - following Circular 8/2010: 'C3(a) those living together as a single household – a family; C3(b) those living together as a single household and receiving care.

Care - according to the Use Classes Order 1987 (as amended): 'Personal care for people in need of such care by reason of old age, disablement, past or present on alcohol or past or present mental disorder.

There is a general acceptance that a residential care home, which usually consists of bedrooms with either en-suites or shared bathrooms, communal dining rooms and other facilities with on-site care, falls within Class C2. By contrast, sheltered housing, comprising self-contained accommodation with a warden but no direct provision of care is seen simply as 'housing', and thus Class C3 development. So where should a retirement community properly sit, why does it matter and is a wholesale review of the Use Classes Order required?

CHANGING NEEDS

There is little dispute that if we are to encourage people to move out of the family home when they become an 'empty-nester', divorce or lose a partner, suitable alternative housing needs to be provided; which in turn makes their home available to the next generation.

However, decisions to move out of choice are often deferred because as we grow older we think we need to retain our comfortable bricks and mortar investment to pay for care in our old age. As a result we stay put until we are forced into a 'crisis move' which is unplanned, with the decision made by others and often requiring the sale of the family's future inheritance to pay for care in an 'end of life' institution. Such decisions need to be made easier and whilst the housing market is dynamic and has developed models that take advantage of social and technological changes to provide suitable homes, the planning system is less flexible and as a result the delivery of specialist housing is frustrated.

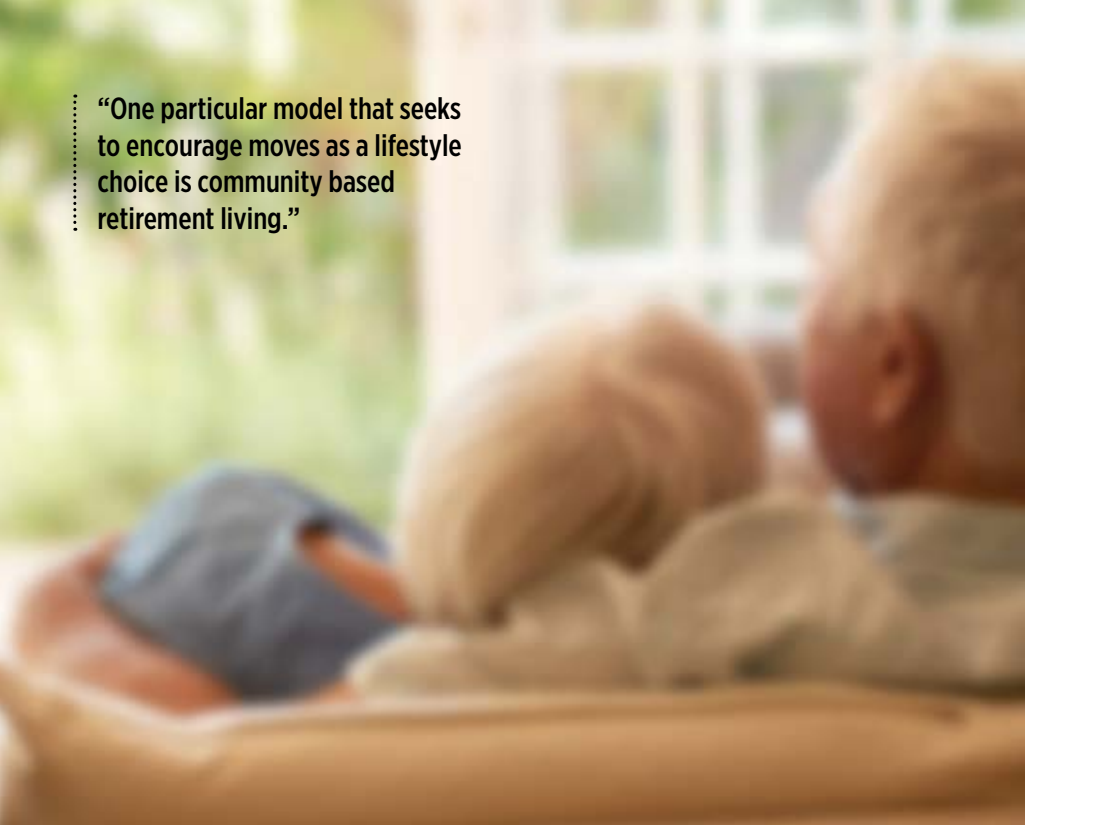
One particular model which seeks to encourage moves as a lifestyle choice is 'community based retirement living' which seeks to provide accommodation for people over a specified age (usually over 60 but sometimes over 55). Such developments are non-institutional in character, provide homes with their own front door and are designed to allow residents to live independently within their own home whilst paying for care on an 'as and when needed' basis, usually provided by a domiciliary provider with additional personal support from the on-site operator.

The advantage of such proposals is that they cater for a specific demographic and provide a range of shared facilities that are aimed at encouraging social interaction and avoiding isolation. In addition the homes are specially designed so that they can be adapted to respond to the occupiers' changing needs as

they grow old. Most retirement community schemes include a clubhouse which comprises social, leisure and welfare facilities, specialist health and fitness areas and administrative accommodation, with the buildings set in high quality landscaped communal grounds.

