

London

December 2024

THE CASE FOR A NEW TOWN IN LONDON

In partnership with

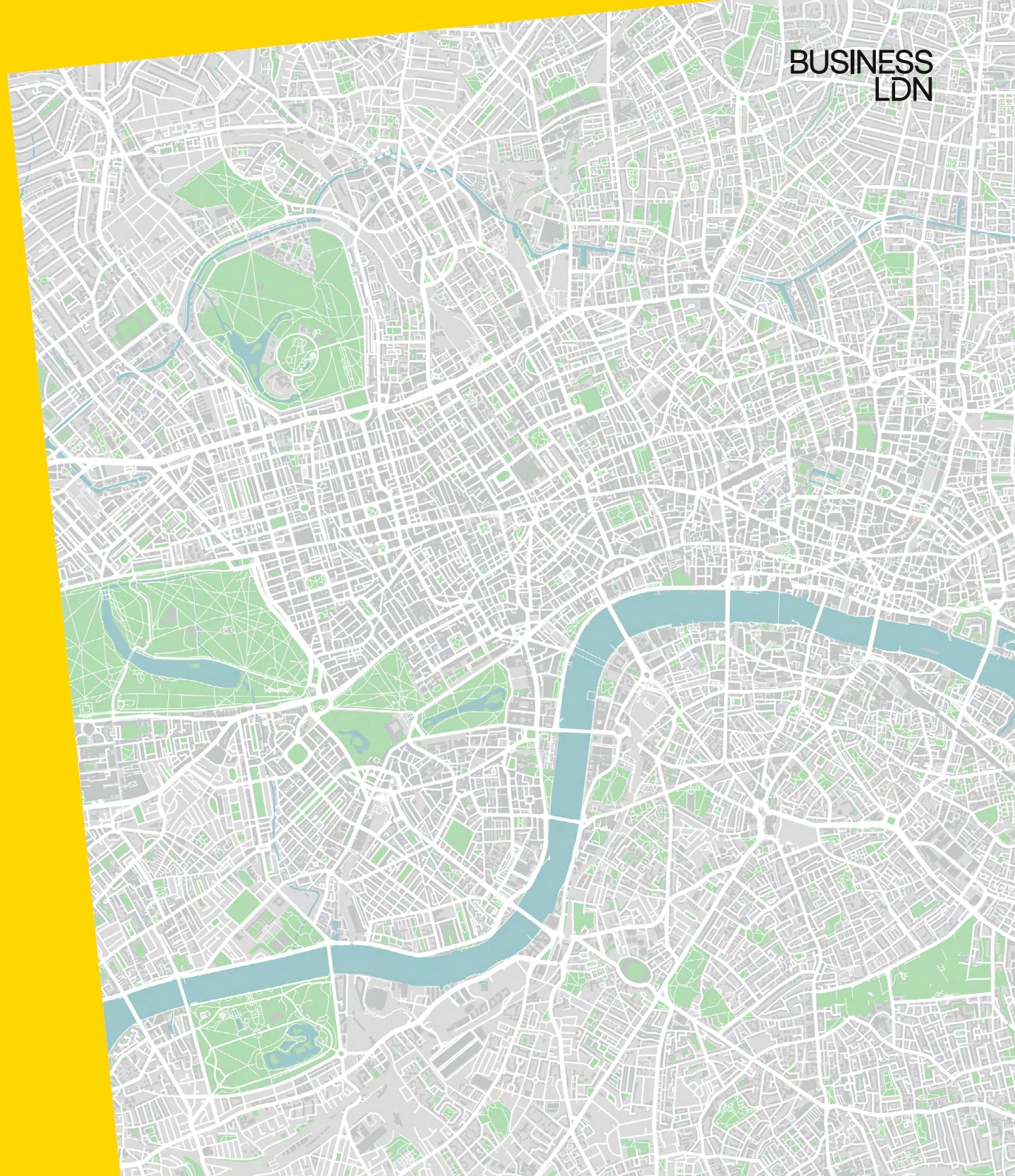
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1 The pitch

- The Government has put housing and economic growth at the top of its agenda. The emphasis placed by the Prime Minister on how, not if, the country builds 1.5 million new homes this Parliament is not just welcome, it is essential, if this ambitious target is to be met.
- One part of the Government's long-term strategy to increase housebuilding is to deliver a new generation of new towns. BusinessLDN supports the creation of new towns and believes London should be the location **for at least one of these new communities**. This report, produced in partnership with Arup, DP9, Kanda Consulting, Zack Simons of Landmark Chambers and Volterra, sets out the case for a new town in London. It seeks to inform the Government's thinking about the approach to creating new towns, particularly the work of the New Towns Taskforce.

New towns policy statement

In July 2024, the Government set out its vision for new towns in a short policy statement announcing that:


- New towns will include large new communities on greenfield land (separate from other settlements), urban extensions and urban regeneration schemes;
- A new town will contain at least 10,000 homes, though some will be considerably bigger. Collectively, new towns are expected to provide hundreds of thousands more homes;
- New towns must be well-connected, well-designed, sustainable and attractive places which include infrastructure and amenities;
- A 'New Towns Code' will ensure high standards of development are delivered including targeting 40% affordable housing with a focus on social rented homes; and
- A taskforce, chaired by Sir Michael Lyons, will advise Government on appropriate locations for new towns reporting within a year.

