

# WEST HENDON

## TOWNSCAPE APPRAISAL

March 2013

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Consultancy



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## **1 INTRODUCTION, SCOPE AND PURPOSE OF REPORT**

- 1.1 This report is submitted in support of a planning application for the redevelopment of the West Hendon Estate in London Borough of Barnet, north-west London.
- 1.2 The report provides an overview of the existing site ('the Site') and its setting, and of the proposed development ('the Proposed Development'), in respect of urban design, architectural and townscape considerations. It should be read in conjunction with the planning application drawings, the Design and Access Statement ('DAS') and the Landscape and Visual Impact Assessment ('LVIA') that forms part of the Environmental Statement ('ES').
- 1.3 The report has been prepared by Peter Stewart of Peter Stewart Consultancy, a practice which provides independent expert advice on architecture, urban design and heritage. The practice has extensive experience in providing townscape and heritage assessments, and has particular expertise in respect of projects involving tall buildings.
- 1.4 The report was commissioned by the applicant but it is an independent expert appraisal of the planning application. It sets out the independent professional opinion of the author, as would be the case with the evidence of an expert witness at a planning inquiry. The author was not involved in the development of the design.
- 1.5 Peter Stewart is a registered architect. He was Director of the design review programme at CABE (now Design Council CABE) from 1999 to 2005, during which time he was one of authors of the CABE / English Heritage Guidance on Tall Buildings, and has served on the London Advisory Committee of English Heritage. Further information on his credentials is given in Appendix A.

## 2 THE SITE AND ITS SETTING



Existing site layout

- 2.1 The main part of the Site is an area of land lying between West Hendon Broadway, a busy main road, to the east, and the northern Welsh Harp reservoir, a large water body, to the west. Most of the Site, apart from the main road frontage, is occupied by a postwar estate of public housing. This takes the form of a series of mid-rise apartment blocks, typically 4-6 storeys high, with a faceted plan form in the shape of five sides of an octagon, arranged so that the open space that each block defines is oriented southwards. There are four blocks in this form and orientation, two of them connected to each other. Set amongst them is a single taller apartment block, 14 storeys high, and of a simple rectangular form. There are a number of other, smaller buildings of different types, part of the same development or later additions to it. The architecture is characteristic of

housing estates of the period, and of no particular interest or quality. The original cladding and roofing has been replaced since the estate was built, with pitched roofs added, but the result is not attractive.

- 2.2 The public realm – dominated by roads and surface parking to the east of the buildings, and much of it laid to grass to the west of the buildings - is of poor quality. The highways layout at the heart of the estate is bizarre, with a doubled-up north-south road dominating the landscape of this part and exaggerating the effect of separation from the Broadway. The generally dispiriting feel of the public realm is exacerbated by unsightly arrangements for common refuse storage, with large bins on public display in several places through the estate.
- 2.3 The public housing is separated from the main road to its east by various buildings lining the Broadway, typical of such streets in London, with several side streets that connect through to the estate, relics of the streets of terraced housing that previously occupied the Site. From within the estate, most of the views looking west towards the main road are dominated by the backs of the buildings on the Broadway. These were revealed by demolition of the much more tightly planned pattern of housing that stood on the site previously, and are generally rather unattractive and ad hoc in appearance, since they were not designed to be very visible when built, and have become visually degraded subsequently. A similar condition, albeit less unsightly, is created at the backs of the gardens of houses facing Cool Oak Lane at the south of the Site, where Tyrrel Way was laid out in the 1960s to serve the new estate to the north.
- 2.4 The public housing is separated visually from the water to its west by a belt of trees, so that there is little awareness of the former reservoir from ground level when within the estate. No advantage is taken of the opportunities for attractive views from ground level (although upper level flats have good views out).
- 2.5 Some new buildings have been built and some are under construction at the south end of the Site, as initial phases of the redevelopment of the area: a row of houses on Stanley Road, and new apartment buildings on Cool Oak Lane.

