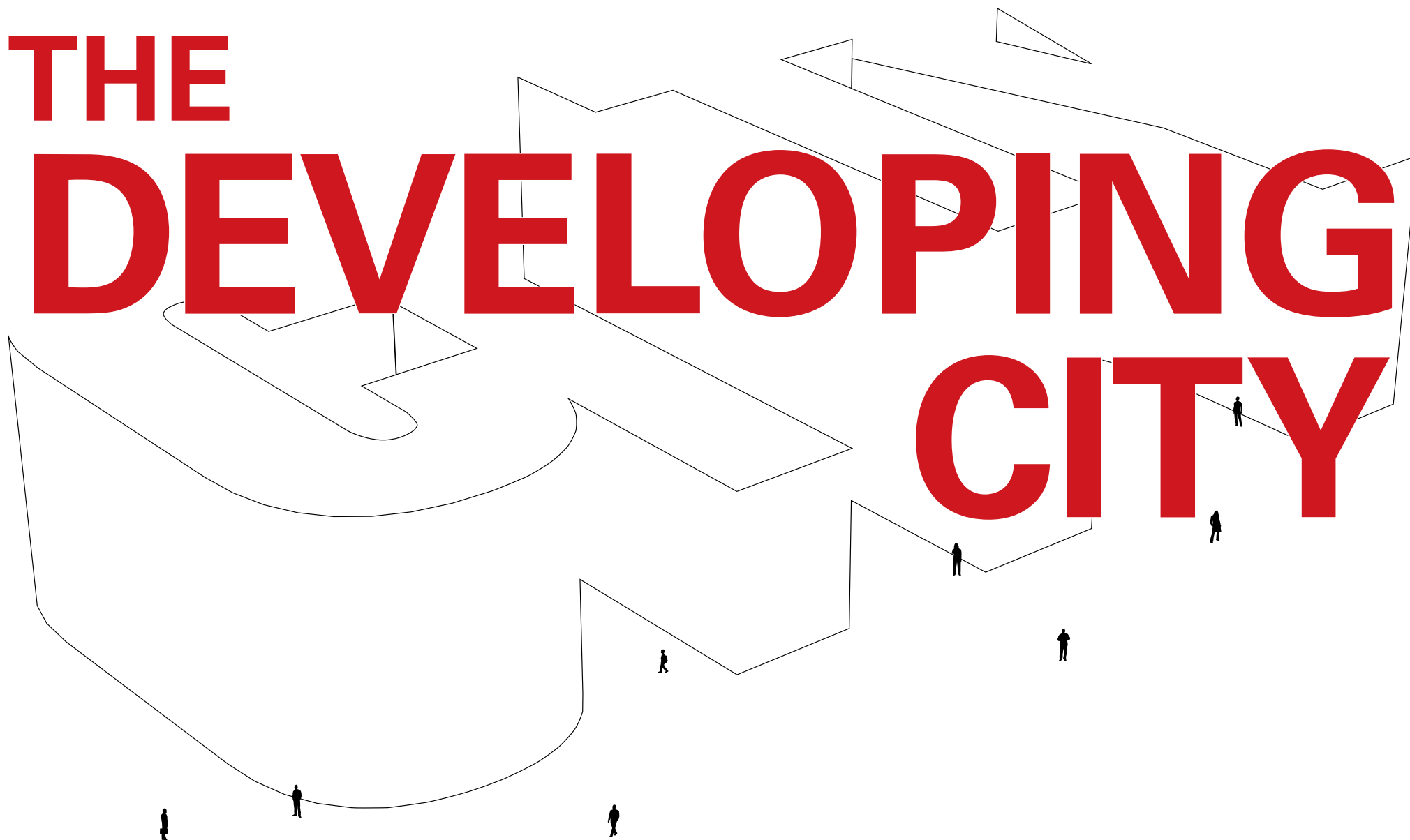


THE DEVELOPING CITY



The flower of cities all

As a property developer, an engineer, Alderman for Portsoken — one of the City's four residential wards, and former Lord Mayor, I feel privileged to have been able to play a small part in the making of what in the 15th century the poet William Dunbar described as "the flower of cities all."

I am also pleased to support The Developing City exhibition which draws together the essential aspects of the physical development of the City, how it has changed over the centuries and how it needs to change in the future.

Professor Sir Peter Hall, in *Cities in Civilization*, called London the quintessential city, the city by which all others are measured. Cities are created and maintained by choices and visions. This exhibition studies the choices that have been made in the Square Mile over the centuries and displays the visions of architects for its future.

The City's buildings and places have been shaped by choices, from the decision of the Roman legion to make a crossing of the river here to the decision to deregulate the financial institutions in the 1980s.

The City has stood at the heart of the world's trade for hundreds of years and despite the almost total destruction in the Great Fire and severe damage in the Blitz, the City has bequeathed us an amazing architectural legacy. Its continuity is displayed in its rich architectural heritage — the Guildhall, the Mansion House, in the wonderful Wren churches and livery halls, and in the life that goes on inside them.

The City's pre-eminence could not have been achieved without the skills and expertise of the construction industry, the designers and planners, developers and builders, to deliver the right sort of buildings suited to modern business needs. Nor could it have done so without the ability to grow into the City fringes and Canary Wharf.

The City has always embraced change. In the last twenty five years we have seen an unprecedented flowering of our built environment to meet the needs of a modern global financial centre. I was privileged to work on many of these buildings wearing my property development hat. I am fascinated to see the rich tapestry of ideas developed for the City in 2050 by the teams of architects and consultants in the final section of this exhibition. It gives one great hope for the future!

Alderman Sir Michael Bear
Hon. Pres. London Festival of Architecture



The quality of the City environment comes not just from its buildings but also from its public spaces



Curator's introduction

This exhibition is the third in a series of shows that have tracked the development of the City in recent times — the Changing City held in the Royal Exchange in 1994, New City Architecture in Broadgate in 2004 and now The Developing City in 2012.

The first came at a time when the impact of Big Bang and the Corporation's desire to seek world class architecture could be recognised in the schemes on display. It took place during a recessionary period and there was much discussion then — as there is now — about the role of London as a world city (*see pages 22-23*). There were concerns — as there are now — about the competition from other financial centres. Then the competitors were Frankfurt and Paris and the location of the European Central Bank.

New City Architecture came at the height of the boom in construction and planning that reflected the City's pre-eminence in the world's financial markets. The confidence of the development industry was reflected in the proposals for towers in the City cluster and in the expansion of Canary Wharf. Today the towers that were proposed a decade or so ago are now on site and are already changing London's skyline.

In the longer term the City is still planning for growth and this confidence in the future of the Square Mile is supported by Bloomberg in their decision to redevelop a large site in the traditional core. Dan Doctoroff, President of Bloomberg, speaking at NLA in June, stated that he was confident both London and New York would remain as major financial centres in spite of competition from Shanghai and Hong Kong.

Meanwhile ways of working are changing, technology is changing, sustainability is a key part of any development and the demands about quality of life — of public spaces and amenities — are growing. New infrastructure in the form of Crossrail will change the City's relationship with the rest of London and its hinterland; old infrastructure is under pressure as the very soil the place is built on becomes ever more clogged with pipes and wires, services and archaeology. All these issues have a significant effect on the built form, so what will the City of 2050 be like?

We have asked three teams of architects and consultants to come up with ideas that look at the changes that will need to take place over the next forty years or so if the City is to maintain its role as a major business centre. This is blue-sky thinking backed by teams with experience and skill in delivering solutions for business. We hope that their ideas and vision will inform the public debate about planning and architecture as we move forward in a very uncertain economic climate.

*Peter Murray, Curator
Chairman, NLA — London's Centre for the
Built Environment*

Evolution of the City

Architectural writer and researcher for The Developing City *Andrew Mead* describes the way the City has changed and developed through fire and pestilence, bombs and financial metdowns.

The story of the City starts on the site of The Walbrook Building, where archaeologists recently found the remains of what they think was a Roman fort from c.AD43 — the first planned structure in the City. Londinium then went on to flourish as a commercial centre and land was steadily reclaimed from the Thames for its busy port. Despite frequent setbacks for the Romans — Queen Boudicca's revolt in AD61, a devastating fire in AD125 — Londinium continually recovered, and only in the early 5th century did it finally decline.

The City came to life again in AD886 when King Alfred refounded it as Lundenburgh and its growth accelerated with the arrival of the Normans. By 1189 the City had its own mayor and in 1297 Magna Carta recognised its 'ancient liberties and customs'. Numerous guilds of craftsmen and tradesmen sprang up and evolved into the Livery Companies whose buildings still dignify the streets. Trade networks expanded and with all the mercantile activity came one of the City's key institutions — the Royal Exchange.

Old St Paul's Cathedral commanded the skyline, as can be seen in panoramas by artists such as Claes Jansz Visscher. Foreign visitors left valuable written records of architecture and streetlife, as did a longtime resident John Stow in his *A Survey of London* (1598). These documents of the City are all the more important because they itemise what would soon be lost. After the plague of 1665 that killed so many of the City's residents came the Great Fire of 1666 that destroyed so much of its fabric.

Among the buildings consumed by the Fire was Old St Paul's Cathedral and on the south transept of Christopher Wren's replacement is the single Latin word RESURGAM — 'I shall arise'. This encapsulates the City's continual reinvention of itself and also sums up this exhibition. But the City would have looked radically different if the plans for rebuilding it by Wren (or others) had been adopted. Instead the merchants and bankers



The Great Fire of London Dutch School painting, 1666

wanted to get back to business and the medieval street plan prevailed.

After the Fire the City consolidated its financial role, first in the coffee houses of Exchange Alley and then with the emergence of the Bank of England, the Stock Exchange, and Lloyd's. Providing grand new accommodation for the mayor, the Mansion House signalled the City's ever-growing prestige. The port was booming and expanded downriver, but the City remained home to many industries and in 1830 still had more than 120,000 residents.