Source: www.gov.uk/government/publications/policy-statement-on-new-towns/policy-statement-on-new-towns

- London needs a new town because of the huge housing need in the capital (see 2) and locating a new town in London can support the Government's wider agenda, boosting both its growth mission and housing ambitions by delivering more homes to attract and retain talent and support labour mobility to underpin economic growth in London and the UK.
- The Government's housing ambitions cannot be met without London delivering a step-change in housebuilding. As the Deputy Prime Minister recently outlined to the Mayor of London, "I appreciate fully the scale and breadth of the housing delivery challenge in London, and I recognise that the city faces unique issues, but the Government does expect London to take steps to boost its output".¹

The case for a new town in London

- By harnessing London's unique powers and structures, the capital could quickly get spades in the ground for a new community, acting as a trailblazer for the next generation of new towns and providing valuable insight for other parts of England (see 3).
- While this report makes the case for London being well placed to accommodate at least one new town, it does not identify a specific location(s) within the capital, which is best determined by the Government. Instead, high-level criteria have been set out which could be used to help make an assessment – looking at infrastructure provision, densification and economic sustainability. London delivers well against these criteria and has the versatility to accommodate any type of new town, be that a greenfield settlement, urban extension or urban regeneration (see 4).
- Finding the perfect sites for new towns is one thing, ensuring these sites are deliverable is another. A series of deliverability challenges will need to be overcome such as securing an appropriate mix and quantum of affordable housing and finding a suitable mechanism for developer contributions towards infrastructure. Any new towns will face these challenges, but London has a good track record of delivering major development which could be used to help form specific place-based policies to support the next generation of new towns (see 5).
- Finally, if new towns are to succeed, they will require local political support – with early indications this exists in London – and will need to become desirable places to live, undertaking comprehensive community engagement and delivering what people want from new development (see 6).

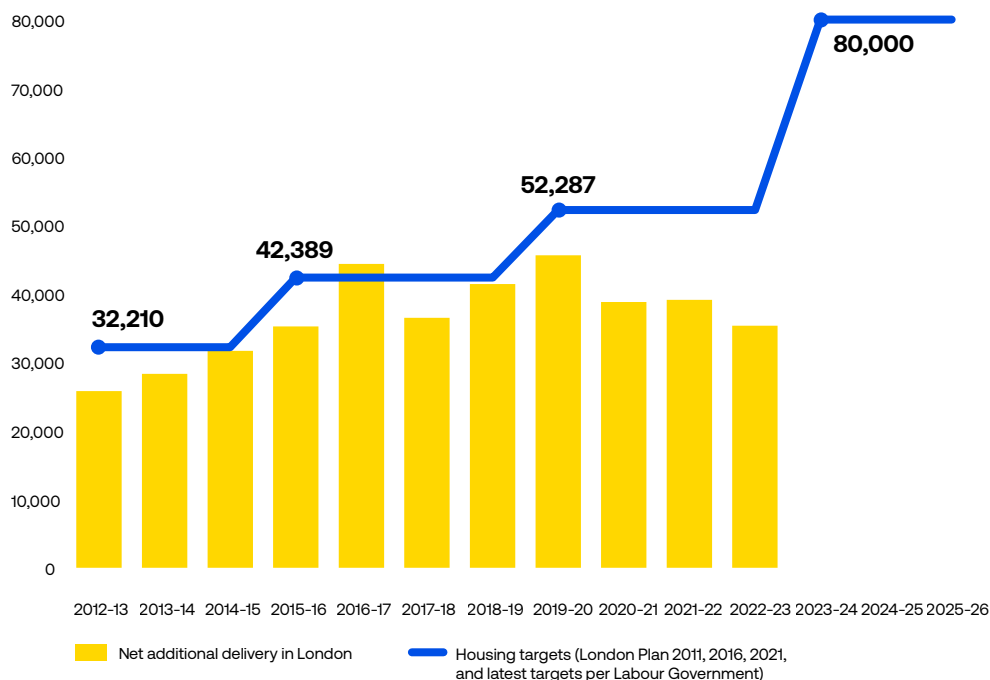


London needs a new town because of the huge housing need in the capital and locating a new town in London can support the Government's wider agenda

2 Housing need

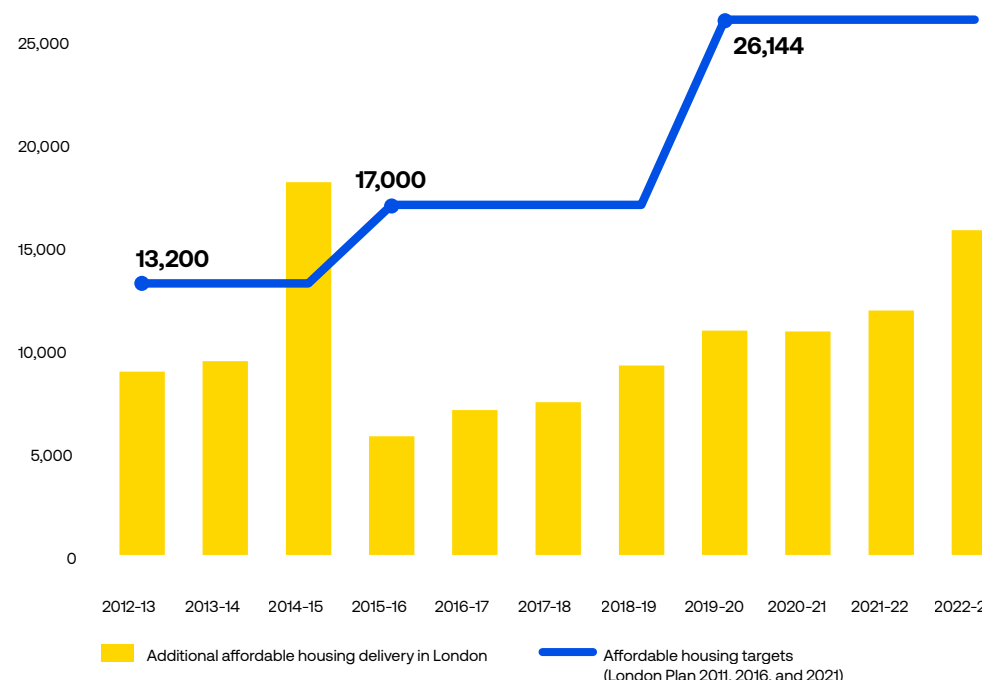
- London has a housing crisis. The capital is behind on its housebuilding targets, which are set to increase, and is the most unaffordable region in England, with a significant temporary accommodation and homelessness challenge. There is a growing social and economic cost to the lack of supply and high housing costs in the capital. All these indicators point towards the need for multiple actions to increase housebuilding, including the need for at least one new town in London.