2.6 The existing estate is very distinct from its surroundings in several ways. It is physically separated from the backs of buildings on West Hendon Broadway, at the centre of the site, by roads and surface car parks which have the character of 'space left over after planning'. The form and appearance of the buildings on the estate, and their layout, are very different from the surrounding streets as well. The fact that it is bounded by the reservoir, but with no good access to the water, means that the whole estate is effectively a giant dead end, uninviting in its appearance, and with no reason for anyone from outside it to enter it or pass through it unless visiting properties within it.

### **Wider setting**

2.7 The immediate surroundings of the Site are varied, and much of the area is dominated by infrastructure. In each direction, connectivity between the area round the Site and the wider area is poor; in several directions, extremely poor. The M1 and parallel main rail line east of the Broadway, and the North Circular south of the Broadway with its flyover and huge grade separated junction, are unpleasantly dominant features. The reservoirs west of the Site, with playing fields, green open space and allotments around them, and to a lesser extent the Silk Stream brook north of the Site, also have a separating effect.

2.8 Beyond the immediate surroundings of the Site to east, south, west and north there are more homogenous and typical streets of suburban houses. These lie beyond the separating features identified above, but in no case is there any sense of continuity with the immediate area around the Site. These areas of housing are from various decades of the interwar and postwar period, their form, layout and density typical of their kind. Most houses are two storeys high. Terraces, semi-detached and detached houses are all found.

## Opportunities for improvement

2.9 The Government's national guidance on urban design, *By Design*, sets out seven objective of urban design which it suggests are to be sought in creating a successful place. They are abstract objectives, and the guidance suggests that the design of a project should take into account how the objectives can be translated into reality by virtue of the aspects of form proposed. The seven objectives of urban design are:

- **Character** – a place with its own identity.
- **Continuity and enclosure** – a place where public and private spaces are clearly distinguished.
- **Quality of the public realm** – a place with successful and attractive outdoor areas.
- **Ease of movement** – a place that is easy to get to and move through.
- **Legibility** – a place that has a clear image and is easy to understand.
- **Adaptability** – a place that can change easily.
- **Diversity** – a place with variety and choice.

2.10 As is evident from the description and characterisation set out above, the Site presents very significant opportunities for improvement to public realm and townscape through redevelopment which could meet the above objectives. These are 'common good' benefits – which would also make private housing for sale more attractive to buyers - that are in addition to the benefits that would be delivered by the provision of new accommodation. The most significant failings of the estate in respect of urban design, most of which are characteristic of public housing of the period, are as follows:

- While the present estate does in fact have its own identity, its physical **character** is not one in which most people would find much that was positive. It has the 'image problem' common to housing of its type and period.
- The estate layout lacks **continuity and enclosure**, and there is too much ill-defined open space.
- The quality of the **public realm** is poor and dispiriting



- The estate layout is confusing to a visitor, there is a lack of a sense of clear street addresses, and so **ease of movement** and **legibility** are both lacking.

2.11 A redevelopment could address all of the above shortcomings, and contribute to all seven of the objectives of urban design.

### 3 THE PROPOSED DEVELOPMENT



Proposed site layout

- 3.1 The Proposed Development is described in detail in the design and access statement (DAS). This report provides an overview.
- 3.2 The layout makes use of the same access points into the Site, six from the Broadway to the east and one from Cool Oak Lane to the south. A new footbridge connection is proposed across the Silk Stream, giving access to areas north-west of the Site.
- 3.3 Apart from the existing site access points, the layout of streets and routes is entirely different from the existing arrangement. It takes the form of traditional streets and urban blocks (in complete contrast with the existing housing on the Site). The street pattern extends and continues the lines of the existing side streets that run off the Broadway.

The new layout is based on an underlying orthogonal grid running parallel to the Broadway, but this is modulated in various ways, as explained in the DAS, to give a layout that is less relentless than that offered by a rigid grid.