It was during the Victorian period that the City became above all a centre of finance. Joint-stock banks and insurance companies appeared in force and architecturally the streets were a showcase of

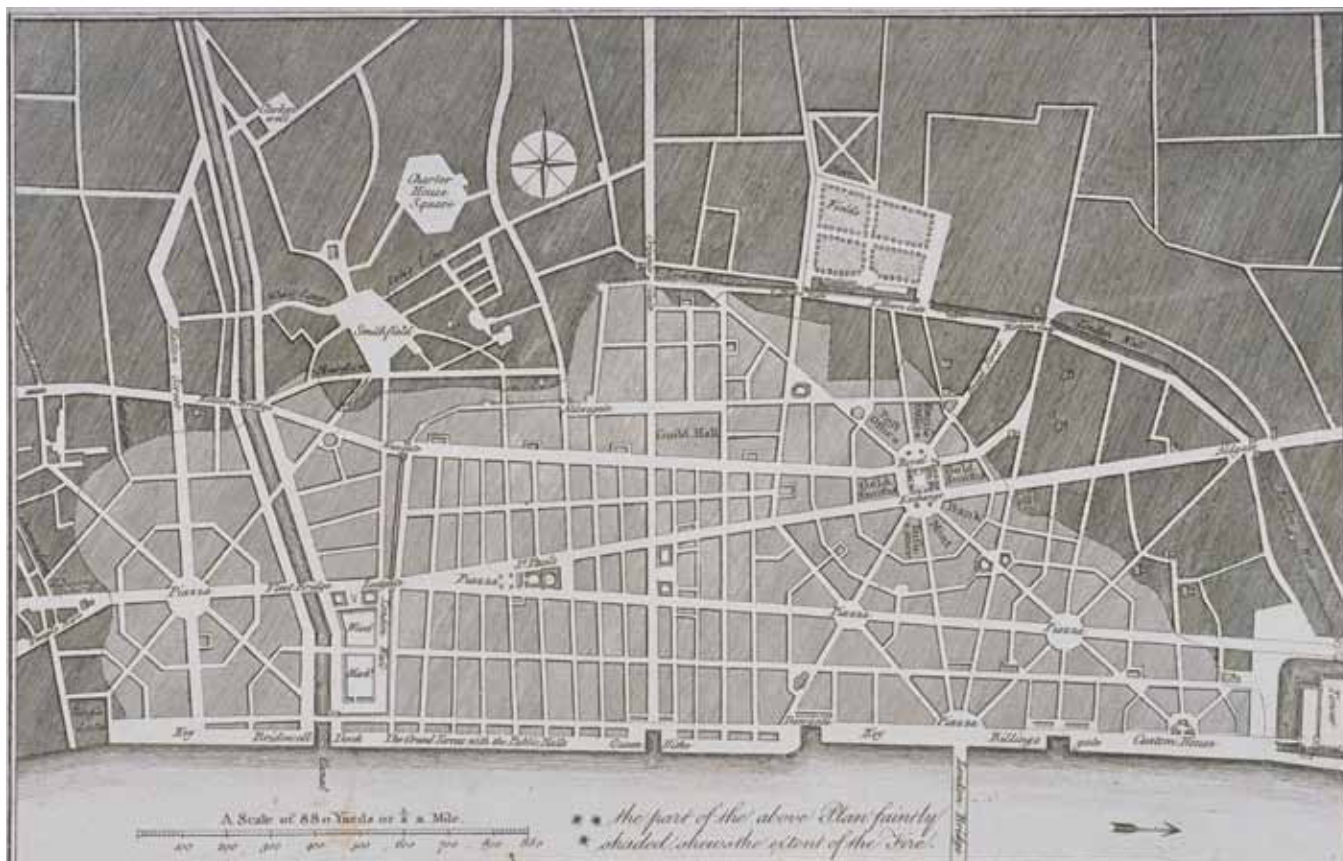
Victorian eclecticism. The arrival of the railways and the underground transformed the City's connections with the suburbs and by 1900 its population had shrunk to 30,000 — it was now primarily a place of commuters. The City's prosperity continued well into the 1920s, but following the Wall Street Crash in 1929 and a run on German banks it plunged into financial crisis in the early 1930s. That decade also saw the controversial demolition of much of Soane's work at the Bank of England, and conservation was increasingly an issue after that.

Then came the Blitz, and not since 1666 had the City suffered so much damage. German bombing on the night of 29 December 1940 was particularly severe and Fleet Street's newspapers soon coined the phrase, 'The Second Great Fire of London'.

In its plans for reconstruction, the City was much more radical than it had been after the Fire, adopting the Modernist concept of segregating traffic and pedestrians on different levels. That scheme was eventually abandoned in the 1970s but can still be seen in embryo along London Wall. Another aim after the war was to re-establish the City as a place where people lived, and two large Modernist housing estates were built in the bomb-site wastes of Golden Lane and the Barbican. With revised planning regulations, office blocks became much taller and the City acquired a new skyline.

In 1986 there were major changes in the way the City operated, when dealing on computer screens replaced face-to-face trading in the 'Big Bang'. This called for huge open-plan trading floors and between the mid-1980s and mid-1990s around a third of the City's office space was rebuilt. The casualties were often buildings that had been erected after the war, where conservation was not an issue. In the case of the Broadgate complex around Liverpool Street Station, redevelopment involved not just a single property but a whole quarter.

The most symbolic building of this period was Richard Rogers' high-tech Lloyd's, which gave the whole City a go-ahead aura. But the true picture was much more complicated, with the balance between development and conservation a source of continual debate.



Christopher Wren's plan for rebuilding the City of London after the Great Fire, 1666



Bomb damage at Bank Underground Station *Arthur Cross and Fred Tibbs, 1941*



National Provincial Bank, 15 Bishopsgate, 1865



Lloyd's of London *Richard Rogers and Partners*





Big Bang Brian Griffin

Big Bang exploded on 27 October 1986. The developers of Broadgate, Rosehaugh Stanhope, took the centre page spread in the Financial Times with this iconic photograph by Brian Griffin. It was a technically challenging assignment, according to Griffin, the difficulties of precisely exploding the firework exacerbated by heavy rain. Griffin had hoped it would go off directly behind the crane to create a large cross in the centre of the image. The white figure in the foreground is not a construction worker but the graphic designer Peter Davenport.

The Only Global City

A Vision for 2050

by Gensler

London consolidates its position as the world's Financial Centre and emerges as the first genuinely "Global City." The competition from New York, Hong Kong, Singapore and Shanghai is over. London has positioned itself as the capital of a global free trade zone which extends from the US to China. London is no longer one of two world cities; it is the only global city.

The migration of the financial service sector out of the City of London continues, and the City has been undergoing a dramatic evolution. This reinvention has enabled it to reposition itself as the global centre for trade and commerce.

The boundary of the ancient City has been reinforced creating a hub for commerce and trade, free from the historic obstacles of local law and custom. The City of London is now neutral ground, a visa-free zone, managed by the Corporation under new global trade laws and is now the global regulation centre for the world's commercial markets. The post-war development of the City created a "ring of opportunity" around the historic core and has provided the perfect platform for adaptation and redevelopment in order to take the City to this next stage of evolution.

The City has returned to its historic position as a diverse mercantile centre, the years of financial and professional service dominance over. The City is now home to the prevailing technology, media and telecommunications sectors, the pharmaceutical companies, fashion, music and art – all exist alongside the lawyers and bankers. The 'Newspapers' have returned, as new media companies move to Fleet Street and software developers have immersed themselves within the City's core, permeating from the City fringes they inhabited for the last 30 years. The City has become home to the world's great exchanges, where human contact is once again prized above all else in this 24/7 global trading ecosystem. The historic system of livery companies has also undergone a great renaissance, as world expertise clusters to deliver the full range of business and trade within the City walls.

Within this construct we see a City without private transportation, where underground rail, road and servicing is fully maximised releasing valuable opportunities for the creation of new public open space above – a series of linear parks providing a new inner city greenbelt. Conservation policy has remained high on the planning agenda preserving the historic City core within an intense framework of development. A new mixed use, super high-rise zone on the Aldgate fringe towers over the historic eastern cluster, and sensitive refurbishment of the former meat market at Smithfield is now home to the London Life Sciences Exchange. Broadgate has finally merged with the Bishopsgate Goods Yard to create the largest concentration of tech media companies in the world, with the London Tech Media Exchange at its heart.

A new and extended cultural district has been developed around the Barbican with the new London Wall Park providing a spectacular public face to this world-class cultural cluster. The number of residents in the Barbican has increased with new high-rise apartments integrated within this historic development.

The completion of Crossrail and the upgrading of the Tube stations within the Square Mile have been supplemented by other key pieces of public transport infrastructure. A series of new airport terminals in each of the new City districts provide direct links to the remote runways located in the Thames Estuary. Crossrail Three and Crossrail Four have been completed, linking Liverpool Street with London Bridge and Moorgate with Waterloo.

As the City continues to reveal more of its history, the gradual restoration of the River Fleet as a major new park running from the Thames to Hampstead has now been completed, and a continuous park connects all five regenerated districts. The City is finally reconnected with its river, the barrier of Upper Thames Street, which dislocated the City from the river in the 1960s, is finally removed and a third new linear park connects the River Fleet Park in the west to the restored moat of the Tower of London in the east. The traffic and utility infrastructure is placed below ground providing world class infrastructure that secures the City's place as the business capital of the world.

Team:

Internal Team:

Adam Esposito; Aidan Thomas; Akshay Sethi; Anna Robinson; Benny Kim; Carolina Motolinia Carballo; Chris Howard; Claire Holton; Cynthia Leung; Danny Sun; Duncan Swinhoe; Ezhil Vigneswaran; Frazer Baggaley; Gabriela Vagala; Ian Mulcahey; Irena Stanisavljevic; James Lawrence; Juan Diaz; Julissa Lopez-Hodoyan; Karolina Skolimowska; Kenneth Allan; Louise Burnett; Louise Pearce; Lukas Gadeikis; Lukasz Platkowski; Mable So; Matthew Brien; Min Lee; Neha Singhal; Nick Gibbs; Nick McLoughlin; Paul Fineberg; Philip Denton; Philip Tidd; Riddhi Parakh; Rory Mac Tague; Samantha Barclay; Sarah Foque; Shean Yu; Simon Dickens; Simon Haberzettl; Tadas Pangonis; Tom McCreesh; Trevor To; Valeria Segovia Trigueros; William Ringer

External Team + Gensler Leading Team:

Adam Esposito; Alan Harbinson; Andrew Comer; Anna Robinson; Bill Addis; Chris Howard; Cynthia Leung; Dr Nancy Holman LSE; Duncan Phillips; Duncan Swinhoe; Eric Parry; Hugh Mulcahey Happold Consulting; Ian Mulcahey; James Lawrence; Jeremy Myerson RCA; Julissa Lopez-Hodoyan; Kevin Worster Siemens; Lukasz Platkowski; Mable So; Nick Gibbs; Nick Jackson; Nigel Miller; Paul Fineberg; Philip Tidd; Simon Dickens; Simon Haberzettl; Trevor To; Valeria Segovia Trigueros



Smithfield 2050



The De-carbonised City

A Vision for 2050

by John Robertson Architects / Arup





© Hayes Davidson

The team led by John Robertson Architects and Arup has taken an analytical and structured approach to its plans for the City in 2050. Using Arup's Drivers of Change methodology – a research-based programme developed by the firm to help its business and clients identify the factors which will affect the world in the future – the team has designed a scheme that reflects not only the future of the City's built environment but also its culture and character, and its relationship with people.

Drivers of Change has given the design team a strong brief to respond to, resulting in a radical, but plausible, vision. Key highlights of the scheme include:

- A de-carbonised City Core with pedestrianised streets, and a mix of uses including retail, residential and more green space.
- A nomadic workforce less tied to desks and making greater use of the City's new green spaces.
- This new approach to work results in more intensively occupied real estate. By 2050 the City accommodates 50 per cent more workers albeit occupying 25 per cent less space.
- A new river park is created and cross river traffic increases significantly with new cycle and pedestrian bridges linking the City to transport interchanges, retail, leisure, cultural centres and residential south of the river.
- A new cultural quarter emerges in Smithfield.
- The east of the City sees huge development with a masterplan for a new financial centre in Aldgate that extends from the Tower of London to Broadgate. The master plan envisages a new generation of low / zero carbon buildings on a larger scale than anything ever seen in the City before.