All of which fosters a 'look out for others' environment. While clearly popular, such models do not fit comfortably into a particular Use Class as they are perceived to fall somewhere between Class C2 and C3. The confusion usually surrounds the level of care provided, the fact that the style of accommodation is not institutional enough or the entry age has been set too low. The reason we need clarity in this regard is because the confusion often undermines the viability of such schemes and consequently means that sites are snapped up by conventional housebuilders. In short, retirement communities which provide extensive communal facilities that target a restricted occupier market (the over 55s and those in need of care) are often more difficult to fund, and the additional burden of the Community Infrastructure Levy (CIL) and obligations towards affordable housing can further undermine the viability of such schemes.

This is where a C2 Use Class categorisation comes into its own. Such a classification often means retirement schemes are exempt from affordable housing obligations and in some areas even exempt from making CIL payments. In one fell swoop operators are more able to compete with traditional housebuilders when seeking to acquire sites and once over this hurdle, deliver a much needed housing product.



“One particular model that seeks to encourage moves as a lifestyle choice is community based retirement living.”

EMERGING CONSENSUS

To understand more about how the planning system is responding to these specialist housing developments, we have analysed a number of recent decisions where retirement communities have granted permissions on a Class C2 basis. This seems to suggest that there is a growing number of councils prepared to accept that developments which can satisfy the following criteria do not fall within Class C3 and can be legitimately classed as C2 developments. This criteria is:

- Where there is an age-related entry requirement which ensures that at least one of the occupiers of the unit is over a specified age;
- Where the occupier is clearly

in need of care at the outset, irrespective of age;

- Where the operator of the development either provides care on site or has an arrangement with a domiciliary provider;
- Where the scheme includes a range of communal facilities targeted at well-being and community living;
- Where all residents are required to pay for a care package as part of a wider estate service charge, whether they are in need of care at the time of entry or not.

It also seems to be accepted that if individual homes are specifically designed to accommodate the elderly or are capable of easy adaptation to meet the occupiers' changing

needs over time (i.e. designed to LifetimeHomes / wheelchair accessibility standards, with provision for alarms and hoists etc.), they more easily fall within the spectrum of Class C2.

Based on this knowledge, We have sought to differentiate between Class C2 and C3 living. We did this by identifying those facilities and services provided within a Class C2 retirement scheme and those provided by a traditional housebuilder in, say, a gated community where some communal facilities are more commonplace. Whilst there are inevitably some overlaps there appears to be a very clear distinction between the developments that provide care and support for the elderly and those that do not.

COMPARISON:

C2 & C3 LIVING

Given the information below, it is our opinion that there should be no confusion as to how retirement communities should be classified.

SIXTY YEARS ON: A COMPARISON	CLASS C2	CLASS C3
Entry restricted age and/or care need	Usual	No
Care provider on site	Usual	No
Domiciliary care provider off site	Usual	No
On site non-care assistants	Usual	No
Dementia unit	Occasionally	No
Assisted care units	Occasionally	No
24 Hour personal care	Usual	No
Service charge includes minimum care package	Usual	No
Care need assessment/individual care plan	Usual	No
Reduced parking provision	Usual	Occasionally
Health spa	Occasionally	No
Telehealth facilities	Usual	No
Clubhouse	Usual	No
Common rooms/library	Usual	No
Exercise room/gym	Usual	Occasionally
Community laundry service	Usual	No
Emergency care alarms	Usual	No
Communal dining - restaurant	Usual	No
Meals served in homes (optional)	Usual	No
Community mini bus	Occasionally	No
Car club	Occasionally	Occasionally
Recreational uses - age orientated	Usual	No
Arranged recreational activities	Usual	No
Allotment gardens	Usual	No
Restricted on-sales to qualifying persons	Usual	No
Restriction on unit modifications	Usual	No
Wheelchair standards design	Usual	No
Lifetime homes designs	Usual	No

Firstly, housing for the elderly cannot be classed as sui-generis (a use with no specific use class) as such developments are not technically 'mixed use' schemes. This is because they have a single primary use: that of providing specialist age-related accommodation which responds to the care needs of the occupiers. The fact that they provide a range of other ancillary functions (fitness facilities, restaurants, surgeries and even shops) supports the primary purpose and does not make the development mixed use.

Equally they should not be seen as delivering traditional Class C3 housing as they offer a range of facilities and services targeted specifically at a special audience and are only accessible to those who qualify; i.e. they do not provide open market housing.

On the above basis, we conclude that such specialist residential uses fall clearly within the Class C2 end of the Use Class spectrum. Therefore planning applications should be approved on this basis.

CONCLUSION

At Carter Jonas we know there is a clear need for a consistent approach if we are to deliver more retirement communities. Therefore, we would advocate a very minor change to the Use Classes Order, which makes specific reference to retirement communities within definition of Class C2. We suggest the broadening of the definition of care to include reference to both domiciliary provision and the provision of personal care/support.