- 3.4 The housing blocks are arranged between three north-south routes which are progressively less trafficked and more pedestrian-oriented as one moves from east to west. The north-south routes are connected by east-west routes, the most important of which is in the centre of the site. This is a wide route that provides a physical and visual connection between the Broadway and the reservoir, and continues the line of Station Road on the other side of the Broadway. New ground floor shop and café units face the part of this route closest to the Broadway, creating an extension to the main road retail frontages to form a new local centre, open to the Broadway.
- 3.5 The new housing takes a number of different forms and these are arranged to respond to where they are located. Most of the new housing is provided in **mid-rise apartment buildings** laid out in courtyard form to define street frontages. This model is used to complete a number of urban blocks at the east side of the site, with existing retained buildings on the Broadway integrated into the layout; and it is also used in the remainder of the site where the blocks are formed entirely of new buildings. A basic courtyard form occurs in variations, in plan form and dimension, across the site, lending variety and particularity to the layout. No courtyard space is fully enclosed by buildings; all have openings left to allow views in and out, and sunlight penetration.
- 3.6 At the north and south ends of the site, rows of new three storey **terraced houses** are sited at the locations on the site closest to existing houses, in Cool Oak Lane to the south (extending the terrace of new houses built recently), and Ramsey Close in the north.
- 3.7 Along the waterfront on the west side of the Site are four new **tower buildings** housing apartments. These are arranged roughly in a north south line following the line of the water's edge, but the siting and the orientation of the towers, as well as the heights, which range from 21 to 31 storeys (as defined by maximum parameter heights), are varied to provide visual variety.

3.8 The **public realm** design provides variety across the Site, essentially by progressing from a harder landscape with more provision for cars, with access to underground car parking, on the east side of the Site, to a softer, greener, more pedestrian friendly landscape as one approaches the water to the west. Between the buildings and the reservoirs is a strip of park, with a north-south pedestrian route.

## 4 ASSESSMENT AND CONCLUSION

### Layout and public realm

4.1 The main organising features of the masterplan layout are immediately apparent:

- Two north-south streets parallel to the Broadway: East Street, closest to the Broadway, which is orthogonal / formal in its alignment and arranged for vehicle access, and West Street, more irregular in its line and more pedestrian friendly, with the character of a home zone.
- A series of east-west routes connecting the Broadway to a new park which is created between the housing and the former reservoirs; some of these routes are direct, and some indirect, with views terminated by buildings.
- The most important east-west route connects the line of Station Road via a straight line, down the slope to the reservoir. It is in two parts, derived from the characters of East Street and West Street: a local centre running off the Broadway, predominantly in hard landscape; and then a greener landscaped area, connecting physically and visually to the park and the water

4.2 The layout can be seen as continuation of a tradition of the planned layout of English housing of various periods to depart from a strictly rational or orthogonal arrangement for picturesque effect and visual relief, echoing, by intent, the organic forms of unplanned settlements. This can be found for example in the curved street patterns of the garden cities and garden suburbs of a hundred years or so ago; and in the layout of Milton Keynes, which was determined at one go, but where a rigid grid in the city centre is progressively distorted to a flowing, curved layout as one gets into the less central areas.

4.3 The approach to the site layout of roads at West Hendon is comparable in its intention and effect, albeit at a smaller scale of road network; and with a more urban character and a greater concentration of built form.