To assist with the vision the John Robertson Architects / Arup-led team has collaborated with upcoming architectural practice DG7 and were joined by British Land, CBRE and Land Securities.

The City Grows Up

A Vision for 2050

by Woods Bagot / Brookfield / Hilson Moran / Cornwell

As London has evolved over the centuries, one constant has been its title of being the financial capital of the world. Indeed, over the next twenty years, total employment in the City is predicted to rise by 17 per cent from 373,000 to around 435,000 in 2031¹. But, the City of London's footprint isn't getting any bigger.

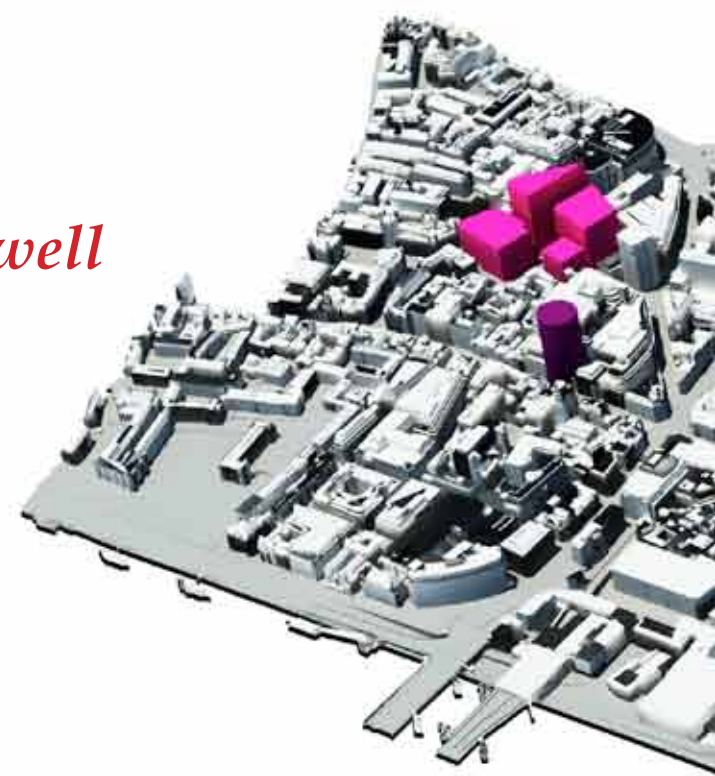
Offices remain the single largest use of space in the City², accounting for around 70 per cent of all floorspace. In order to keep pace with the demand created by continued employment growth, the City must *Grow-Up* by around 12 million square feet of new office space in the next 15 years alone. The bulk of that space will be created through the development of tall buildings in the Eastern Cluster³.

The overall area of public open space in the City is insufficient to cope as the number of people grows. In the Eastern Cluster, which has even less public realm than the City average, creating new space must be prioritised if regular congestion and overcrowding is to be avoided. The City's network of over 150 small public spaces will therefore also need to *Grow-Up*.

In the Eastern Cluster, where the level of redevelopment will be most intense, historical street patterns will be retained but the traditional approach of perimeter block planning will be replaced by a scenario where smaller, irregular land parcels typical of the urban grain of the City are consolidated into larger sites that can comfortably accommodate the development of taller buildings. Typically these taller, thinner, more sustainable buildings will create significant opportunity for new public open space at street level by moving the building line inboard from the site boundary.

The mix of tenants in the City will also evolve. While the financial services sector will continue to dominate the overall leasing profile into the foreseeable future, the growth of the knowledge economy will cause the range of other tenant types to broaden, as premium technology, media and data analytics businesses increasingly seek space within the City. A range of different workplace configurations will be required to meet the varied workstyles of these different tenant groups, while also reducing their energy and water use and waste production. In addition, ongoing advances in technology will allow people to work productively from anywhere within the City that they choose. As business and leisure converge, organisations will increasingly use their City presence to leverage high-level, face-to-face interaction, driving demand for more destination venues servicing both business and leisure clientele.

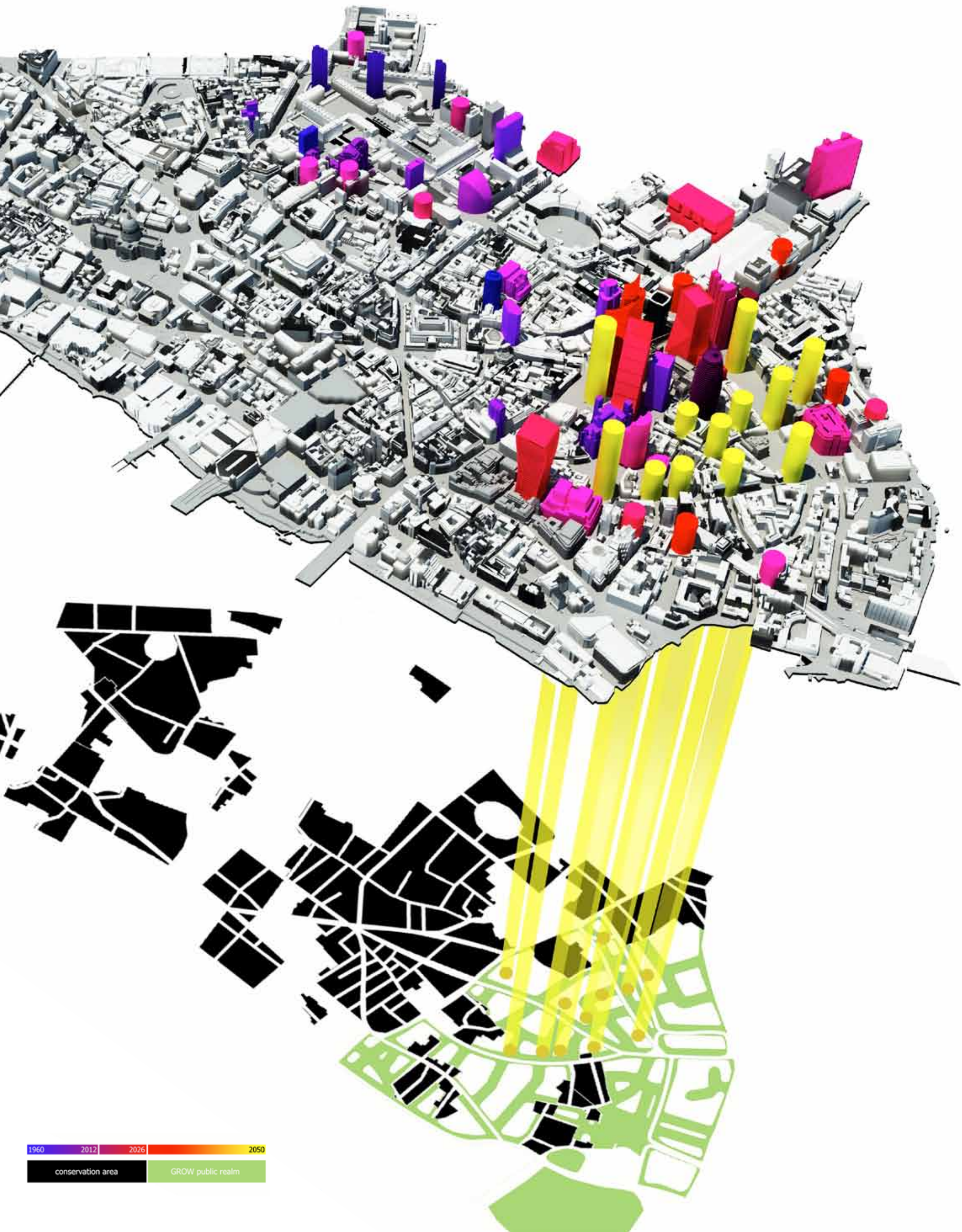
Looking towards 2050, the City of London will retain its title of being the financial capital of the world. Contemporary development and the modernisation of listed and historical buildings will create a city with stunning, low-energy sustainable design, focused on best-in-class office space coupled to a wide range of amenities required to satisfy burgeoning Bleisure activity. Leading corporations from all over the globe will seek to maintain a presence in the City. This evolution, fostered by the demands of business owners and their employees, small and steady growth in the residential population, and a boom in the hotel and tourism sector, will deliver major improvements in the urban fabric, vibrancy and culture of the City, and demonstrate that it can, indeed must, *Grow-Up*.



¹ Working Paper 39. Borough employment projections to 2031, GLA Economics, November 2009

² The City Prospectus: City of London Economic Assessment 2010, City of London Corporation, January 2011

³ Local Development Framework. Core Strategy. Development Plan Document, City of London, September 2011



City street scene

As a result of the aftermath of the Great Fire, when Sir Christopher Wren's grand plan for the City was passed over and buildings were constructed on the same ancient streets, London's central business district — the financial capital of the world — operates within what is essentially a medieval town plan.

This gives the streets and alleys that connect the City its very distinct character — a character that the Corporation's Environmental Enhancement team sets out to protect and improve. City streets are not only routes from A to B, they are places as well; they can be a lunchtime retreat or the venue for an impromptu business meeting. They form the setting for both historic monuments and gleaming office towers.

The Corporation of London has a programme of continual improvement in the appearance and function of the City streets, often achieved by simple measures, such as the removal of unnecessary clutter or the planting of a single tree. The basic approach is one of refined intervention rather than grand gestures. The aim is to create a first class public realm that is attractive and accessible for all. A high-quality street environment is fundamental to the success of the City as the world's preeminent international financial and business centre and as a place where people come to live, work and visit.

The main principles of the Environmental Enhancement team are to reduce street clutter and improve the appearance of all street furniture, to create more space for pedestrians, make walking in the City a pleasurable experience and to encourage the introduction of more greenery on the City streets.