Figure 1: Housing delivery in London, 2012-13 to 2022-23



Source: MHCLG, 2024. Lives tables on housing supply, table 118

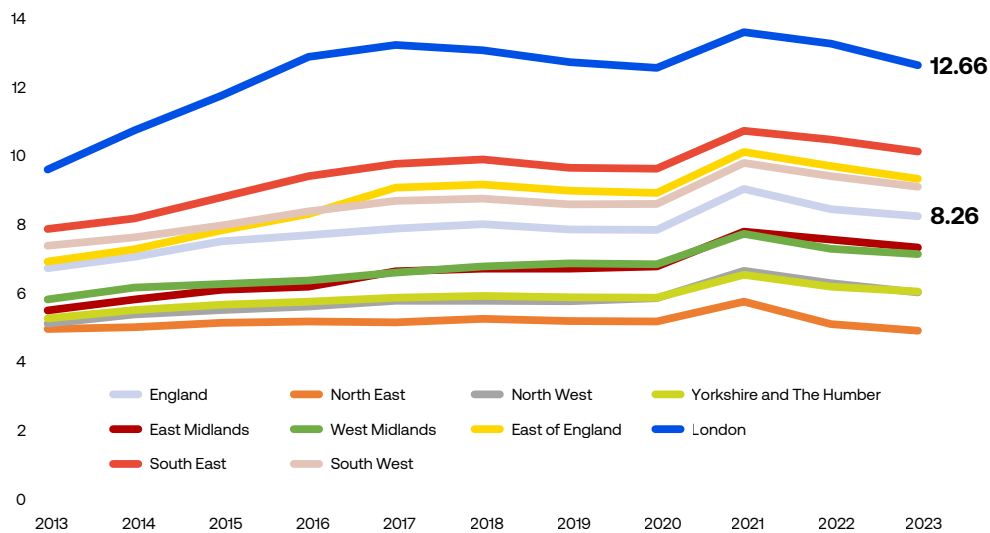
Figure 2: Affordable housing delivery in London, 2012-13 to 2022-23



Source: MHCLG, 2024. Lives tables on affordable housing supply, table 1008C

- In most years between 2012-2023, housing supply in London fell short of the London Plan housebuilding targets, with 85% of the cumulative target delivered during this period (Fig 1). Likewise, the delivery of affordable housing has been considerably below the London Plan cumulative targets, standing at 54% over the same timeframe (Fig 2). The Government recently announced a new approach to calculating housebuilding targets meaning London's target is now c.80,000 homes a year – a figure that has never been achieved and one that will require a step-change in delivery given that in 2022-23, 35,310 net additional homes were delivered in London and the highest figure that has been achieved in the 21st century is 45,680 in 2019-20.

Figure 3: Median affordability ratio, 2013 to 2023

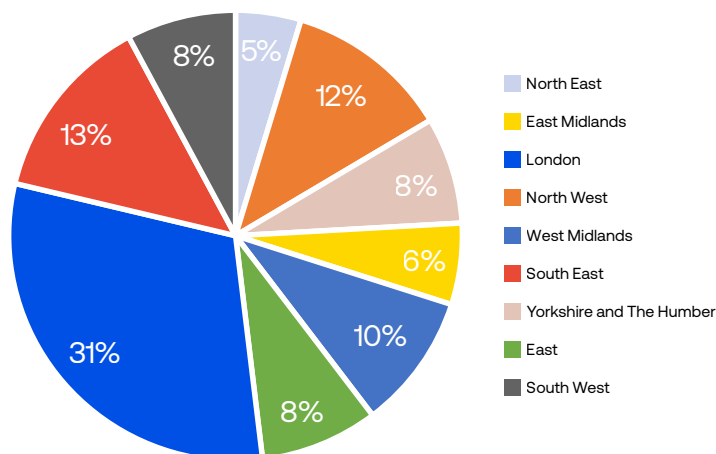


Source: ONS, 2024. House price to residence-based earnings ratio

- Median house prices in London (£530,000 in 2023) are 83% higher than national house prices (£290,000), and highest across all regions in England.²
- London is the most unaffordable region in England (Fig 3). In 2023, the affordability ratio, i.e., the ratio of median house prices in London to median annual earnings of a London resident, was 13, the highest across all regions of England. Between 2013-2023, affordability has worsened, with the affordability ratio increasing by 32% over this period.
- 14% of England's households are in London, however 20% of England's households that are either homeless or threatened by homelessness as of March 2024 lived in London, significantly higher than any other region. After housing costs are taken into account, a quarter of Londoners lived in poverty in 2022-23.³
- London boroughs' monthly spending on temporary accommodation has increased by 68% in a year – collectively spending £4 million a day to support homeless households. Boroughs are forecasting a £700m funding gap (2025/26) due largely to the rising housing and homelessness pressures.⁴