A MASTERPLAN FOR THE 21ST CENTURY: MANCHESTER'S NORTHERN GATEWAY

BY JOHN PHILLIPPS
DESIGN DIRECTOR,
MASTERPLANNING & URBAN DESIGN

WHETHER WE LIKE IT OR NOT THE WORLD IS CHANGING:

Over 80% of the UK's population now live in urban areas, over half the world's population live in cities and increasing numbers live in mega-cities. London is currently the only mega-city in Europe, but that will change. As we become increasingly urbanised and live at higher densities, we will be increasingly affected and organised by technology, but it is not just our urban areas which will change - even our rural areas will experience technological change on a scale not seen since the industrial revolution.



Artificial Intelligence (AI), the Internet of Things (IoT) and Automated Vehicles (AVs) are here to stay. Some might see this as a threat, but it can be argued that these changes offer the most extraordinary potential to design better, greener and more intelligent places. These will not just be new places: technological change can be used as an urban regeneration tool in the retrofitting of our existing urban areas.

Our transport patterns have changed remarkably little in the last two thousand years. There was a potential for change in the 20th century with Le Corbusier and his followers famously hating and abandoning the street, but fashion is now firmly back in favour of the urban block.



From the days of the horse and carriage through to motor vehicles and beyond, we have chosen to line our paths, roads and streets with urban or rural development. The stables may have become the fashionable residential mews, but we still devote a huge amount of wasteful space to storing our means of transportation, and when moving, our vehicles become even more problematic: dangerous, noisy and polluting. However, this may be about to change.

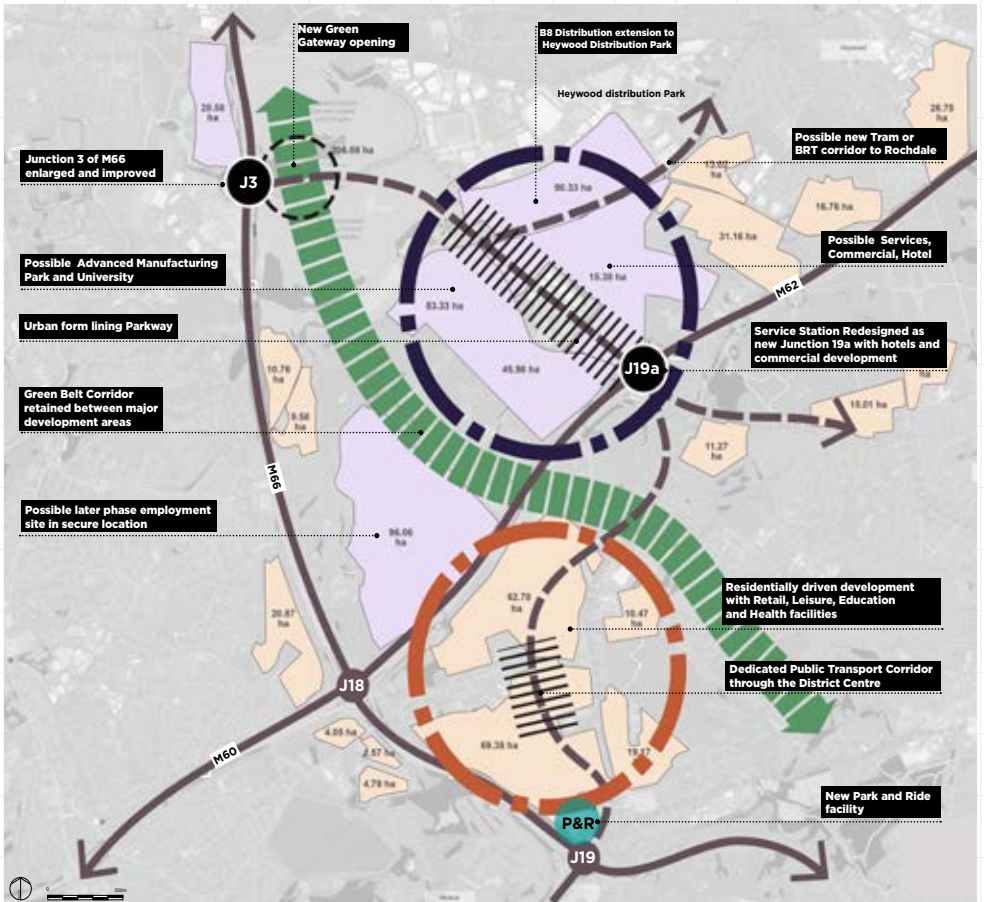
Our urban design professionals are currently looking at several large scale masterplanning projects, and trying to work out how technology might solve some of our design problems, in particular in terms of vehicular

movement. Large scale projects take time to design, and considerably much longer to implement, which means we need to think now about the distant future. This is a challenge, but not impossible.

Driverless and automated vehicles are about three years away in the UK, less elsewhere, and could transform our environments since they will be safer (80% of accidents are caused by human error), quieter, non-polluting and use much less space. Research at Massachusetts Institute of Technology (MIT) has estimated that 300,000 AVs could serve Singapore's 6 million population with a maximum 15 minute wait at peak periods, which compares very favourably with the current 800,000 conventional vehicles

in this very low car-ownership city. It has been calculated that such AV zones in city centres would create 15-20% additional land area either for development, or for other land uses such as landscape and public realm.