- 4.4 The relationship between buildings and streets is completely different from that found on the existing estate. One of the most significant aspects of the design of the new development is the layout of streets lined with buildings on both sides. Learning from what are now seen as the planning mistakes of the postwar period, all new buildings are given 'back of pavement' street frontages in the traditional manner. The contrast with the layout of the existing 1960s housing estate is stark. While the form of the proposed buildings is different from those in the residential suburbs of the surrounding area, the layout of the streets is based on the same obvious, successful and traditional model.
- 4.5 The north-south streets are not significant or major through routes serving an area wider than the Proposed Development; their primary purpose is to provide an urban setting for the new buildings, and an address for them. The contrast between the two streets is apparent, and successful in achieving variety across the Site. The more informal alignment of West Street, which has a number of cranks along its length, allows natural and legible connections to be made at either end of the Site, to the existing route to Cool Oak Lane at the south, and to the route to the new footbridge over the Silk Stream at the north.
- 4.6 The new local centre, Broadway Place, and the associated landscape to its west, the Green, provide a characterful heart not just for the Proposed Development, but for West Hendon more generally, integrating the new buildings with the wider townscape, providing a welcome escape from the traffic of the Broadway, but clearly and directly connected to the Broadway with its bus stops and, via Station Road, to the station.
- 4.7 The new buildings run through to the Broadway itself, where they will be prominent on this important main road. This, combined with the new vista down to the water, is a significant aspect of the project's townscape in several ways. It marks the presence of the development on the through route, whereas the existing estate has no presence. It gives a visual lift to the Broadway itself, which is tired and run down and in need of a shot in the arm. It mixes up the old and new, reducing the risk of the new development appearing to be alien to the existing community.

## **Massing and height**

- 4.8 The massing and height of the new buildings vary within individual courtyard blocks and from one block to the next and together. The courtyard blocks typically vary in height from 4-10 storeys, with some elements rising higher than this, the maximum, apart from the four towers along the west side of the site, being 12 storeys high. The heights of the different blocks are informed by studies of daylight and sunlight - taller elements, where these are linear rather than square in plan, are generally aligned north-south as a result. The effect is of a controlled assembly of different orthogonal elements. Most of the changes in height from one block to the next are at least of two storeys, and often more.
- 4.9 Taller elements of the mid-rise courtyard housing are located on street corners, acting as local landmarks with the streets of the Proposed Development, effecting a transition of scale from lower elements on the Broadway to the east, to the new towers at the west of the Site, and aiding legibility. A twelve storey building on the north side of Block H marks the presence of Broadway Place, and will be prominent on the approach from the station.
- 4.10 The four proposed towers are located in a line parallel to the water's edge along the west edge of the Site, overlooking the new park and the water. Each is different in height: 21, 23, 26, and 31 storeys high. Where they are seen together as a group, in mid and long distance views, it will be apparent that as well as varying in height, they are placed roughly, but not exactly, in a line from north to south; they share a common square plan form, but two of the four towers are twisted to depart from the underlying grid that organises the plan of the Proposed Development. Read as a group, it will be apparent that there is a careful balance between what the four towers have in common, and the ways in which they differ from each other.
- 4.11 The visual effect of the building elements of different heights, combined with the varied street line referred to above, is a pleasingly picturesque composition, with changing views as one walks around the Proposed Development, and in views towards the new housing

from outside the Site. The tall buildings are integrated into the overall composition of forms.

### **Architectural approach, appearance, character**

- 4.12 One part of the Proposed Development, Block E, is submitted as a detailed application, the remainder being submitted as an outline application. Block E comprises a mid-rise courtyard block and one of the four towers. Its detailed design sets a standard of design and allows an assessment to be made of the architecture. A 'Design Guidelines' document sets out guidance on the architecture of the remainder of the project submitted in outline; the guidelines are consistent with what is shown in the detailed application, and indicate a coherent approach across the Site as a whole.
- 4.13 The design of Block E proposed a consistent approach across the mid-rise block and the tower. They share a common language, with a simple palette of high quality external materials (brick, metal windows and balustrades) and details (deep reveals to openings, crisp orthogonal details). Elevational treatment is also coherent, with in all cases an expression of base, middle and top, and large window openings arranged in regular patterns, with contrasting solids and voids in vertically aligned strips. The mid-rise and tall buildings differ from each other in their architectural expression, however, in that the former are solid and cubic in their expression, whereas the tower buildings are more frame-like, with deeper reveals, a strong expression of continuous vertical piers and a regular grid of recessed balconies set in a two-storey repeating element.
- 4.14 The detailed design and elevational materials of the four towers will be of importance to the character, quality and coherence of the wider townscape, in mid-distance and longer views as well as local views from with the Proposed Development and close to it.
- 4.15 The design of the Block E tower, for which a detailed design has been submitted ( and explained in detail in the DAS) lends confidence about what can be expected of the other three towers , which are submitted in outline. The Block E tower has a strong