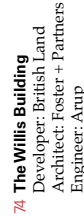
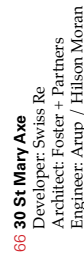
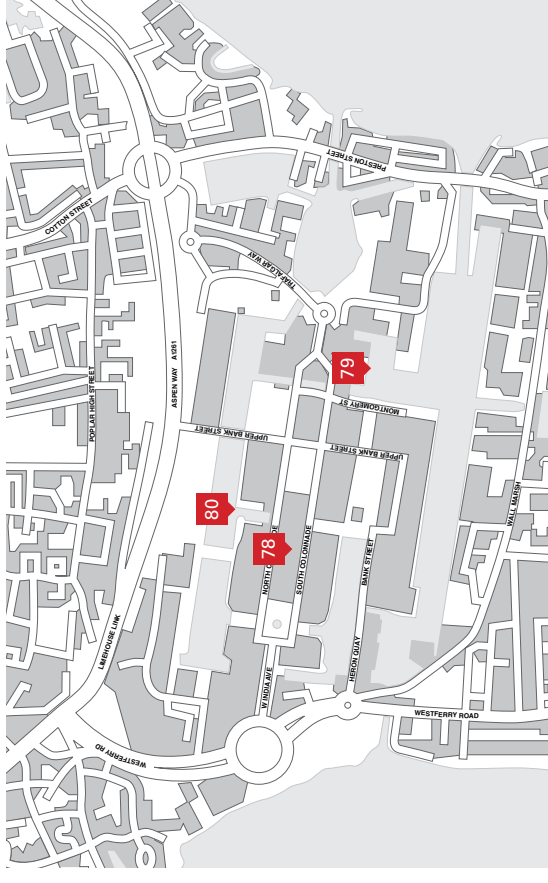


The City's Environmental Enhancement Programme has improved many spaces and streets in the City with wayfinding signage, temporary installations, high quality surfaces and landscaping. The Antony Gormley sculpture *Resolution* *right* is located in Shoe Lane off Fleet Street



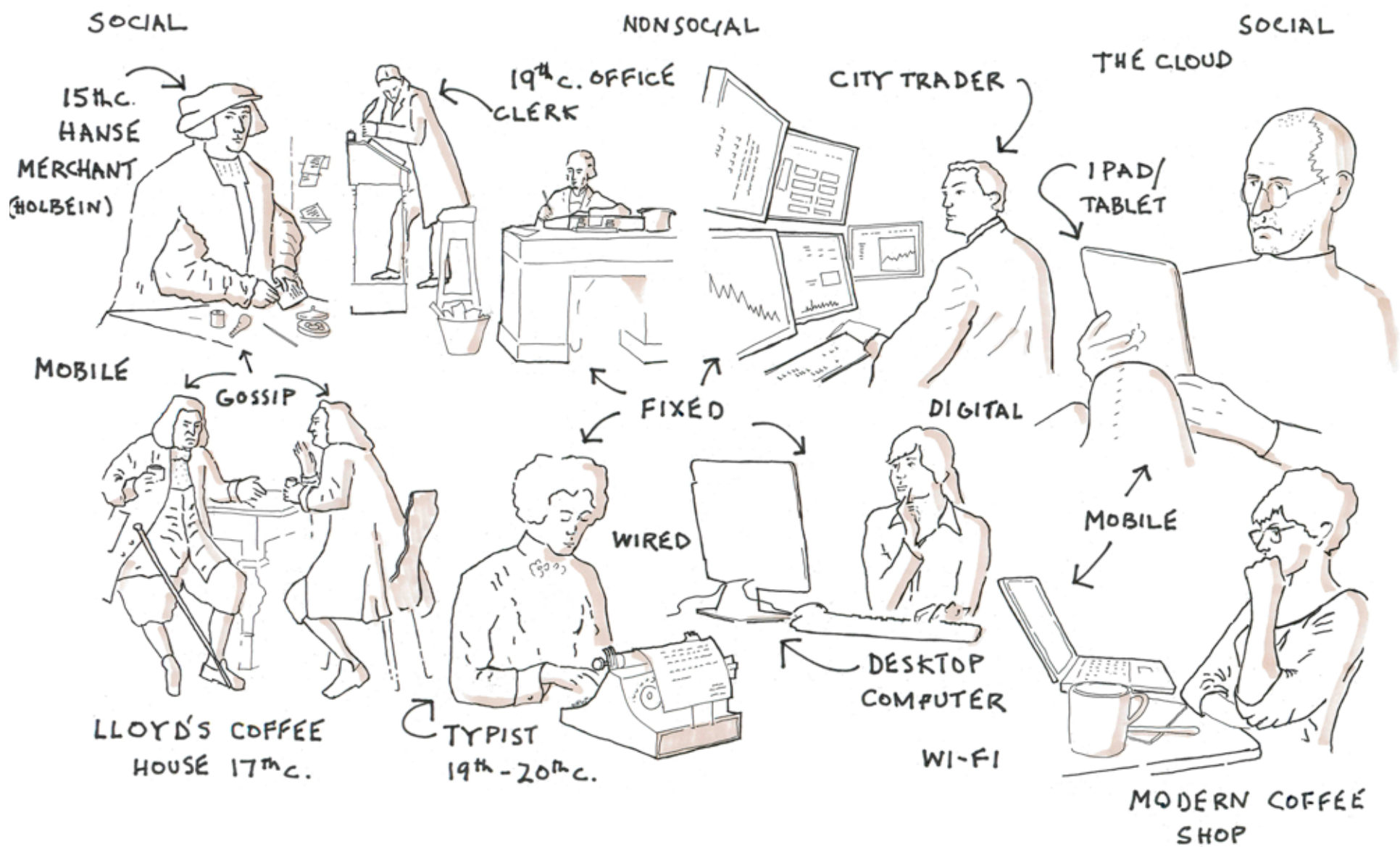
NEW CITY ARCHITECTURE

Canary Wharf





The changing nature of work



Interior of Lloyd's A C Pugin and Thomas Rowlandson, 1809
left Lloyd's Register, Richard Rogers and Partners

Edward Lloyd would feel at home in the City these days. Not so much in the august surroundings of the insurance market that bears his name, but in the coffee shops and bars where people can work on their laptops, iPads and PDAs or meet up with colleagues.

When Lloyd's Coffee House opened in 1688 it was a place where sailors and shipowners could find out news about shipping and discuss essential maritime business including, of course, insurance. 1713, when The Society of Lloyd's moved into the Royal Exchange, marked the birth of Lloyd's of London. Today modern technology permits us to work wherever we like — we are no longer tied to a desk as were the office workers of the 19th and 20th centuries. Even within office buildings, companies today provide café spaces and informal spaces where staff can work and meet.

Some have suggested that the advent of new technology heralded the death of the office; we will all work from home in the future thought the experts. It hasn't happened, but the nature of the way we use the office — and indeed the city itself — has changed. Cities are places where we meet people; in the digital age their social role has become increasingly important.

This change in the way we work has a significant impact on the built environment: the quality of amenities, of public spaces becomes more important. Office buildings are designed in very different ways — gone are the cellular offices of yore, gone is the ownership of a single desk; we are more mobile and thus the whole city is our office — so noise, air quality and safety are key elements of the successful city of the future.

As City of London chief planner Peter Rees often reminds us, a key feature of the Square Mile is the ability to pick up valuable gossip in the bars and contemporary coffee houses, just as Edward Lloyd's customers did three hundred or so years ago.

Laws that changed the City

by Ian Trehearne, Berwin Leighton Paisner LLP

The physical development of the City has depended very much on the development of the law at particular times. Sometimes this has been very specific in its results in the built environment, and sometimes the changes can only be traced back to a particular measure more indirectly. Here are some examples from the last 350 years covering the period of London’s growth to pre-eminence as a world city, showing how changing circumstances have led to physical results in the appearance and disposition of the City.

The Building Acts after the Great Fire

The 1667 Rebuilding Act begins with these words, which set out the purpose of the Act immediately following the fire:

For as much as the City of London by reason of a most dreadful fire was for the most part thereof burnt down and now lies buried in its own ruins, for the speedy restoration whereof and for the better regulation, uniformity and gracefulness of such new buildings as shall be erected, and to the end that great and outrageous fires may be reasonably prevented and that all encouragement and expedition may be given and all impediments and obstructions removed, be it therefore enacted..... (s 1)

This Act and those following it in 1706 and 1709 establish the basic form of the London building for the next 200 years or more. Apart from some mansions, new building was to be restricted to three standardised terraced building types with uniform roofs fronting respectively (i) by-lanes, (ii) streets and lanes of note and (iii) high and principal streets. They were to be of brickwork of specified thickness, including party walls, and were to be joined to their neighbours. No projections would be permitted, and only iron balconies of specified size would be allowed.

The 1706 Building Act outlawed external wooden features, requiring London’s characteristic four inch setback for openings, and made mandatory an 18 inch brick parapet to surround the entire roof.

Until new building materials and methods were developed, this remained not just the dominant, but the only building type in what is now central London.

Defining of Assets and Land so they can be traded

As business developed in the early modern age, it required certainty so that assets and land could be priced, traded and used for security. Certainty was required both as to the asset, and its ownership. For land, information on location and extent, boundaries, relation to the highway and access, and the nature, extent and condition of the buildings on it, was needed. In turn this meant establishing the edge of the highway with precision, and then defining the boundaries of the

plot. It and the buildings on it could then be valued by the developing expertise of surveyors by reference to the established values in the market of other comparable plots.

Until the land registry and the notion of state backed title began to develop after 1925, certainty as to ownership meant establishing a good root of title which was deduced from documents by lawyers.

Mapping of the City began in the sixteenth century, but after the Great Fire, in 1667, Robert Hooke, as City Surveyor, was faced with a burned wasteland, where even the highways, such as Fleet Street, had to be staked out. This was followed, over the following years, by a negotiated and adjudicated process for building plots between neighbours and the City Surveyor before building could begin.

Private acts for Infrastructure

Local private acts of Parliament began to be used to enable development of tolled roads and bridges from the very early 18th century. Essentially powers taken under these acts authorised the works construction, land assembly and a tolling regime. They enabled the development of further links for the City, and laid out the road system south of the River Thames and established the initial road and plot layout at either end of the bridge.

In the early 18th century the only bridge across the Thames in London was London Bridge, completed in medieval form in 1209. There was a multitude of watermen whose livelihood was made from cross river traffic. Westminster Bridge was opened in 1750.

London Bridge was then widened and the buildings on it removed, and the City received a second connection at Blackfriars Bridge in 1769, in works which also included the culverting of the Fleet River at and upstream from its confluence with the Thames. A third crossing was built at Southwark Bridge in 1819. The southern approach roads to these bridges intersect at St George’s Circus and form the road framework for this part of London.

The City replaced old London Bridge in 1831 with a new bridge designed by John Rennie and built upstream of its predecessor.

The 1846 Royal Commission on Railway Termini and railways in the city

At the height of the 1840s railway mania era each railway company aspired to its own London terminal. The capital faced 19 proposals, and public concern was such that a Royal Commission was set up to inquire. It took the area now broadly seen as Central London and pre-eminently heard evidence from the City, landowners, parish authorities and other local dignitaries. It concluded that other than at Waterloo, no new terminus should be able to enter this area, and although not binding, this affected all subsequent thinking. This did not prevent railway companies from crossing the river, as at Blackfriars, Cannon Street and Charing Cross, but generally prevented them from advancing further, other than at Blackfriars, which was later linked to Holborn Viaduct.

This left the major problem of how to access and link the area within the termini, and how to gain access to the City from the termini. To deal with this, the City Solicitor, Charles Pearson (1793-1862), campaigned for and promoted an underground railway linking the northern termini with the City and the north-western suburbs. The Metropolitan Railway was opened in 1863. The loop of the Circle line, linking the termini on the south side was built by the Metropolitan District Railway from 1869 onwards, and other lines followed.

The post war move out of the City

At the end of the Second World War, very large areas of the City had been destroyed by bombing, extending from the south of Islington down to St Paul’s. Planning control was imposed in 1948, both on building operations and changes of use, and placed in the hands both of the City and the Metropolitan Boroughs, and the London County Council. Meanwhile a wartime Royal Commission on the Distribution of the Industrial Population, responding essentially to the distress of the 1930s Depression (the Barlow Report, 1940), set out the basis for post-war thinking on regional policy, including centralist direction for locating population and jobs.