However the benefits of AV are not confined to urban areas: they provide a better and more reliable service than the infrequent buses in rural areas. They could also transform the design of suburban business parks and residential areas (we are looking at this on our masterplans for Cody Technology Park and an extension of Crawley New Town) and they might even change the way we design and use our motorways, with dedicated AV lanes and tidal flow reversal.



A diagram of Manchester's Northern Gateway, a key part of the Governments Northern powerhouse initiative

“ Driverless and automated vehicles are about three years away in the UK, less elsewhere, and could transform our environments since they will be safer, quieter, non-polluting and use much less space”

Our most challenging current commissions is to create a masterplan vision for Manchester's Northern Gateway, a key part of the Government's Northern Powerhouse initiative. This vast and varied study area covers over 20 square kilometres (5,000 acres) in the boroughs of Bury and Rochdale. Despite being surrounded by motorways and a heritage railway line, it is a largely inaccessible area with a mix of industrial, distribution and landfill sites, together with low quality farmland. It is also relatively deprived by comparison to the areas south of Manchester. A major objective of the initiative is to redress this north/south imbalance. A specific objective is to improve connectivity between an employment (B1, B2, B8) hub of 1,500,000 square metres (over 16 million square feet), and a residential / community hub of over 5,000 dwellings. Equally important is the need to protect

parts of the Green Belt as a 'healthy living corridor'.

The connectivity will be primarily delivered by a dedicated form of public transport (tram or guided smartbus), or an AV corridor running from Junction 19 of the M66 through to junction 3 of the M66, via the new junction on the M62. This will be supplemented with a parkway type boulevard running from the new junction to a combined university / advanced manufacturing facility B1/B2 in the north. There will also be a substantial distribution hub which might take the form of an automated freight terminal served by driverless trucks and delivery drones (a potential Rotterdam of the North).

The southern residential hub will protect the setting of the existing village of Simister, but will offer substantially more in the way of facilities – especially

in educational terms. This will include primary and secondary schools, a further education college, a life-long learning library, and a full range of health, leisure and retail facilities. The emphasis on education is to ensure that both existing residents and the 12,000 new inhabitants benefit fully from the employment opportunities nearby.

It is difficult to comprehend the scale of this area – it is not one site but many – and it will probably take 20 to 30 years to build out.

No one knows what changes will be brought about by Artificial Intelligence and The Internet of Things in 30 years' time. We don't even know what our plans will look like then, but one thing we can be sure of is that we will still need to live, work and play in healthy, attractive and well-connected places – unless we're all living underground in Mars by then.



Integrated urban density and transport strategy



John Phillipps

John Phillipps is a highly experienced multi-disciplinary urban design consultant. He was formerly a partner at LDA Design's London office where he specialised in masterplanning, urban design and urban regeneration.



ONE THING THAT WON'T BE IN THE NPPF

PLANNING FOR THE RIGHT HOMES IN THE RIGHT PLACES

BY LACHLAN ROBERTSON
PARTNER



WE ARE ALL WAITING EAGERLY FOR THE PUBLICATION BY THE DEPARTMENT FOR LOCAL GOVERNMENT AND COMMUNITIES (DCLG) OF THE REVISED NATIONAL PLANNING POLICY FRAMEWORK, (NPPF) WHICH IS BEING RELEASED IN EARLY 2018. NO DOUBT THE REVISED DOCUMENT WILL RE-CONFIRM THE NEED TO ACHIEVE A STEP CHANGE IN THE DELIVERY OF NEW HOUSING, AS THE CURRENT VERSION DOES. BUT THE ONE CRITICAL THING THAT IT NEEDS TO DO, WHICH IS MAKING HOUSING MORE AFFORDABLE, WON'T BE SO EASILY ACHIEVED.

If occasionally the titles of government documents could come to fruition, we ought to have been encouraged by the one published last February titled 'Fixing our Broken Housing Market'. Part of that fix was dealing with the perceived problem that too much time and money was being spent on assessing the amount of housing required for any given local planning authority area.



The solution is a proposed Standard Methodology for Assessing Housing Need (SMAHN) published in the recent consultation document, *Planning for the Right Homes in the Right Places*. We are told that everyone will be expected to use the proposed solution come March 2018. The SMAHN is based on the assumption that the amount of housing required can be calculated from Government figures forecasting annual average household growth over 10 years and then multiplied by a “market signal” adjustment factor.

This adjustment factor is a formula which assumes that affordability is set at four times the average salary (because that’s what mortgage companies prefer) and that in areas where that median affordability ratio is exceeded, more housing, according to the formula, needs

to be planned for.

The SMAHN, in other words, relies on the fundamental assumption that by increasing the supply of housing in those areas, house prices will fall, thus

“The purpose of changing the NPPF to help further increase the amount of housing is a laudable one”

making them more affordable.

For those of us with considerable years in the industry, we can see the origins of that idea in Kate Barker’s 2004 ‘Review of Housing Supply’. Here she argued that in order to reduce house price growth to manageable levels (she suggested 1.1% per annum as opposed to the 5.1% we had last year) then we would need to build 245,000 homes a year. Yet the proposed change to the NPPF is intended

to result in roughly that same number of new dwellings, but will somehow reduce house prices to a median affordable ratio.