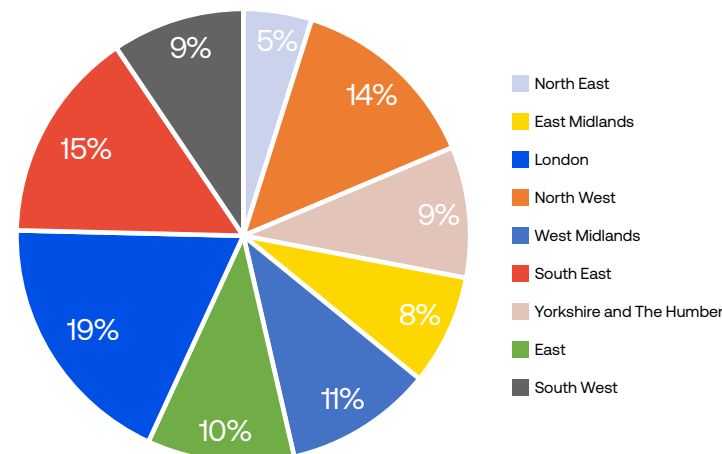
- London accounts for approximately a third of national expenditure on housing-related social protection which covers, amongst other things, benefit payments, tax credits and pensions (£4.5 billion – at least 2.4 times that of any other region – Fig 4) but only 19% of overall national expenditure (Fig 5).

Figure 4: Share of regions in national expenditure on housing-related social protection, 2023



Source: HM Treasury, 2023. Public Expenditure Statistical Analyses 2023

Figure 5: Share of regions in national expenditure, 2023



Source: HM Treasury, 2023. Public Expenditure Statistical Analyses 2023

3 The powers and structure to support quick delivery

- The statutory and regulatory powers to deliver a new town in London already exist, making it comparatively easy to get a new town going in the capital.
- Delivering new towns will give rise to strategic-level challenges which exceed individual local planning authority (LPA) boundaries. The Government's intention is to re-introduce mandatory strategic plan-making, but achieving that nationwide will require legislation and years of plan-making. In contrast, London already has the legal structures to facilitate strategic plan-making through the Mayor and Greater London Authority (GLA) and decades of experience of doing this through the London Plan – the spatial development strategy for the capital.

London's unique legal regime

- The London Plan is prepared under **Part VIII of the Greater London Authority Act 1999**, which requires the Mayor to publish a spatial development strategy for Greater London.
 - London Boroughs must have regard to the London Plan when preparing their own local development plan documents and local policies must be in general conformity with the London Plan: **ss.19(2) and 24(1) of the Planning and Compulsory Purchase Act 2004**.
 - The Mayor can “call in” applications of potential strategic importance for his own determination under **s.2A of the Town and Country Planning Act 1990 (“TCPA 1990”) and the Town and Country Planning (Mayor of London) Order 2008**.
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- Alongside London's current powers to bring forward strategic-level development, a range of national powers exist, including:
 - **Special Development Orders (SDOs)** under s.59 TCPA 1990 by which the Secretary of State (SoS) can grant planning permission for specified developments, or allow LPAs to grant permission.
 - **The New Towns Act 1981** which allows the SoS to designate an area as a new town if “expedient in the national interest” and then allows for delivery through a Development Corporation which can be facilitated by the SoS's use of SDOs.
 - NB the **Town and Country Planning (New Towns) Special Development Order 1977** grants permission for Development Corporations to carry out development in accordance with approved and submitted plans.
 - **Local Development Orders** under s.61A TCPA 1990, which allow LPAs to grant permission for a development or class of development.
 - **Enterprise Zones** under Schedule 32 to the Local Government, Planning and Land Act 1980 and s.88 TCPA 1990, under which permission can be granted for developments or classes of developments.

- To speed-up the process of establishing a new town in the capital, the Government and the Mayor could use a Mayoral Development Corporation.

Mayoral Development Corporations

- **Part 8 of the Localism Act 2011** provides the Mayor with the powers to create Mayoral Development Areas (MDA) and Mayoral Development Corporations (MDC). An MDA can be designated if, as set out in **s.197(3)(a)**, the Mayor considers the designation is expedient to further one or more of the GLA's principal purposes, with these being (see **Part II s.30(2)(a-c), Greater London Authority Act 1999**):
 - promoting economic development and wealth creation in Greater London;
 - promoting social development in Greater London; and
 - promoting the improvement of the environment in Greater London.
 - Other procedures must also be followed to designate the MDA including consulting with, amongst others, relevant persons such as the London Assembly Member, Member of Parliament and borough that contains part of the area proposed for designation (**s.197(4)(a-h) Localism Act 2011**). Two thirds of the London Assembly must approve the MDA being designated (**s.197(5)(b)(ii) Localism Act 2011**).
 - Once the MDA is designated, the SoS must establish an MDC for the area (**s.198(2) Localism Act 2011**). The object of an MDC is to secure the regeneration of its area (**s.201(1) Localism Act 2011**).
 - The MDC can have a wide range of powers including over town planning, infrastructure provision and land including the ability to acquire land and to do so compulsorily (**ss.202-207 Localism Act 2011**).
 - **S.200 of the Localism Act 2011** allows the Secretary of State, subject to consultation, to transfer the property rights by order of a development corporation and multiple other bodies to an MDC.
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- In addition to the powers set out above, the Mayor is responsible for Transport for London (TfL) and can align the growth of London's transport network with the development needs of the capital. The Mayor has also created Places for London – TfL's property company – to unlock the development potential of TfL's 5,500 acres of land that it owns. Places for London could soon be joined by the creation of a City Hall Developer focused on housing development, as outlined in the Mayor's manifesto.⁵
 - London has a unique statutory framework combining regional plan-making and decision-taking. It has the powers to create vehicles to oversee the delivery of new places and the ability to direct investment, through organisations controlled by the Mayor, that could help to deliver them. This is all underpinned by a strong democratic legitimacy – the Mayor's million vote mandate provides him with the largest direct mandate of any politician in the UK. London is well positioned to move quickly to establish the framework to deliver a new town though just like any other potential location it will require Government investment to help support delivery.