The development of car ownership during the 1950s led to increasing traffic congestion, an emphasis on highway engineering and the 1957 Plan to Combat



Typical post-Fire facade © Matt Chisnall

Congestion in Central London, which introduced the idea of maximum plot ratios into London planning as a way to keep density down. Speculative office building was not permitted. At the same time, regional policy led to development outside the centre, which was to be reserved for headquarters and senior activities that could not be undertaken elsewhere. Extensive development of back office uses also took place in Croydon, where the Council took wide land assembly and development powers in municipal acts.

Regional policy and Office Development Permits

As the post war economy recovered and became more normal in the late 1950s and 1960s, London’s planning and development activity began again, but building materials controls prevented much non priority development in a policy adopted by both parties. Private speculative development was typically associated with land deals for intended LCC highway improvements to implement London’s Initial Development Plan. By the return of Labour in 1963, there was a significant

overhang of such permissions, and the removal of building materials controls meant that they could in fact be built: the London office market was faced with potential oversupply and collapse.

This position was saved by revamped regional policy. Controls were introduced on office and industrial development in London and the South East. Jobs would continue to be taken out of London and office requirements were channelled through the Government’s Location of Offices Bureau; they could not receive permission in London without a centrally issued Office Development Permit. Speculative offices remained essentially off limits in London, until the abolition of the permit system when the government changed in 1979.

Growth and deregulation of the financial markets

The City always had a leading position as a world financial centre, growing steadily through the post war period, gaining function as a major centre of offshore trading and accounts for the US dollar as international settlement currency. Accordingly, through the 1970s justification of office development, permits for new bank buildings in the City became easier. Planning policy in the Greater London Development Plan began to allow transport related office development after 1976, and in the City this led to the Broadgate scheme. London’s role as a financial trading centre excellently located between the time zones of New York and Tokyo was firmly established.

The 1979 Conservative government came in with a broad agenda of deregulation and reliance on markets. The requirement for office development permits was abolished within days, and the Government sought further modernisation of the City’s financial institutions. The range of deregulatory measures known as ‘Big Bang’ which took place on 27 October 1986 led to a huge increase in trading volumes, development of a new City meritocracy and a major demand for new office buildings with big floor plates for trading floors, spiking of City office rents, roll-back of potential conservation area extensions and, ultimately, the development of Canary Wharf.

Canary Wharf took a significant time to develop. Initially connected to the City and the rest of London by the Docklands Light Railway and by road, its appeal was limited, but banks located there, nevertheless.



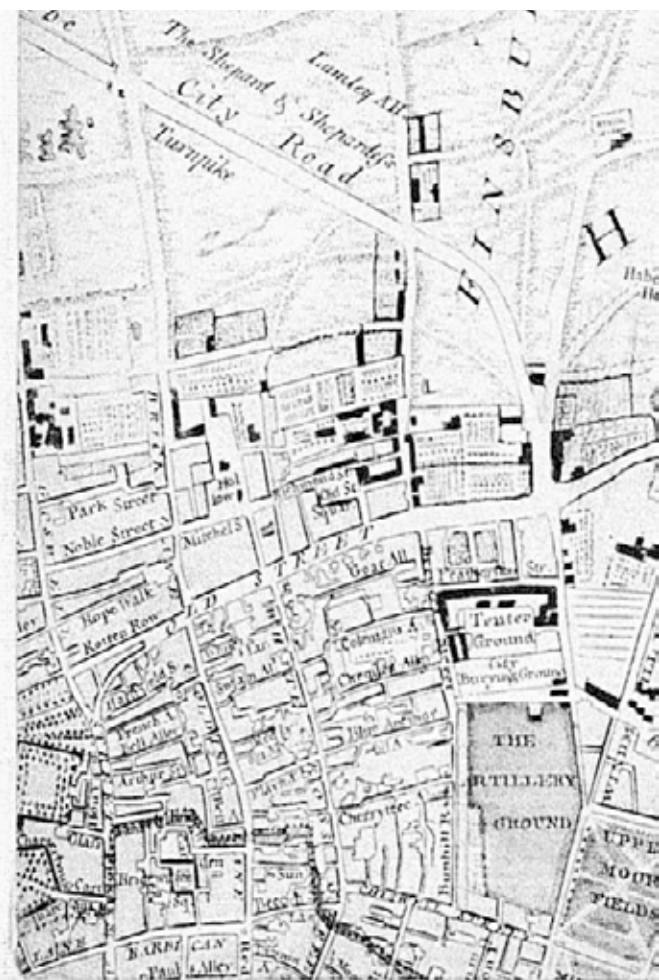
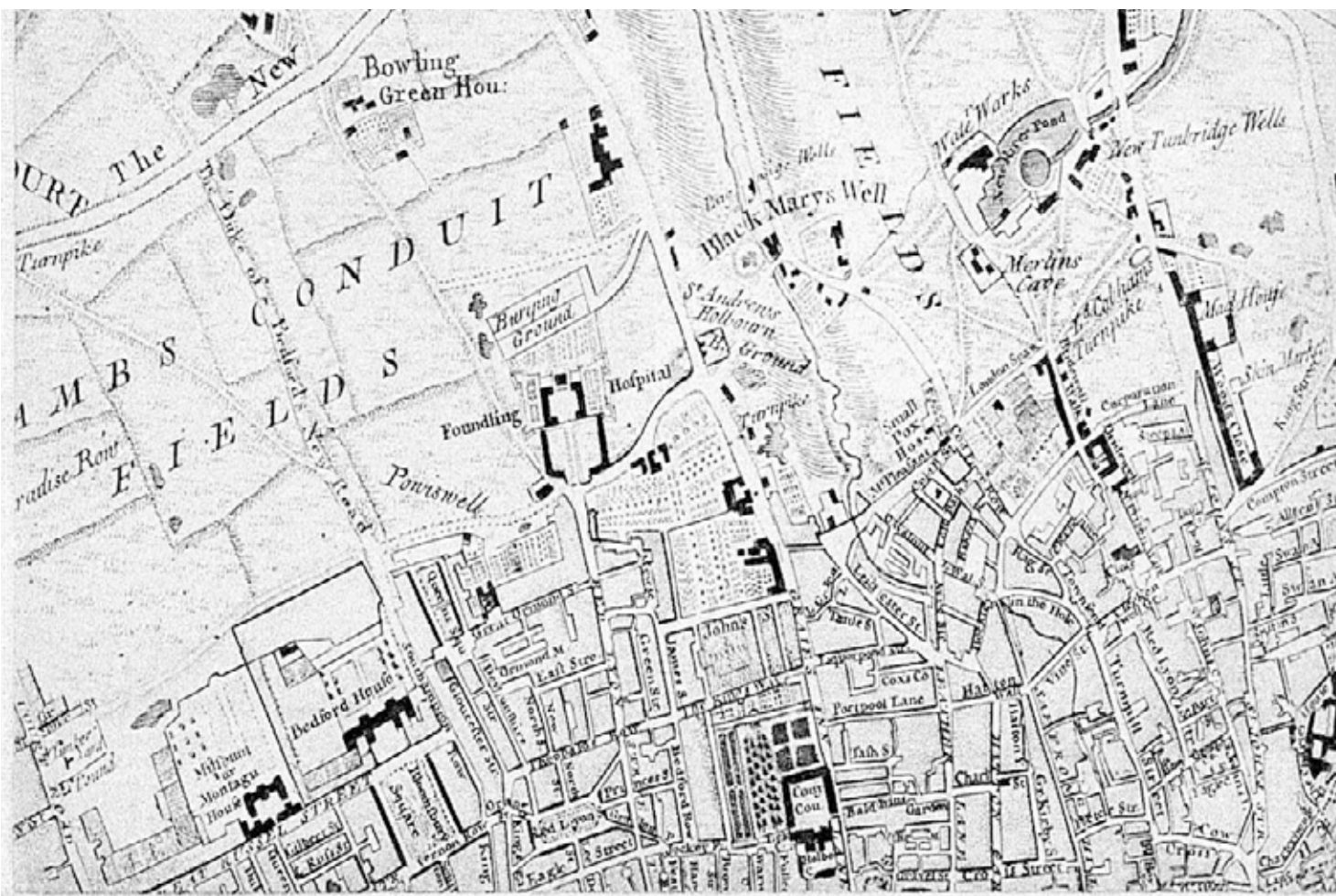
Foster + Partners’ Gherkin at 30 St Mary Axe