A casual glance at the variability of housing process over the previous decades may well indicate that there is a relationship between supply and house prices, but at the levels of house building that the new NPPF will envisage, it will be nowhere near enough to cause house price falls by itself. Anyway, how many local planning authority councillors will want to increase the supply of housing in their area if it means their voters find their houses falling in value?

In reality, the only guaranteed way of changing the affordability ratio over the long term is to change both sides of the equation and not only increase supply but also raise average



wage levels. This takes us into the realms of the Government's overall economic strategy to improve productivity and wage growth. Realistically, the proposed NPPF does not seem to be the place to do this. That issue may be more in the hands of Brexit negotiators than the DCLG.

“We can now look forward to the detail of how the extra £2 billion promised for affordable housing will be spent”

But if that wasn't enough reason to be sceptical about the ability of proposed changes to make housing more affordable, then there is a final proposed amendment: each local authority could cap the increase dependant on the status of the Local Plan at the time. They can still look to their environmental

constraints (Green Belt etc) to claim that their capacity for growth is limited. So the effect of this would be that if a local authority experiencing a high affordability ratio already has an up-to-date plan, then it will be years before the increase in housing supply will make no difference to affordability!

Of course, calculating an increase in housing supply to accommodate a need to derive more affordable dwellings misses out an important sector of the market: rented accommodation. In many areas and for many people, it is the cost of renting which matters more than the ability to gain mortgages. The consultation states that this will be tackled in the forthcoming NPPF but there is no detail in contrast to the formulae given for the new SMAHN.

Following the Prime Minister's speech at the Conservative party conference on 4 October, we can now look forward to the detail of how the extra £2 billion promised for affordable housing will be spent, and how it will make a difference to affordable rents.

The purpose of changing the NPPF to help further increase the amount of housing is a laudable one. It's hard not to have sympathy for the frustrations that local planning authorities and our clients feel about the interminable debates at Local Plan hearings about the right amount of housing to plan for. But to pretend that it is a tool that helps make houses affordable is to go too far. The problem is far more complex than that. Let's hope the NPPF has something else to say that will help.

CHANGING ATTITUDES TOWARDS PERMITTED DEVELOPMENT RIGHTS:

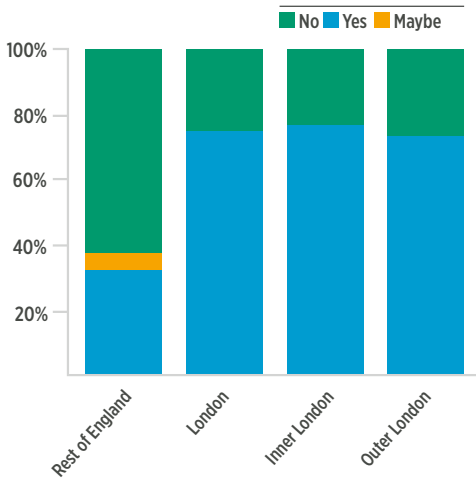
CARTER JONAS RESEARCH IDENTIFIES A DECLINE IN LOCAL AUTHORITY ENTHUSIASM FOR PDR

Carter Jonas' recent research has found that nearly half of all the largest local planning authorities in England believe that Permitted Development Rights (PDR) are a problem in their area. This is an increase on 40% in 2016. Of the 73 local authorities surveyed, the primary concerns around the conversion of offices to residential have centred on the loss of jobs and the impact that this will have on the growth of the local economy.

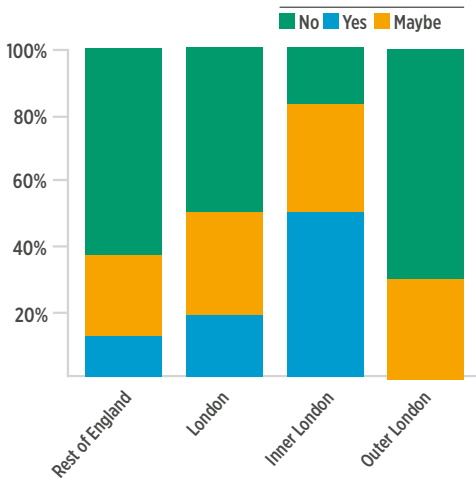
The figure rises to over 70% across the 29 London boroughs surveyed, with the loss of office space highlighted as the main driver - a marked increase on last year's result of 50%. Of the inner London boroughs, 75% stated that PDR was a problem with only the Royal Borough of Kensington & Chelsea, the City of London and Tower Hamlets stating otherwise. Additionally, the inner London boroughs of Wandsworth, Greenwich and Southwark changed their response from last year's survey finding that PDR is now an issue.

Since the 2016 survey, the number of local planning authorities outside of London that have an Article 4 direction in place to remove PDR has now doubled to eight. However, the 80% that do not currently have a Direction in place remained firm on their decision not to introduce one in the future. In contrast, a slight increase was observed in London, with over half of the LPA's surveyed in inner and outer London now adopting the Direction and 70% confirming that they are either considering implementing or planning to introduce one.

ARE PERMITTED DEVELOPMENT RIGHTS (PDR) OF OFFICE TO RESIDENTIAL CONVERSIONS A PROBLEM?