Thanks to its unique statutory framework, London is well positioned to move quickly to establish the framework to deliver a new town

4 Criteria for location

- This report does not identify specific sites within London, or elsewhere, that could accommodate a new town. It is for the Government to determine the most suitable sites; instead, outlined below are key criteria the Government could use to help evaluate specific sites, and an assessment of how London fares against them.
- These criteria will need to be combined with an assessment of the regional and local political support for a new town. This is important because strong local leadership will be needed to keep the project moving forward over the long-term and because political support and stability will give confidence to the private sector to invest, an essential ingredient to the success of any new town.

	INFRASTRUCTURE PROVISION	DENSIFICATION	ECONOMICALLY SUSTAINABLE
CRITERIA	<ul style="list-style-type: none"> • Transport infrastructure sits at the heart of providing a sustainable new community with extensions or enhancements to existing networks being generally easier to deliver than starting from scratch. Equally important are wider infrastructure requirements such as energy, water, waste and digital connectivity, all of which are essential to creating a new town. 	<ul style="list-style-type: none"> • Housing density measures the quantity of people or buildings in an area. High density development ensures a site is fully optimised, providing as many homes as possible. It helps generate a sufficient financial return to invest in social infrastructure, such as new schools, healthcare and other community facilities, required to support such development. High density development can be delivered through a variety of building heights and development types. 	<ul style="list-style-type: none"> • If new towns are to become thriving places, they must be more than just dormitory settlements. They should be oriented around employment with a high live-work quality of life. Value can be driven by cementing institutional, educational, cultural and business occupiers at the heart of new settlements.
LONDON AGAINST THE CRITERIA	<ul style="list-style-type: none"> ✓ Already served by extensive infrastructure. ✓ Plans in place to extend or enhance the transport network such as the DLR extension to Thamesmead, the Bakerloo line extension, the West London Orbital and, in the long-term, Crossrail 2. ✓ Track record of innovative solutions to fund new infrastructure e.g. Mayoral Community Infrastructure Levy for Crossrail, Tax Increment Financing for the Northern Line Extension, proposed tolling for the Silvertown Tunnel, Regulated Asset Base model for Thames Tideway tunnel. 	<ul style="list-style-type: none"> ✓ London has the highest housing density in England but even the densest areas in central London are below comparable urban areas in Europe.⁶ ✓ Suburban London has potential for intensification with many parts of the capital having good transport links but low housing density.⁷ 	<ul style="list-style-type: none"> ✓ London is a global city – a magnet for jobs, education and opportunity. ✓ London produces nearly a quarter of the UK's total output, makes up roughly 18% of workforce jobs and contributes 21% of the country's public sector revenue.⁸ ✓ London's wider metropolitan area, the area it is possible to commute to the capital from, encompasses over 14 million people.⁹

- The Government's policy statement on new towns sets out three potential different types of new town: 1) greenfield land, separate from other settlements 2) urban extensions and 3) urban regeneration schemes. London's scale means that it could accommodate any of these options, indeed there is potentially a lot of overlap between the three types, meaning the capital is well placed to accommodate more than just one type.

Greenfield land

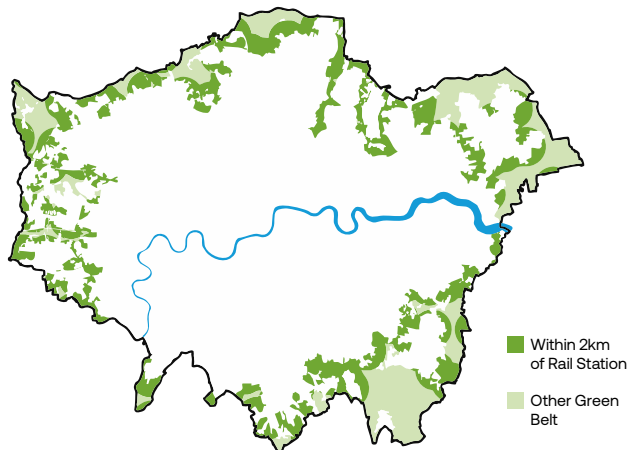


Image: The Green Belt: A Place for Londoners? London First, Quod, SERC: February 2015

Around 60% of London's green belt is within 2km of an existing rail or tube station – the darker areas highlighted in the map above. If environmentally protected land, parks and public access land are excluded that still leaves 42% of the green belt in other uses lying within 2km of an existing station.¹⁰ The proposed changes to the National Planning Policy Framework seeing the creation of grey belt land – previously developed land in the green belt – will further support opportunities to bring forward strategic development. The scale of a new settlement in London could be increased if it were to straddle the GLA boundary and surrounding area, with the latter containing the largest green belt¹¹, and potentially grey belt, in the country.