composition of vertical elements, with differentiation between the different sides. The composition terminates in a strongly modelled top or 'crown', which will have a distinctive silhouette.

- 4.16 This standard-setting, for the other towers and also for all the other buildings submitted in outline, is underpinned formally by two quality control mechanisms: the design guidelines; and the stipulation that the detailed designs brought forward as reserved matters are to be the subject of a formal design review process.

### **Tall buildings**

- 4.17 The proposed tall buildings will be the most prominent part of the Proposed Development, visible from some distance away, and their design and their effect on the townscape merit particular consideration.
- 4.18 While tall buildings can make a positive contribution to the quality of townscape, tall residential buildings in the UK have to some extent suffered from an 'image problem', for a number of reasons. Many were built in the 1960s, generally as part of public housing projects that were poor in their standard of design and construction at the time and have been neglected and poorly maintained since. The towers are generally no worse in their design and construction than low rise housing of the same period, but their visibility has meant that they have become outward and visible signs of the poor physical condition of public housing, and also the social problems associated with them in some cases.
- 4.19 There are however successful examples of high rise residential buildings, in the UK as well as elsewhere. The three Barbican Towers in the City of London are an example: well designed and built, and popular with residents from the time they were built until the present. Many new residential towers have been built in London in the last decade and many more are under construction.

- 4.20 The tall buildings proposed at West Hendon provide a strong sense of identity to the development, marking the presence in the wider townscape of an area that today has no presence at all. Dramatically sited at edge of water and green space, they lend variety to the townscape, and allow open space to be freed up at ground level.
- 4.21 The proposed towers are integrated into the scheme as a whole rather than presented as detached, isolated objects. They share a common architectural language with the mid-rise housing, and their form is related to the form of the courtyard blocks.
- 4.22 As noted above, the architectural quality of the towers, and the quality of external materials and detail, will be important to the quality of the finished project. The design of the Block E tower sets a high standard and the design of the others towers will be regulated by the design guidelines.

#### **The objectives of urban design**

- 4.23 In the assessment of the existing estate, above, it was noted that there are opportunities for a redevelopment to contribute to all of the objectives of urban design set out in By Design. This is achieved in the Proposed Development, as follows.
- 4.24 The Proposed Development will have a distinct **character** and identity. In part this will be the result of taking advantage of the opportunities afforded by the Site; the combination of the slope down to the west, and the presence of the reservoir, will make Broadway Place a memorable heart of the scheme; and the view of the towers across the water and the green landscape of York Park will also have a strong character. As well as these particular, site specific aspects, the architectural approach and the public realm design achieve a strong and distinct identity, as is demonstrated by the illustrative material in the DAS.
- 4.25 **Continuity and enclosure** is achieved successfully across the entire site, not just in respect of the blocks that are entirely new, but importantly, in the way that existing

buildings next to the Site on the Broadway and Cool Oak Lane are brought into completed urban blocks so that the backs of plots are no longer exposed. The haphazard gap sites found today between the Broadway and the existing estate are eliminated, and the street pattern and building pattern achieve continuity between existing and new fabric, the effect reinforced by the presence of significant new buildings on the Broadway.