WILL YOU EXTEND ARTICLE 4?



REFLECTING ON THE RESEARCH

Nick Taylor, head of London planning

Most local planning authorities across England do not have an Article 4 Direction in place for the conversion of offices or storage and distribution units to residential. This suggests that where action is taken by a local authority it is because it is a localised problem, rather than a systemic one. Market factors including the demand for office space and the viability of conversion to residential provide Local Planning Authorities (LPAs) with comfort that action is not required.

Alongside these market factors and the continuous development plan preparation that involves updates of evidence-based material, over half of LPAs questioned stated that at the present time, they are unlikely to extend any Direction or exemption currently in place. Instead, many are planning to monitor current policies and intervene where required.

However, when the Inner London boroughs are looked at in isolation the story is very different, with half stating that they would be extending their current direction further due to concerns over the loss of workspace and conversion being financially viable. In other words, the financial metrics are in place in these locations to support the change. This is at odds with the views of the Government and its priority to utilise underused buildings. It will be interesting to monitor the success of the applications to extend the restrictions.

View page 34 for further comments, from Nick Taylor, Head of London Planning, on the future of development rights.



WHAT IS THE FUTURE OF PERMITTED DEVELOPMENT RIGHTS? NICK TAYLOR, HEAD OF LONDON PLANNING, CONSIDERS THE QUESTION.



WHY ARE PDRS MORE OF A CONCERN FOR LOCAL AUTHORITIES NOW THAN PREVIOUSLY?

For a combination of reasons. First, PDR are now permanent. During the trial period it was not clear what would happen to a scheme that was not fully implemented or occupied by the end of the trial period because the guidance was unclear, and so it was understood that the new homes must be completed and occupied before the trial ended. This meant that only those schemes that could satisfy both the tests of completion and occupation were implemented. Although we saw a significant

number of schemes come forward, there was no doubt that some schemes didn't because of concerns that both tests could not be satisfied.

Second, in order to take advantage of the temporary opportunity, clearly it was only an opportunity if the office block was vacant or likely to become vacant within the time period. Now that the opportunity to use PDR is available permanently, it provides landlords and investors with the option to consider PDR when the moment suits them. There now is more time to plan for the change and take steps to bring this about. While the LPA could have taken comfort from the knowledge that only a small number of buildings might change in the trial period, it now has to consider the potential for a greater number of buildings being converted.

Third, some local authorities have become concerned about how much office space has already been lost or might be lost in the future. This may not have been seen as a significant threat when PDR were temporary, but with continued housing pressure, rising house prices and falling commercial space, it is has the potential to become a source of steady erosion of the stock of commercial space within an area.

Fourth is the quality of the accommodation. Many of the conversions do not meet the minimum space standards and the LPA would not have otherwise approved the density

“Taller buildings can convert at high density without reference to the GLA or National Space Standards”

of development. The 14 sq m flat in Croydon is a well-known public space example of how small the new units can be. Whilst there is a place for micro units, LPAs would simply prefer to have some effective control over the quality and type of residential accommodation provided in their administrative areas, in particular to secure larger units and family units.

Fifth, by using PDR instead of submission of a normal planning application LPAs are also missing out on Section 106, affordable housing and associated infrastructure benefits. These are also unable to apply other policy controls concerning car parking, amenity space and unit size and mix.

It is this combination of reasons that has led to some LPAs deciding to act.

WHAT ARE THE BENEFITS OF OFFICE-TO-RESI CONVERSIONS?

From the developers' point of view, the main benefit is the profit to be made and the time and cost to make this profit. Secondary or tertiary office accommodation may cost at least £50/ft to refurbish, in order to rent for £25/ft, and there is no guarantee it will be rented. The option to refurbish at £100/ft and sell for £450/ft when there is demonstrable demand is clearly the fastest way to make a profit.

Taller buildings can convert at high density without reference to the GLA or national space standards, and there are no

requirements to provide parking spaces or affordable housing or make Section 106 contributions. The turn-around can be fast (compared to a standard planning application at least) and there is likely to be a considerable saving on the costs of taking the proposal through the planning system.

For the community, wider benefits include making use of redundant space, supplying much needed housing in central (sustainable) locations and enlivening town and city centres.

IS CONVERSION FROM OFFICE TO RESIDENTIAL ALWAYS MORE LUCRATIVE FOR DEVELOPERS?

Not necessarily. In some locations where the value of commercial space is high or rising, and residential values are not high enough, conversion to residential is not the best option. This is why the research suggests that the challenge is not a systemic one, but is localised.

Carter Jonas' research indicated that the conversion of storage and distribution units (planning Use Class B8) to residential was more warmly received, with only 18% of local authorities nationally highlighting this as a problem. Whilst this figure increases to 25% in London, the difference in response can be attributed to the rarity of prior approvals with the volume of submitted plans much lower when compared with office to

residential conversions. The economic impact of losing this space is considered to be less significant.

WHY IS THE CONVERSION OF STORAGE AND DISTRIBUTION UNITS TO RESIDENTIAL LESS CONTROVERSIAL THAN OFFICE-TO-RESI CONVERSIONS?