Urban extension

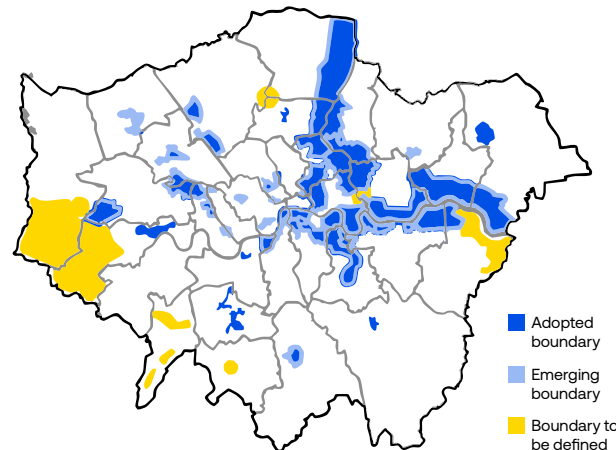


Image: london.gov.uk/opportunity-areas

Opportunity Areas (OAs) are identified in the London Plan as substantial locations with development opportunities to accommodate new homes, jobs and infrastructure of all types. In many OAs, improvements to the existing public transport network would unlock significantly more development. Looking at delivering an urban extension linked to existing or future OA would be a sensible place to start.

Urban regeneration



As the vast majority of development in the capital takes places on previously developed land, urban regeneration is a term that characterises much of the development that takes place in London. The Government has not yet commented on the scale of development the three types of new town might deliver, but it is assumed the urban regeneration category would be at the bottom end of 10,000 homes plus. This number of homes is within the order of scale of some of the bigger projects already underway in the capital, demonstrating London's delivery credentials.

5 Delivery

- Finding the perfect sites for new towns is one thing, ensuring these sites are deliverable is another. Set out below are some key delivery challenges that will need to be addressed. While these challenges have been viewed through the lens of London, they are relevant, to varying degrees, to the rest of England.

Quantum and tenure of affordable housing



An equitable balance must be struck between the quantum of affordable homes provided, the amount of grant available and the tenure of these homes. If a high proportion of the affordable homes are for social rent, which requires a significant subsidy, this may impact the overall number of affordable homes provided. Conversely, if other affordable tenures are part of the mix, this may mean the overall percentage of affordable homes can be higher. Whatever choice is made, the planning process is there to ensure all factors are taken into consideration, including assessing local housing need and ensuring a scheme can be delivered.

Public land



Public land could play an important role in helping to form the basis of some new towns. There would be a benefit in simply putting surplus sites to productive use. However, it may also be easier for the public sector to accommodate higher levels of affordable housing on public land compared to privately owned land.

Tenure mix



London has a long-standing policy of seeking mixed and balanced communities. Adopting this approach not only helps to create sustainable places but should also aid the speed of delivery. A mix of housing tenures ensures that different demand profiles can be met while encouraging speed of delivery as homes are built for different markets, minimising the private sector concern about absorption rates if, for example, there is an over reliance on building homes for sale.

Developer contributions towards infrastructure



Providing affordable homes (as above) is an important part of developer contributions but developers will also need to help fund strategic infrastructure. Finding mechanisms to secure an appropriate contribution which does not deter development will be essential to the success of new towns.

Clustered development



In some areas it may be a challenge to find one large site so innovative approaches should not be ruled out. 10,000 homes (plus) could potentially be distributed across a tight cluster of sites near to an area that can provide the necessary infrastructure. For example, it may be advantageous to release multiple sites owned by the public sector along rail corridors or where industry was once located (see also public land). It should be noted that s.197(2) of the Localism Act 2011 allows separate parcels of land to be in one MDC.

Government support



There may be good public policy reasons why a new town is located in an area that will struggle to attract investment. In this scenario, a comprehensive package of support to aid delivery will be needed. Indeed, even more investable parts of the country will likely require some financial support, whether it be grant, loans/guarantees, or perhaps devolving powers to devise bespoke solutions.

- The good news for London is that it has a long history of successfully delivering major schemes and can use this knowledge to help form specific place-based policies for the next generation of new towns. The key features of this policy approach could be:

PLACE SPECIFIC PLANNING	✓ Allowing planning policies and planning consenting mechanisms to be shaped specifically to the place and circumstances associated with each site.
COMPREHENSIVE LAND CONTROL	✓ Whether through private acquisition and/or compulsory purchase, having certainty over land provides the basis for control over delivery.
MASTER PROMOTER OR DEVELOPER	✓ Coordinating masterplanning, planning, design processes and decisions about upfront infrastructure delivery and funding. Taking a long-term view, particularly about the financing and funding of the scheme.
INFRASTRUCTURE FUNDING	✓ The most successful projects – delivered with certainty and at pace – often benefit from substantial public sector funding or public/private funding arrangements for the provision of infrastructure.
USING LEGISLATION AND POLICIES THAT ALREADY EXIST	✓ Utilising policy allocations; development corporations; compulsory purchase; development management tools; policy and guidance; design and development frameworks; and regeneration strategies.
FLEXIBLE APPLICATION OF POLICY	✓ Taking a balanced view on the cumulative impact of policy, standards and guidance to ensure a scheme can be delivered.
EFFICIENT GOVERNANCE	✓ An efficient governance structure, at an appropriate spatial level, that can take swift decisions.
CLARITY OF VISION	✓ Establishing a clear vision and ensuring this is supported by key stakeholders and landowners.
STRONG POLITICAL LEADERSHIP	✓ The staple of many major schemes is strong political leadership. A leader who acts as a ‘champion’, helping to build momentum and consensus, taking a long-term view across political and economic cycles.
RESOURCING	✓ Major projects are time hungry, resource intensive and require multiple skills sets. A properly resourced team, especially those with a statutory function, empowered to take decisions is essential.
THE COMMUNITY BEING PART OF THE JOURNEY	✓ Clear communication of the benefits from development and awareness of what facilitates delivery. Ensuring community engagement is meaningfully approached and a long-term ongoing dialogue exists.
LAND USE MIX	✓ Delivering homes alongside other uses and infrastructure to act as a catalyst. Having attractor and anchor uses. Respond to market demands and advances in technology.
PLACE-MAKING AND INNOVATION	✓ Use design codes and guidance to ensure quality but allowing room for creativity and innovation.
PROGRAMME AND PHASING	✓ Having a clear programme, with buy-in from all parties, and sticking to it. Using phased development, that can standalone and is successful in its own right, and help to respond to market cycles.