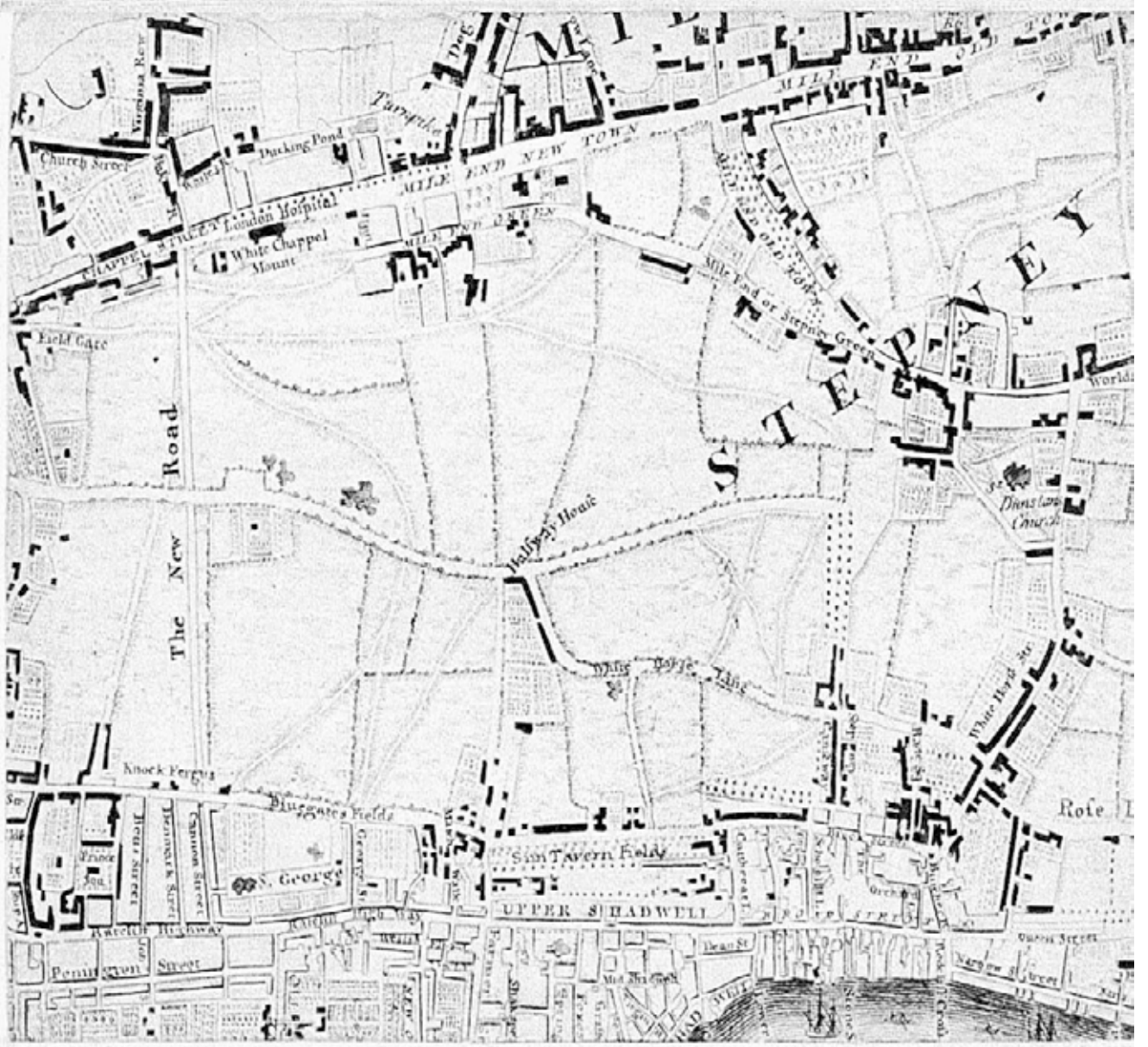
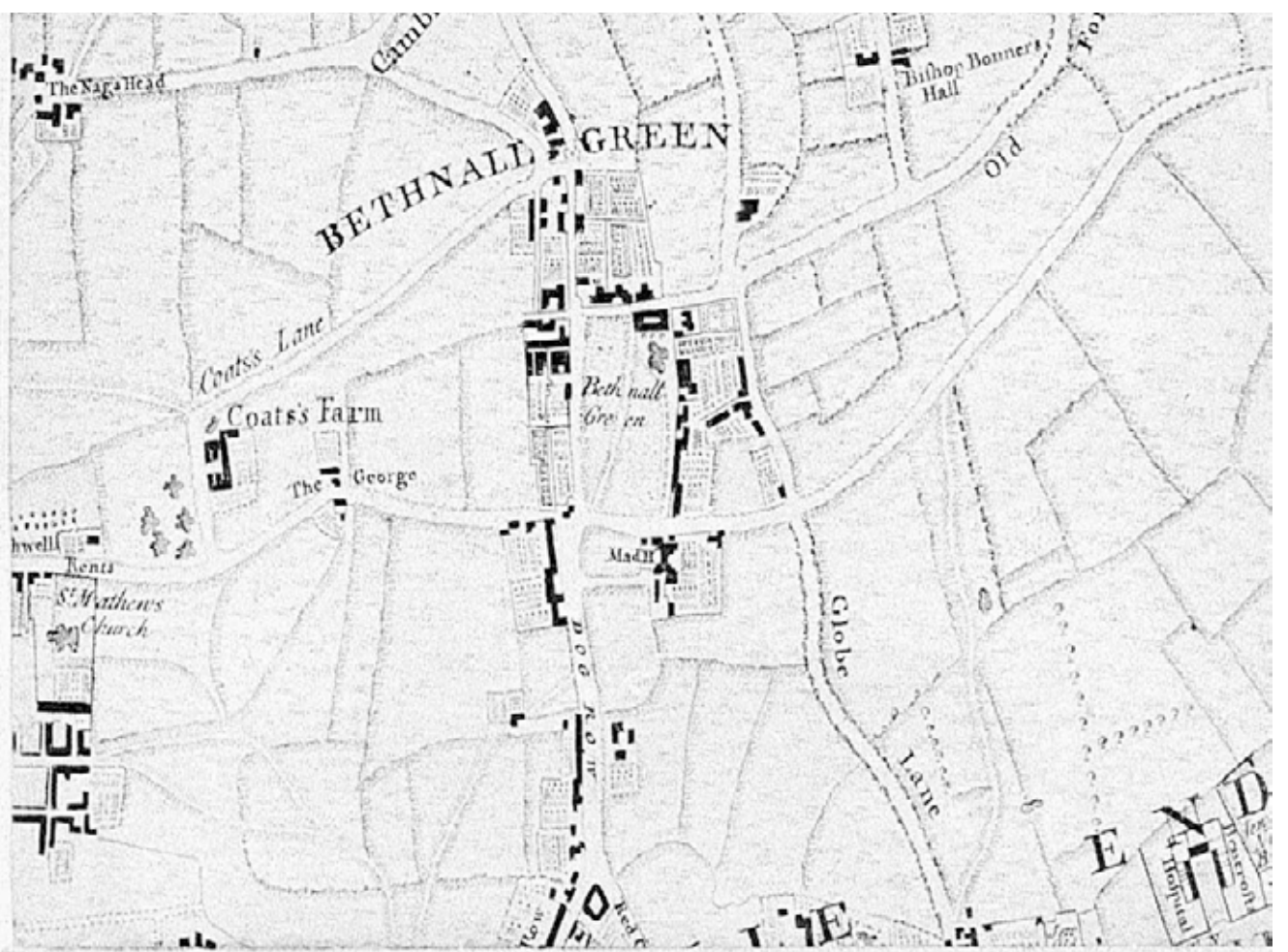
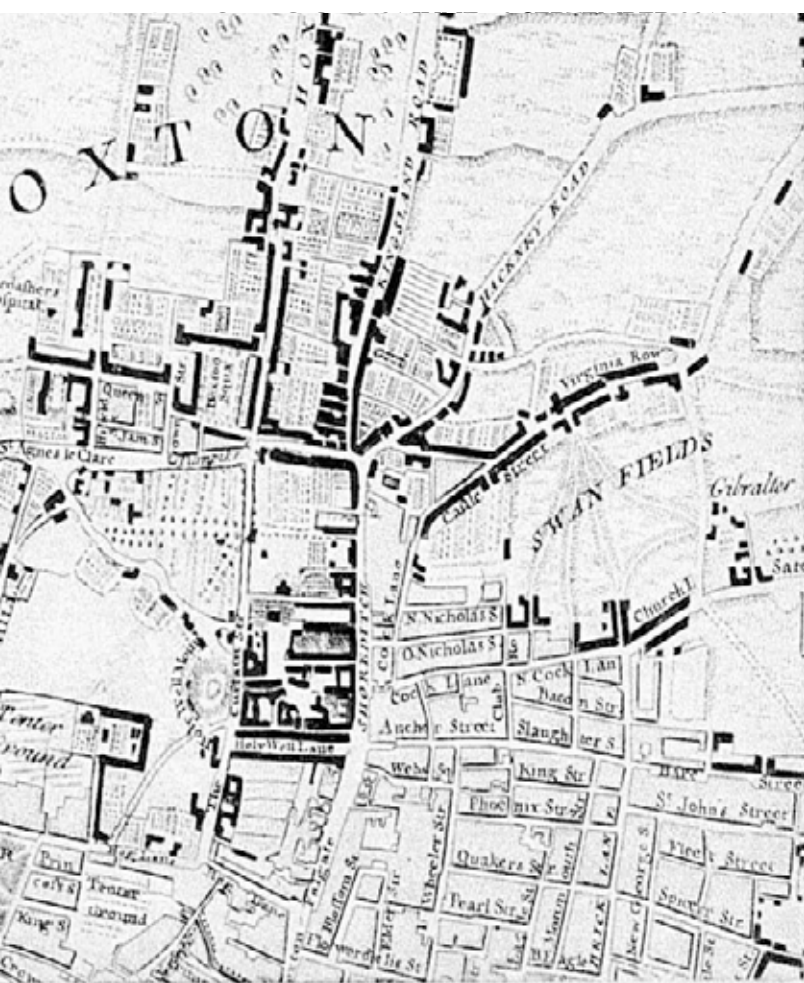
Only with the opening of the Jubilee Line extension in 1999 did it really became viable as a financial district. Meanwhile however the development of new sorts of buildings in an exciting transatlantic townscape at Canary Wharf had a pronounced competitive effect on the City, as did the promotion of areas like Bankside, and the enthusiasm of the newly created Mayor of London for tall buildings. Close analysis of the various views both within and outside the City demonstrated that an Eastern Cluster area for tall buildings within the City could be envisaged.

Greater London Authority Act 1998

This reform established the elected Mayor of London as its principal figure, scrutinised by the London Assembly, and with specific obligations to set London’s strategy. The new Mayor was Ken Livingstone, a wholehearted supporter of London’s role as a world city, who acknowledged that the City and business had to be left alone, ruled out development on green spaces and supported densification. He enthusiastically led the introduction of new strategy for London, foreshadowed by the work of the Urban Task Force, under Richard Rogers, based on higher densities, both of jobs and residences, in the centre and the inner area, more public transport, and more constraint on private car use including congestion charging. The latter was introduced in 2003. He was also an enthusiastic devotee of modern architecture, and very keen on tall buildings as a marker of London’s world city status. These considerations were included in the planning element of the Mayor’s Strategy — the London Plan. Tall buildings — notably Foster’s Gherkin, Renzo Piano’s Shard and KPF’s Heron Tower — began to be promoted and built. Ken was also a supporter of the Olympics as a means both of pushing London eastwards and bringing on Crossrail, and of socially equal distribution of rewards.

On the transport front the separated ownership and responsibility for the underground led to significant infighting in the early days, with too little action in respect of its very necessary upgrading. However Livingstone was consistent in his support and promotion of Crossrail and of extensions to the Docklands Light Railway. Since 2008 all these policies have been continued by his successor Boris Johnson in an atmosphere improved by a rather more light handed relationship with the boroughs.





London at a crossroads

The City is a key driver of the London economy and needs to be seen in the context of the rest of the capital. Twenty years ago politicians and business leaders started the debate about London's role as a world city; among them was Honor Chapman who sadly died in 2009. In Honor's memory Jones Lang LaSalle invited Greg Clark to carry out a study on how London has changed over the last two decades and to advise on the issues that face London into the future.

Twenty years ago, in 1991, the London Planning Advisory Committee published *London: World City*. This ground-breaking report recognised London's evolving role as a world city alongside increasing competitive pressures as major European and global cities proactively pursued internationalisation and hub status for firms in financial services and other sectors.

Honor Chapman, then applied this approach to thinking about London's competitive position and led a detailed study at Jones Lang Wootton on how London could respond to this challenge during 1992 (the year of the creation of the Single European Market, two years after the collapse of the Berlin Wall which triggered the end of Soviet Union and the Cold War). In 1993 this work was adopted by the newly formed business leadership organisation London First, and in 1993 detailed work was undertaken to prepare London's response to the challenge.

In 2012 our work has revealed a consensus that London is at a crossroads where the historic strengths of the city, and the progress of the past twenty years since the 1991 *London: World City* report, will not, on their own, be sufficient to guarantee London's success for the next twenty years.

The nature of the challenges has changed, the competition from other cities is much tougher and more empowered, and the tools of the past have proved to be effective only for certain problems. New approaches are required and a period of innovation and ambition must now be activated.