We have seen much less pressure for this because unlike offices, which are typically located in town centre locations where there is demand for urban living close to amenities and facilities, much of the storage and distribution space is away from town centres in out-of-town locations. They are simply not as well suited to conversion to residential. Also the problems around lack of parking don't exist as many of these units will have adequate parking and the buildings are generally low rise, so conversion doesn't raise the same concerns around density of conversion. As the residential accommodation will not be of the highest quality, the values will typically be lower. This suggests that lack of viability is a major reason for the relatively reduced uptake.

Nick Taylor is a partner and head of London planning. He has over 25 years of experience gained across the residential, commercial, retail and industrial sectors for corporate, institutional and private landowners and developers.

MEET THE NEW INTAKE:

CARTER JONAS' GRADUATES
SHARE THEIR THOUGHTS ON
THE FUTURE FOR PLANNING
AND DEVELOPMENT INDUSTRY

EACH YEAR CARTER JONAS
SELECTS SIX RECENT
GRADUATES TO JOIN ITS
TEAMS ACROSS THE UK.
MAKING UP 19 PLANNING
AND DEVELOPMENT
GRADUATES IN THE FIRM.
THE OPPORTUNITY IS
EXTREMELY POPULAR,
ATTRACTING OVER 150
APPLICATIONS IN 2016.

Life as a graduate involves full support through the RICS and RTPI process. Graduates are assigned mentors and supervisors to support their learning over the two year period. Carter Jonas provides an APC induction day, two annual conferences, and encourages internal and external CPD opportunities to enhance development.

There is an active social life for our graduates, which encourages

support networks. Our pass rate is currently 100% for RTPI and 82% for RICS: both higher than the national averages. Many of our graduates go on to have successful careers with us. We have dedicated this issue to focus on graduates who specialise in planning.



John Mason

Position	Planner
Location	Cambridge
Joined	September 2015
Previously	University of Cambridge (masters in Planning), University of Vienna (masters in Urban Studies) and University of Cambridge (BA in Geography)

- **The high point of my time here so far was** getting my first planning consent. It was for an outline application for seven houses in Bury St Edmunds. I took great pride in telling all my colleagues, friends and family about it.
- **During my working life** I expect that the local authority side of planning will change completely. This will be due partly to budget restrictions and partly to the huge scope of new technology for altering the plan-making process and engaging new groups of people. I also expect the types of housing being built will further diversify and become a lot greener:
 - more self-builds, more high-rises, more co-operatives, new construction methods. These will all pose new challenges and opportunities for consultants.
- **In addition to working at Carter Jonas** I love travelling. My annual leave is mostly used up on holidays around the UK and beyond. I have just returned from an exhausting but hugely enjoyable two week trip to India, where my partner is from. I am also currently learning the guitar using YouTube tutorials; it's slow progress!



Josh Brear

Position	Planner
Location	Leeds
Joined	September 2015
Previously	Master of Planning MPlan Honours degree at Newcastle University followed by a year as a Student Planner at North Norfolk District Council

- **Now is an exciting time for planning and development** within Carter Jonas as the Northern Planning Team has recently relocated to form a Yorkshire hub in Leeds, which collaborates with the existing regional offices. This has meant that we now have a stronger foothold in the Leeds market and can expand with our development colleagues to provide a conception-to-delivery based service. Whilst this is an exciting time and progression for the team, it is also great for my career as the range of projects I am exposed to will continue to multiply.
- **I chose Carter Jonas because** it offers the opportunity to work across varied specialisms within the property industry, and also provides exposure to a wide variety of projects. Working here enables me to continue my interest in property after having been onsite with my Grandad as a construction manager for a national housebuilder and also undertaking a property based degree. Additionally, Carter Jonas has national coverage with offices across the country which means that I can remain local to where I grew up in Leeds but also be exposed to both regional and national projects.
- **The best piece of technology for the job is** easily Google Earth aerial images, Street View and the historic aerial image function. The absence of it, I am certain, would make my job a lot more time consuming.



Isabel Brummwell

Position	Planner
Location	Bath
Joined	August 2017
Previously	Degree in Architecture and Planning from the University of the West of England

- **The high point of my time here so far is** joining a newly established planning team. It will definitely be interesting to support Lachlan Robertson in developing Carter Jonas presence in the South West planning sector; it is an experience I may not have had within other planning teams, and a useful opportunity to practise engaging my commercial mind-set.
- **Now is an exciting time for planning and development because** of the uncertainty that the EU Referendum introduced into many markets, including planning and development. The RTPI has already expressed concern in regard to the negative consequences Brexit may have upon rural areas, such as the South West region surrounding Bath.
- **In addition to working at Carter Jonas** I love to travel as much as possible, particularly if there is good food and weather involved. I'd happily spend everyday skiing, swimming or hiking, but settle for spending most of my free time at home in Bristol.