6 Community engagement

- Do Londoners want a new town? Polling by YouGov showed that 65% of respondents from London either strongly supported or somewhat supported a new town in areas with significant unmet housing need (Fig 6). More generally, a Savanta poll for Centre for London found that 61% of Londoners support new housing in their local area, rising to 68% for 25–34-year-olds and 70% for 35–44-year-olds. 50% of Londoners said they support building homes on small areas of low-quality green belt near transport hubs.¹²
- If new towns are to succeed, they must be desirable places to live, taking account of what people want from new development (Fig 7). Based on the experience of public consultations on housing, the most important issue that people raise is the **affordability of homes** and the **quality of what is being built**. Beyond thinking about the new homes, concerns move quickly to focus on community infrastructure and wider placemaking.
- As new towns are brought forward, **residents must feel heard and be part of the process**. Communities that have experienced change in their area are often more likely to support further change, understanding the community benefits that development can bring. Learning the lessons from community engagement undertaken for large-scale regeneration schemes in the capital provides a good basis upon which to promote a new town in London.

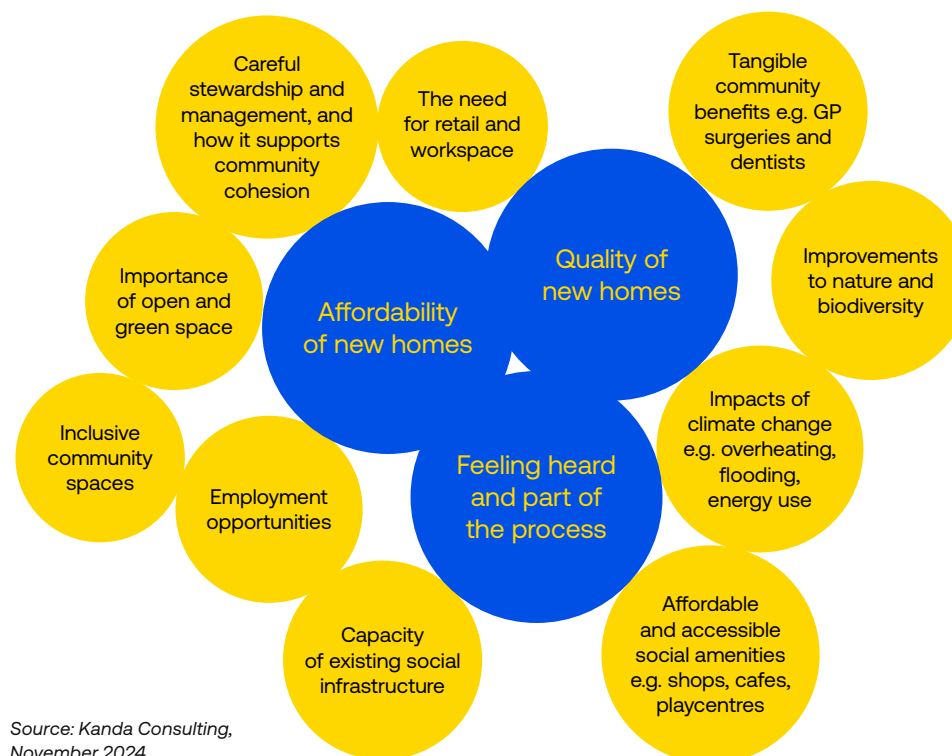
Figure 6: Polling on new towns

Would you support or oppose building new town-sized settlements in the UK in areas with significant unmet housing need?

	ALL	LONDON	REST OF SOUTH	MIDLANDS	NORTH	SCOTLAND	WALES
STRONGLY SUPPORT	16	23	15	10	17	16	19
SOMEWHAT SUPPORT	37	42	39	34	30	42	41
SOMEWHAT OPPOSE	18	12	21	22	17	10	13
STRONGLY OPPOSE	10	4	11	12	14	7	9
DON'T KNOW	19	19	15	22	22	25	17

Source: YouGov

Figure 7: Key issues raised at public consultations on housing development



Source: Kanda Consulting,
November 2024

7 Conclusion

1 The scale of existing housing need, the unaffordability of homes and lack of new supply make London a prime candidate for at least one new town.

2 A new town in London can play an important role in supporting the Government's economic growth mission and housing ambitions.

3 The capital's unique powers and structures mean it could quickly establish a framework to deliver a new town, acting as a trailblazer for the rest of the country.

4 Regardless of its location, a new town must provide the necessary infrastructure to support a new community, enable a high-density development and become an economically sustainable place. London can deliver against these criteria as well as being of a scale that it could accommodate any type of new town - greenfield settlement, urban extension or urban regeneration.

5 Undertaking large scale, long-term placemaking and development is complex and prone to multiple economic and social challenges. A pragmatic and flexible approach to delivery will be essential. London has a good track record of delivering major projects meaning it is well positioned to develop place-based policies to support a new town.

6 Local political support will be important to the success of new towns and there is evidence to suggest across the capital, Londoners recognise the need for more new homes. To become truly thriving communities, new towns must become desirable places to live through understanding what people want from new development.