London's success over the past two decades has been truly remarkable. It has become a place of unique appeal with exceptional international demand for investment opportunities and corporate locations, for access to its skilled labour supply and higher education institutions, and for destination experiences of entertainment and culture. London has fostered an unprecedented global reach and cosmopolitan appeal and, in the process, has reaffirmed its open and organic character in which change happens in surprising and exciting ways.

But London's model of success is incomplete. Its ability to manage and accommodate the growth that accompanies excess demand is insufficient. It is adversely positioned to tackle disadvantage and to address supply-side problems in housing and infrastructure, areas where it has systematically failed to develop adequate solutions. Meanwhile London's image within the UK and within the global media has been damaged by both the financial crisis and by the symptoms of its incomplete model of success.

The 2012 Olympics and the Diamond Jubilee provide extraordinary opportunities to repair the city's identity, but the story communicated about London must be capable of being delivered fully and effectively, and must be nuanced with a clear story about the future of London.

As we enter the first lap of the new global business cycle, London is also challenged in almost every role that it plays by increased and more competent competitors than ever before. Not only are the other leading cities of the world addressing their own development challenges with new verve (New York, Paris, Hong Kong, Tokyo and Singapore are all formulating new city niches and development paths) but the principal cities in the fastest growing markets now compete with London in ways not previously anticipated (Dubai on aviation hub status, Shanghai on financial services, Mumbai on creative industries, for example). At the same time, other established business cities such as Stockholm, Zurich, Amsterdam, Frankfurt, and Basel offer productive and competitive alternative locations in fields where London should be seeking to grow its role (environmental and digital technologies, life sciences, design and others).

Faster, richer, and more determined?

In a profound sense, most of London's major competitors invest more, have more attractive business climates, deliver major developments more quickly, co-ordinate and manage growth better, have more effective tools and instruments for addressing inclusion, and enjoy more consistent and long term financial instruments. London's incremental governance empowerment has achieved significant outcomes, but much greater speed and scope is now needed if London's current demand bubble is to be translated into a commercially, socially, and environmentally sustainable city.

London is at a critical juncture. The new global business cycle plays to London's strengths in many respects, but at the same time will expose the weaknesses in ways which will seem as harsh as they are abrupt.

Twenty years ago the *London: World City* report called for new mechanisms to address London's international promotion, and to invest in infrastructure, skills and culture. Much was achieved in the ensuing two decades that has placed London in pole position for the new cycle. But London has only been partially successful in addressing skills and infrastructure needs since last time around and although cultural provision and international promotion have been highly successful, these are 'permanent improvement agendas' that are never complete.

London can draw some inspiration from other world cities that have effectively tackled problems that are similar in nature to London's. Hong Kong has successfully built a world class airport on a man-made island and is redeveloping its old airport into a major city asset. New York has reduced violent crime and built a new reputation as a livable city. Toronto has a great school system that supports children from disadvantaged backgrounds to excel and succeed. Amsterdam and Stockholm have housing markets that attract large-scale institutional investment into a growing rented sector. Singapore and New York are making critical strides in building more diverse economies and are growing the science and technology dimensions of their economies, whilst Paris and Hong Kong have highly evolved regional frameworks for transport, planning, economic development and housing, addressing these challenges in their correct geography. Tokyo has become a world leader on environmental innovation.

Like 20 years ago, the leaders of London now need to re-commit to the quality of life in London, its ambition to succeed, and the confidence and intelligence with which it makes its case, national and globally. Like Honor Chapman, combining insight with substantive endeavour, and tenacity, is the path for London for the next decade.

1

A refreshed vision and London offer

A positioning strategy should be created to provide visibility and accessibility to the city’s diverse economy and top brands. The world should be reminded of London’s historic attributes.

2

Infrastructure and airports

London’s political and business leaders must encourage infrastructure and aviation solutions that will address the city’s competitive needs now, as well as in the longer term. They must also be prepared to source innovative financial and engineering solutions.

3

Housing

London needs a programme of innovative experimentation in all efforts to tackle the housing crisis and to bring forward new supply. This will require institutional investment, public land, incentives, more certain planning and a role for employers in providing housing.

4

City government powers and city — regional scale and solutions

Rapid and continued improvements in London governance should be negotiated alongside a new deal for the UK from London. This should focus on increasing London’s fiscal and financial freedoms whilst retaining its contribution to the UK tax base.

5

Jobs, income and employability

Programmes should be built for new sectors in London to encourage investments and quickly give them scale.

6

Business climate and openness

A programme of joint business climate monitoring between national government, the GLA and London business is required.

7

UK support for London’s global role

London’s leaders should engage in a practical programme of addressing how London can promote growth across the UK, and how other UK cities can address London as an opportunity rather than a threat.

8

Make the most of East London — people and place

East London is London’s emerging market but there is no prospectus or vision for how it should evolve. London’s business community should work with the Mayor, boroughs and other stakeholders to build a clear vision for East London that helps shape development and builds job and income growth opportunities.



CORPORATION OF THE CITY OF LONDON

TOWN PLANNING SURVEY 1936

REFERENCE

Residential.	
Commercial.	
Warehouses & Wharves.	
Wholesale Markets.	
Industrial.	
Statutory Undertakings.	
Shops and Stores (Retail).	
Public Buildings.	
Open Spaces and sites of disused Burial Grounds.	

Colours represent predominant use of each site, except that :—

- (i) Retail Shops on Ground Floor only are shown by black bar over general colour.
- (ii) Warehouses with Offices in the same building are shown as Warehouses.
- (iii) Industrial occupation mixed with Warehouse and/or Offices is shown Industrial.
- (iv) Building blocks uncoloured represent sites cleared for development or existing buildings empty at time of survey.

Descriptive overprint in ^{gold} indicates generally predominant trades, industries, markets and other uses in the several parts of the City.

For sources of information and full explanation, see Joint Report by Mr. Engineer and Mr. Gerald Eve, February, 1936.



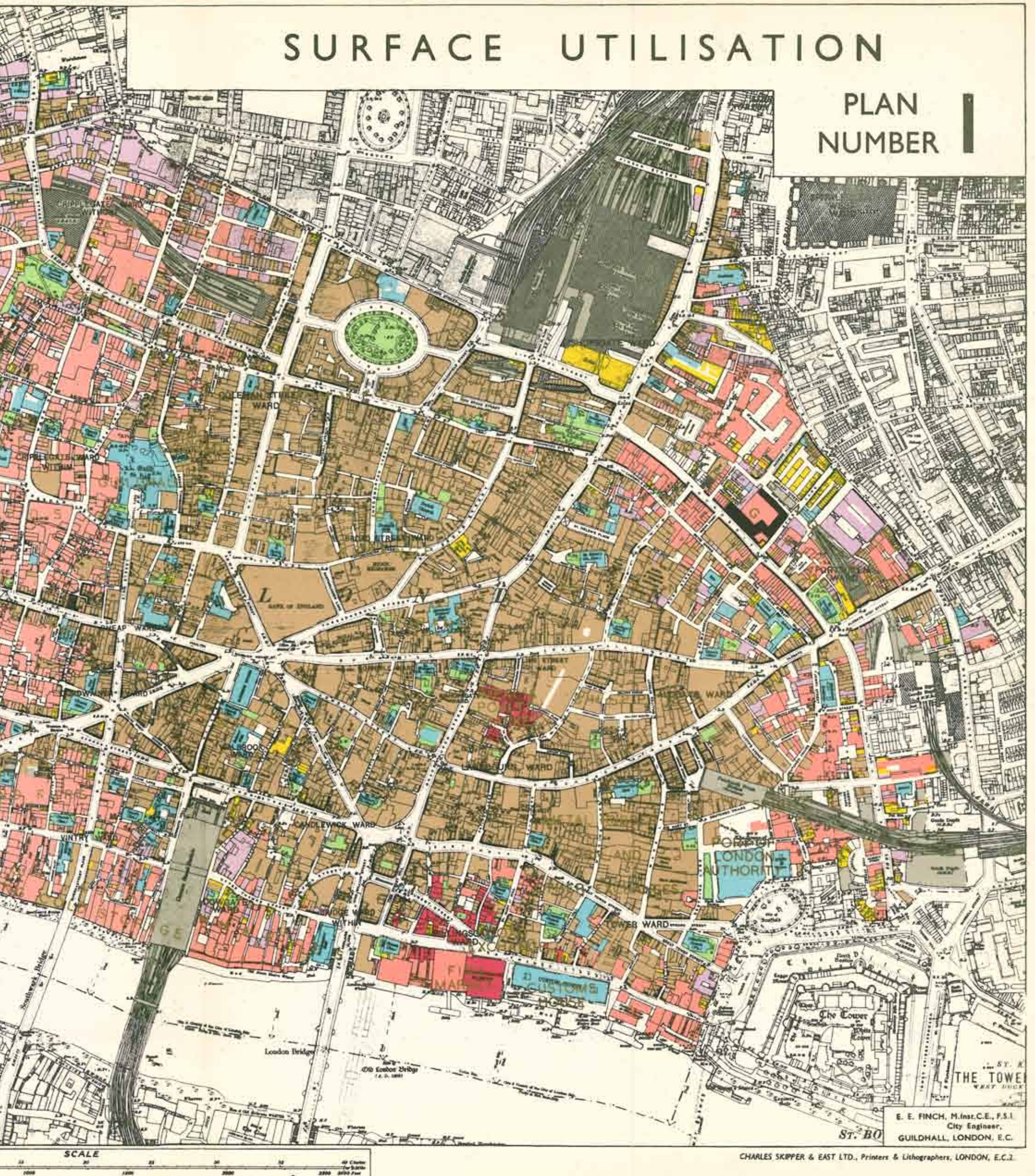
Reproduced from the Ordnance Survey Map, with the sanction of the Comptroller of H.M. Stationery Office.

Surface Utilisation Plan, 1936

A plan of land use in the City in 1936 which shows a very different pattern than today. The core of offices was much smaller then, with a band of warehouses and industry to the west and along the still active river. The publishing businesses, for instance, that were centred around Paternoster Row were bombed out in the Blitz. They moved to the West End, never to return.

SURFACE UTILISATION

PLAN
NUMBER 1



E. E. FINCH, M.Inst.C.E., F.S.I.
City Engineer,
GUILDHALL, LONDON, E.C.

CHARLES SKIPPER & EAST LTD., Printers & Lithographers, LONDON, E.C.2.

ARUP

Arup is the creative force at the heart of many of the world's most prominent projects in the built environment and across industry. We offer a broad range of professional services that combine to make a real difference to our clients and the communities in which we work.

We are truly global. From 90 offices in 35 countries our 10,000 planners, designers, engineers and consultants deliver innovative projects across the world with creativity and passion.

Founded in 1946 with an enduring set of values, our unique trust ownership fosters a distinctive culture and an intellectual independence that encourages collaborative working. This is reflected in everything we do, allowing us to develop meaningful ideas, help shape agendas and deliver results that frequently surpass the expectations of our clients.

The people at Arup are driven to find a better way and to deliver better solutions for our clients.

We shape a better world.