Michael Jenner

Position	Planner
Location	Cambridge
Joined	Summer 2015
Previously	MSc Urban and Regional Planning at University of Westminster; Assistant Development Management Officer at Huntingdonshire District Council; Geography BSc at Canterbury Christ Church University

- **The high point of my time here** is working in a growing city where all forms of development are taking place. I believe that there are exciting times to come in Cambridge and having an influential involvement in an evolving landscape makes working at Carter Jonas all the more desirable.
- **Now is an exciting time for planning and development because** more and more people are becoming aware of the planning system and there is a constant requirement to deliver high quality affordable housing. I think technology has a role to play in this. Whether it is social media or a new app that makes public consultation more accessible to everyone, technology will soon change the way in which planners work.
- **In addition to working at Carter Jonas** I love being outdoors. I am a keen climber and snowboarder who will find any excuse to venture out to the mountains. I also play for a local hockey 1st XI and coach a junior development squad, preparing them to break through into the senior teams.





Vickesh Rathod

Position

Planner

Location

Oxford

Joined

January 2016

Previously

Master's degree in Spatial Planning
at Oxford Brookes University

- **The high point of my time here** has been working with Wadham College, Oxford to achieve planning permission for new student accommodation on a complex and constrained site. I can't wait to see the end result!
- **Now is an exciting time for planning and development because** the need for housing is so high and isn't going to go away. As planners we have a real opportunity to deliver not just housing numbers but sustainable, liveable and well-connected communities.
- **If I wasn't doing this role** I might have trained as an architect, but I don't have the patience. Being a planner, however, I still get exposure to the design process and get to work closely with architects.





Thomas Upton

Position

Planner

Location

London

Joined

April 2017

Previously

Six months at JLL; prior to that a Masters degree in International Real Estate at UCL

- **I chose Carter Jonas because** it has an excellent reputation across the UK, career progression opportunities and an inspiring growth strategy. The multi-disciplinary functions mean that colleagues have a vast array of knowledge and help contribute to various aspects of projects I am involved with – as well as the opportunity to cross-sell of course!
- **Now is an exciting time for planning and development because** there is an urgent need

to facilitate the rapid growth in population in the UK (especially London). There is a huge opportunity to shape the built environment and build sustainable communities which appeals greatly to me.

- **If I wasn't doing this role I'd like to be an** entrepreneur, or a centre midfielder for any premier league club (not too fussed which).



CARTER JONAS APPOINTMENTS & ANNOUNCEMENTS



Office opening, Nine Bond Court, Leeds

NEW ROLES WITHIN PLANNING & DEVELOPMENT

We are pleased to announce that 13 members of the Planning & Development team have been promoted over the last six months. Promotions to Associate Partner include Dan Sherwood, Kate Broadbank and Emma Winter from Leeds and Nick Muncey, Matthew Hare and Peter McKeown from Cambridge.

Mark Granger, Chief Executive of Carter Jonas said: 'These latest promotions demonstrate that our business will remain strong and achieve its ambitions if we give our people the opportunity to develop their careers with us'.

FURTHER EXPANSION IN THE NORTH

Carter Jonas Leeds have moved into their new 4,500 sq ft office space on the first floor of Nine Bond Court, in the heart of the city. Becoming the core Northern hub, the Leeds office can now cater for the on-going expansion of our Planning & Development, Commercial, Valuations and Infrastructure & Energy teams.

OUR WORK IN NUMBERS

642 acres

642 acres of development land with a value of around £231 million sold in the last three years

17,000

Secured planning permission for 17,000 new homes with a value of around £480 million in the last five years

2.5m sq ft

Secured planning permission for 2,500,000 sq ft of retail over the past three years

154

154 local planning authority partners

12

Advising 12 of the top 25 house builders

23,000 acres

Promoting over 23,000 acres of strategic land with capacity for more than 10,000 new homes

14th

14th leading UK employer for Chartered Town Planners

106

60 town planners, 26 development surveyors and 20 architectural professionals

OUR PLANNING & DEVELOPMENT TEAM IS RENOWNED FOR THEIR QUALITY OF SERVICE, EXPERTISE AND THE **SIMPLY BETTER ADVICE** THEY OFFER THEIR CLIENTS.



PLANNING & DEVELOPMENT

James Bainbridge
Head of Planning & Development
01865 404437
james.bainbridge@carterjonas.co.uk

LONDON



Nick Taylor
Planning
020 7016 0733
nick.taylor@carterjonas.co.uk



Tim Shaw
Development
020 7518 3221
tim.shaw@carterjonas.co.uk



Colin Brown
Planning
01223 326826
colin.brown@carterjonas.co.uk



Mathew Forster
Development
01223 326540
mathew.forster@carterjonas.co.uk

CAMBRIDGE

OXFORD



Steven Sensecall
Planning
01865 297705
steven.sensecall@carterjonas.co.uk



Emma Jewson
Development
01865 404463
emma.jewson@carterjonas.co.uk



Simon Grundy
Planning
0113 203 1095
simon.grundy@carterjonas.co.uk



John Webster
Development
0113 203 1063
john.webster@carterjonas.co.uk

LEEDS

BATH



Lachlan Robertson
Planning
01225 747 267
lachlan.robertson@carterjonas.co.uk

STRATEGIC LAND



Robert Smith
020 7016 0734
robert.smith@carterjonas.co.uk

MASTERPLANNING & URBAN DESIGN



Glen Richardson
01223 326804
glen.richardson@carterjonas.co.uk

RETAIL & TOWN CENTRE CONSULTANCY



Steve Norris
020 7529 1527
steve.norris@carterjonas.co.uk



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Carter Jonas