Contributors

Kathryn Firth, Director, Arup – Kathryn.Firth@arup.com

Arup is a community of experts that collaborates with clients and partners to solve complex problems, unlock opportunities and push the boundaries of total design. Our integrated services contribute to the quality of life in the cities and megacities where most of the world's population now lives. As designers, engineers and advisors, our skills and vision are increasingly in demand from clients and partners wanting to transition to a more sustainable future.

Jonathan Seager, Policy Delivery Director, BusinessLDN – Jonathan.seager@businessldn.co.uk

At BusinessLDN, our mission is to make London the best city in the world in which to do business, working with and for the whole UK. We campaign to tackle today's challenges and harness the power of our cross-sector membership to shape the future of the capital. We support business to succeed—locally, nationally, globally.

Craig Tabb, Board Director, DP9 Ltd – craig.tabb@dp9.co.uk

Established in 2004, DP9 is a leading independent, specialist planning consultancy based in London. Our work is wide ranging but we are renowned for our involvement in delivering some of the most challenging and often high-profile projects in and around London and the South East. With town planning as our sole focus, we are trusted by our clients to deliver the very best in cutting-edge planning practice from conception through to completion.

Karen Alcock, Managing Director, Kanda Consulting – karen.alcock@kandaconsulting.co.uk

Kanda Consulting is the fastest growing independent communications consultancy working in the UK property industry. We are a multi-disciplinary agency that is passionate about and dedicated to property and place-making – helping built environment creators, agents, and operators to navigate change, tell their story and connect with customers, communities and decision makers.

Zack Simons, Planning Barrister, Landmark Chambers – ZSimons@landmarkchambers.co.uk

Zack is the top-rated junior planning barrister in the country (Planning Magazine Legal Surveys 2021, 2022, 2023 and 2024). The directories rate him as “exceptionally talented”, “an absolutely brilliant barrister” (Chambers and Partners), “in high demand” (Who's Who Legal), “a joy to work with”, “fantastic”, “one of the best planning barristers out there” (Legal 500), “mould-breaking”, “a go-to person”, “simply brilliant” and “a star advocate” (Planning Magazine). Zack has been nominated for the Environment and Planning Junior Barrister of the Year in the Chambers and Partners Bar Awards 2024, as well as for the Planning and Land Use Junior Barrister of the Year in the Legal 500 Bar Awards in both 2022 and 2024. He is a Tier 1 ranked “leading junior” in planning law in both Legal 500 and Chambers and Partners. Zack is an Honorary Associate Professor at the Bartlett School of Planning, UCL and creator of “planoraks”, where he publishes posts on UK planning law, litigation, appeals and plan examinations.

Ellie Evans, Senior Partner, Volterra – eevans@volterra.co.uk

Volterra is a socio-economic consultancy specialising in the social, health, equality and economic impact of major infrastructure and development. Working for both public and private sector clients, Volterra understand the potential effects of proposed developments, infrastructure, specific sectors, and individual policy proposals on the local, regional and national economy. Volterra has assessed the economic impact of many of London's largest projects, many with substantial housing delivery, including: Battersea Power Station, Ladbroke Grove, Joyce and Snells, Nova, Blackwall Yard and IQL North.

Endnotes

- 1 [Letter: Housing delivery in London](#), MHCLG: September 2024.
- 2 [House price to residence-based earnings ratio](#), ONS: 2024.
- 3 [Tables on homelessness](#), MHCLG: 2024 and Trust for London, Poverty over time.
- 4 [London boroughs look to Budget for renewed support amid £700m shortfall](#), London Councils: October 2024.
- 5 [A fairer, safer, greener London for everyone](#), Labour Party: April 2024. See also [City Hall Developer](#), BusinessLDN and PWC: July 2024, which sets out a business perspective what a City Hall Developer should focus on.
- 6 [How to fix the broken housing market, Should we increase housing density?](#) CBRE, September 2024.
- 7 [Redefining Density, Making the best use of London's land to build more and better homes](#), London First and Savills: September 2015.
- 8 [A New Deal for London, the business and economic case for further devolution in the capital](#), BusinessLDN: October 2024.
- 9 [Population of the London metropolitan area in the United Kingdom from 2002 to 2019](#), Statista 2024.
- 10 [The Green Belt: A Place for Londoners?](#) London First, Quod, SERC: February 2015.
- 11 [Green Belt, Research Briefing](#), House of Commons Library: December 2023.
- 12 [Who are the YIMBYs?](#), Centre for London: May 2024.

Our mission

We make it easier to grow your business in the capital.

We work to deliver the bigger picture, campaigning to tackle today's challenges and to secure the future promise of London.

We harness the power of our members, from sectors that span the economy, to shape the future of the capital so Londoners thrive and businesses prosper.

We support business to succeed — locally, nationally, globally. We link up with other cities around the UK, to ensure the capital supports a thriving country.

We campaigned for the creation of the office of London Mayor and Transport for London, for the Elizabeth Line, for congestion charging, we incubated Teach First and run the UK's largest annual jobs and careers fair, Skills London.

We create opportunities for our members, from sharing insights to providing platforms, from making introductions to finding new talent. We facilitate collective, organisational, and individual ambition.

Becoming a member of BusinessLDN helps to keep London and the UK working — for business, for Londoners, for the whole country.

Contact us

Jonathan Seager

Policy Delivery Director, BusinessLDN

E Jonathan.seager@businessldn.co.uk

One Oliver's Yard, 55-71 City Road, London EC1Y 1HQ

businessldn.co.uk