- 4.26 The design of the **public realm** is carefully considered and offers a variety of attractive outdoor areas with a clear spatial definition and purpose, most notably the two (east and west) components of Broadway Place; East and West Streets, each different from the other as described above; York Park; and the varied landscaped courtyards provided within the housing blocks. These spaces contrast strongly, in character and quality, with the wasted and ill-defined open spaces of the existing estate. The opening up of the landscape at the west side of the Site, the improvements to the green landscape here, and the improved access to and visibility of the water, are particularly important improvements to the quality of the environment. The overall quality of the finished townscape and landscape will be dependent on materials and details not yet defined, but the Design Guidelines set clear standards.
- 4.27 The layout of the Proposed Development offers **ease of movement** for pedestrians, cyclists and vehicle users, with consideration given to pedestrian priority and accessibility for all – a place that is easy to get to and move through. The gridded and highly permeable street layout is clear and simple, and front doors are located on the street. The additional pedestrian connection via the new bridge over the Silk Stream is a significant contribution to the connectivity of the wider area as well as the Site itself.
- 4.28 The **legibility** of the Proposed Development is achieved in a number of ways. Its location and identity will be apparent on leaving Hendon Station, the most important transport link for the site and the wider area. The towers will be seen from the station footbridge over the tracks and the adjacent road bridge; but also, significantly, the new buildings on the Broadway and the view to the reservoirs along Broadway Place will come into view on walking from the station towards the Broadway. Within its wider townscape setting more

generally, the four tower buildings provide significant landmarks. These are echoed at a more local scale by the taller elements of the mid-rise parts of the development, generally located on street corners. The different characters of East Street and West Street, relating in turn to the more urban character of the Broadway and to the park and reservoir respectively, also provide differentiation across the Site and therefore contribute to legibility.

- 4.29 **Adaptability**, the quality of accommodating change easily, is inherently less of an issue with housing than with other land uses. Nevertheless, the layout of urban blocks on set in a permeable network of streets is such that in the long term, individual blocks could be redeveloped without disrupting the wider pattern of development. The ground floor commercial units, following a traditional high street model, are inherently adaptable and could be used for a variety of uses.
- 4.30 The Proposed Development offers **diversity** in its mix of tenure, both in the fact that affordable, intermediate and private housing are all provided, and that they are intermingled rather than segregated.

## **Conclusion**

- 4.31 The existing West Hendon estate contrasts with its surroundings in a number of ways that are immediately apparent. Surrounding streets in the wider area are generally characteristic of mid-to-outer north London: low rise suburban homes in typical suburban streets, with a stable and settled look and feel. The West Hendon estate is has poor physical connections with these surroundings in most directions, on a site that is inherently geographically isolated; it is separated from the Broadway by pointless and neglected 'left over' open space. Its look and feel are not attractive. Yet the Site is full of potential; located between a local centre with excellent bus and train connections, and an attractive area of lakes, greenery, and playing fields. There is clear scope for an a new development to take advantage of a number of opportunities.

- 4.32 The proposed density of the housing, and the form of the proposed buildings, are such that there will be a contrast in appearance between the Proposed Development and the low-rise suburban surroundings, as there is today between the latter and the existing estate. This contrast is however welcome, since it brings different types of housing to an area that is otherwise quite homogenous. Diversity and choice are important objectives in redevelopment. The Site is sufficiently large, and sufficiently separate from the surrounding area, for it to be appropriate for it to aspire to a strong sense of character and identity of its own. But there are good connections with the surrounding streets; the extension of the proposed development to the Broadway integrates it with its surroundings, and perhaps most importantly, its 'normal' pattern of buildings on streets is something that it shares with the suburbs of north London, in spite of the differences in appearance, built form and density.
- 4.33 The coherence of the form and appearance of the new buildings, and associated hard and soft landscape, across the Proposed Development as a whole is an important aspect of its design. This coherence derives from strongly orthogonal, simple forms arranged with changes of alignment within blocks and across an overall grid; carefully judged changes of height within blocks and from block to block, with linear blocks mainly aligned north-south; and a common architectural language, with a clear expression of base, middle and top, and consistent use of external materials. One of the successes of the design approach is that the four towers, while prominent and distinctive, are not treated as separate from this pattern but as part of it. The overall effect is of local variety and visual incident set within strongly controlled overall coherence.
- 4.34 The Proposed Development is of a high standard of design. As the DAS makes clear, it offers a carefully considered, site-specific response to its immediate and wider townscape setting. As well as providing much needed new homes, it brings very significant benefits to West Hendon in respect of urban design and townscape considerations.

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## Appendix A

### PETER STEWART QUALIFICATIONS AND EXPERIENCE

1. I am a registered architect and I practise as an independent expert adviser in architectural and planning matters.
2. I have a degree in architecture from the University of Cambridge and a postgraduate diploma in architecture from the Polytechnic of Central London (now the University of Westminster). I am a member of the Royal Institute of British Architects.
3. After spending the early part of my career in architectural practice, in 1997 I was appointed Deputy Secretary of the Royal Fine Art Commission (RFAC), which was a non-statutory consultee in the planning process.
4. In 1999 the RFAC was wound up by the Government and I joined the staff of the replacement body, the Commission for Architecture and the Built Environment (CABE). Until 2005 I was Director of CABE's design review programme, which offers expert advice on major development proposals. CABE (now Design Council CABE) is a non-statutory consultee for significant projects in England.
5. My work at CABE involved me in advising on a wide range of projects, including many of the most significant projects in England during my time there. My responsibilities included preparing CABE's case and representing CABE at a number of planning inquiries, including those for the Heron Tower and London Bridge Tower (Shard) project in London. I took part in the CABE reviews of the previous West Hendon masterplan in 2003 and 2004.
6. I am the principal author of a number of CABE publications, including *Design Review*, which sets out CABE's method for assessing projects, and of the original version of the joint CABE / EH *Guidance on Tall Buildings*.

7. In 2005 I founded a specialist consultancy advising on architecture, urban design and planning. The consultancy offers both strategic and project-related advice to private and public sector clients. Most of the projects on which I advise involve questions of the effect of major projects on sensitive settings.
8. The consultancy's clients have included, in the public sector, English Heritage , CABI, the London Development Agency, the East Midlands Development Agency, the London Thames Gateway Development Corporation, the Tate Gallery, the Home Office and Network Rail; and in the private sector, British Land, Canary Wharf, Chelsfield Partners, Derwent London, Hammerson, Land Securities, London and Regional Properties, Mosaic Homes, Qatari Diar, Stanhope plc, and Stratford City Developments Ltd.
9. In my role as a consultant, I have given evidence on architecture, townscape, urban design and conservation matters as an expert witness at about twenty planning inquiries and hearings since 2005.
10. I have in the past fifteen years served in the following capacities, in each case providing independent expert advice to planning authorities about the effect of major development proposals:
  - Chair of the regional design review panel for the East Midlands;
  - member of the London Advisory Committee of English Heritage;
  - member of the design review panel for the Stratford City development in east London, which includes the Olympic Village;
  - member of the design review panel for the Convoys Wharf project in Deptford, in south east London.
11. I have contributed essays and articles to the architectural and planning press, on a broad range of matters relating to my work at CABI and subsequently, including the impact of tall buildings, and the relationship between new architecture and the historic environment. I have spoken on these and related subjects at national and local conferences and



seminars and have taught and lectured at universities and colleges. I have prepared and delivered contributions to training sessions on the relationship between tall buildings and the historic environment for English Heritage. I have also prepared and delivered training in architecture and urban design for Urban Design London, and for council officers and planning committee members at a number of local authorities including the City Councils of Westminster, Newcastle, Nottingham, Cambridge and Norwich; and I have facilitated training sessions for several of the English regional design review panels. I have also contributed to training sessions for the Planning Inspectorate.



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