8 Fitzroy Street, London W1T 4BQ
020 7636 1531 | www.arup.com



Berwin Leighton Paisner is a full service international law firm, recognised as pre-eminent in real estate. Much of the complex work we carry out requires a multidisciplinary approach, which we are particularly well placed to deliver given the depth of real estate sector expertise across the firm.

Through our reputation for quality, and breadth of experience, we deliver an unparalleled service to our clients and are proud to continue to advise on some of the most innovative and significant projects across London.

Adelaide House, London Bridge, London EC4R 9HA
020 3400 1000 | www.blplaw.com



The City of London Corporation is a uniquely diverse organisation that delivers both local authority and other public services for the Square Mile, for London, and for the nation. It owns and manages a large portfolio of property within and beyond the Square Mile. Ownership encompasses about 25% of the City area, with other investment and operational ownerships in both Inner and Outer London Boroughs, extending to over 20m sq ft of space.

The City Property Advisory Team (CPAT) acts as a facilitator and adviser to City businesses and the wider property industry. This free service is unique in the public sector, and provides occupiers and property professionals with support and intelligence to make informed and timely decisions.

Guildhall, London EC2P 2EJ
Tel: 020 7606 3030 | www.cityoflondon.gov.uk

Gensler

Gensler is a global architecture, design, planning and strategic consulting firm, with more than 3,400 professionals networked across 42 offices on 5 continents.

Gensler's London office has been based in the City for nearly a quarter of a century, and is deeply rooted in the City's heritage. Consistently ranked by U.S, European and international industry surveys as the leading architecture and interior design firm, Gensler leverages its deep resources and diverse expertise to develop design solutions for industries across the globe.

For over 40 years our work has reflected an enduring commitment to sustainability and our belief remains that design is one of the most powerful tools for enhancing organisational performance, achieving measurable business goals and enriching people, their environments and communities.

Aldgate House, 33 Aldgate High Street London EC3N 1AH
020 7073 9600 | www.gensler.com



Land Securities is the UK's largest commercial property company and a member of the FTSE 100. The company owns and manages more than 29 million sq ft of office, retail and residential space.

Land Securities' London portfolio includes landmark properties such as One New Change, which has re-established vibrant shopping in the Square Mile. It is jointly developing 20 Fenchurch Street, the City's newest and most exciting skyscraper, and has revealed ambitious plans to regenerate London Victoria. The area around Victoria Street will be transformed into a place for Londoners to enjoy, people to visit and a place that businesses and individuals are proud to call home.

5 Strand, London WC2N 5AF
020 7413 9000 | www.landsecurities.com



Minerva is a property investment and development group in the UK. The group has a number of real estate assets; principally located in the Greater London area, comprising city office, high-end residential and mixed-use schemes.

Minerva has developed three of these prime development sites. Two are situated in London's financial district, The City of London: The Walbrook Building a 445,000 sq ft office development and The St Botolph Building, a landmark 14 storey office building comprising circa. 560,000 sq ft of office and retail accommodation. The third is Lancaster Gate, a high-end residential development overlooking London's Hyde Park.

The Group has a pipeline of further development opportunities, including the Odeon Kensington, another high-end residential development situated on London's Kensington High Street, and The Ram Brewery in the heart of Wandsworth, London.

42 Wigmore Street, London W1U 2RY
020 7535 1000 | www.minervaproperty.com



British Land is a real estate investment company based in London that creates value by actively managing, financing and developing prime commercial property to provide the environment in which modern businesses can thrive.

British Land owns and manages real estate worth just under £16bn, of which our share is over £10bn. City of London offices comprise 20% of our portfolio, and include Broadgate and Ropemaker Place. We are currently developing two major new City buildings, 5 Broadgate, (with Blackstone) and The Leadenhall Building (with Oxford Properties).

Sustainability is at the core of our business. From community involvement in the planning process, through development, refurbishment and management, the aim is to provide attractive buildings that minimise resource use and meet the needs of occupiers and Londoners today and tomorrow.

York House, 45 Seymour Street, London W1H 7LX
020 7486 4466 | www.britishland.com

Brookfield

Brookfield Office Properties is a commercial real estate corporation that owns, manages, and develops premier assets in North America, the UK and Australia’s most dynamic and resilient markets.

Its portfolio is comprised of interests in 110 properties totalling more than 78 million square feet in the downtown cores of New York, Washington D.C., Houston, Los Angeles, Toronto, Vancouver, Calgary, London, Sydney, Melbourne and Perth, making it the global leader in the ownership and management of office assets.

The company’s landmark properties define the skylines of many major metropolises and include the World Financial Center in Manhattan, Brookfield Place in Toronto, Bank of America Plaza in Los Angeles, Bankers Hall in Calgary, Darling Park in Sydney and City Square in Perth.

Brookfield Office Properties is a publicly traded company, and is listed under the ticker symbol BPO on both the NYSE and TSX. Brookfield Asset Management owns 51% of Brookfield Office Properties.

23 Hanover Square, London W1S 1JB
020 7659 3500 | www.brookfieldofficeproperties.com

CANARY WHARF

L O N D O N

Canary Wharf Group is an integrated property development, investment and management group of companies. It is the owner and developer of Canary Wharf, the famous business and shopping district in central London which has a working population of 100,000 people in a diverse range of sectors for some of the world’s leading companies. The Group has paved the way for the regeneration of London’s Docklands and helped London consolidate its position at the centre of the business world.

Following the recent announcement to build a new headquarters for European Medicines Agency at 25 Churchill Place, the Group has plans in place to continue to develop Canary Wharf in the coming years.

The Group is currently constructing the Canary Wharf Crossrail station ahead of schedule and on budget, which is ready to receive the Crossrail tunnel boring machines in Summer 2012.

Canary Wharf Group also has joint ventures outside Canary Wharf at 20 Fenchurch Street (with Land Securities) and the Shell Centre (with Qatari Diar).

Canary Wharf Group, One Canada Square London E14 5AB
020 7418 2000 | www.canarywharf.com

HILSON MORAN

As an independent, international multi-disciplinary consultancy for the built environment, we apply our expert consultancy skills and specialist knowledge to a range of projects from a network of offices in the UK and Middle East. Founded in 1977, the business has grown to 225 people and provides services in building design, masterplanning and infrastructure, sustainability and facilities management consultancy. We help clients plan, design and manage their assets to achieve exceptional value by using the latest technology and software in a BIM environment, blended with experience.

In whatever we do, we remember its people, service and expertise that provide a consistent approach to delivering innovative yet reliable solutions that meet or exceed our client’s needs.

We maintain a strong commitment to the development of ‘Environments for Life’ and a sustainable world for the future.

Shackleton House, Hay’s Galleria, 4 Battlebridge Lane
London SE1 2HP
020 7940 8888 | www.hilsonmoran.com



John Robertson Architects’ track record in the City of London continues to evolve. The practice is currently retro-fitting 199 Bishopsgate, part of Broadgate for British Land; a redevelopment at 101 Moorgate for Crossrail and Aviva; and 33 King William Street for Greycoat, CORE and Topland.

The practice has been appointed by the Mercers’ Company to masterplan their Home Estate and by The City Corporation to re-clad Great Arthur House, a listed residential tower within their Golden Lane Estate.

The practice brings its own contextual modern design ethos, with practical experience of major workplace, retro-fit, residential and mixed-use regeneration projects.

111 Southwark Street, London SE1 0JF
020 7633 5100 | www.jra.co.uk



Real value in a changing world

Jones Lang LaSalle is a financial and professional services firm specialising in real estate. Founded in the City of London in 1783, today we number 45,000* staff working in 200 cities across 70 countries delivering integrated services to the world’s leading real estate owners, occupiers and investors.

Our teams have been a part of the City of London’s fabric since the firm’s inception and as such we are delighted to be supporting The Developing City exhibition.

**including 26,700 on site employees whose costs our client reimburse.*

22 Hanover Square, London W1S 1JA
020 7493 6040 | www.joneslanglasalle.co.uk

WOODS BAGOT

Woods Bagot is a leading global design and consulting firm, with a team of over 700 people working across Asia, Australia, Europe, the Middle East and North America.

The firm’s unique ‘One Global Studio’ philosophy drives unprecedented knowledge sharing and true collaboration across time zones, producing innovative, inspired and functional design solutions for clients. Underpinning Woods Bagot’s knowledge culture is Public, our research arm, created in collaboration with leading thinkers and academics.

With a 140-year legacy of design excellence, Woods Bagot has been recognised with nearly 50 global awards over the past two years, including AJ 100’s International Practice of 2009 and the Asian Most Admired Knowledge Enterprise (MAKE) award. The firm’s diverse portfolio of high-profile projects includes: 10 Trinity Square and 100 Bishopsgate in London, Qatar’s Science and Technology Park (QSTP), Melbourne’s Convention and Exhibition Center, the Nakheel Tall Tower in Dubai and the Macquarie Bank Shelley Street in Sydney.

Oxford House, 76 Oxford Street, London W1D 1BS
020 7637 6880 | www.woodsbagot.com

Exhibition partners

Partners



CORE is a leading property company with an impressive development portfolio of the highest quality buildings in central London. CORE’s landmark developments include the award winning Watermark Place EC4, 20 Gresham Street EC2, 30 Crown Place EC2 and 30 Warwick Street W1.

Partnering with some of the most established funds and property owners in the industry, CORE has either built out or advised on over 10 million sq ft in the last decade and has a current pipeline of nearly 2 million sq ft of commercial and residential space, including current projects at 33 King William Street EC4 and 120 Fenchurch Street EC3, and under construction at Finsbury Circus House EC2 and 6 Bevis Marks EC3.

33 Cornhill, London EC3V 3ND
020 7814 1000 | www.co-re.co.uk



Development Securities PLC is a FTSE-listed, UK property investor and developer. It applies a creative and expert approach to complex and major developments, strategic investment and asset management in order to create maximum value for its shareholders.

The Company has delivered a number of high profile developments notably the major commercial regeneration scheme, Paddington Central, forward-funded by Aviva investors.

Since July 2009, Development Securities has completed two capital raises, generating £200 million of new equity. The proceeds of this raised equity have been largely invested in selected secondary assets which through repositioning and redevelopment can be delivered into the prime or near-prime market, with more than 40 deals completed in the period.

Portland House, Bressenden Place, London SW1E 5DS
020 7828 4777 | www.developmentsecurities.com



ENGLISH HERITAGE

English Heritage is the Government’s statutory advisor on the historic environment. We provide advice on how best to conserve England’s heritage for the benefit of everyone. While most of England’s heritage is in private hands, we work with all who come into contact with it — landowners, businesses, planners and developers, national, regional and local government, the Third Sector, local communities and the general public — to help them understand, value, care for and enjoy England’s historic environment.

We are also entrusted with the custodianship of over 400 sites and monuments which together form the national collection of built and archaeological heritage. These include some of the most important monuments of human history such as Stonehenge and Hadrian’s Wall.

1 Waterhouse Square, 138-142 Holborn London EC1N 2ST
020 7973 3000 | www.english-heritage.org.uk

Foster + Partners

Foster + Partners, led by Founder and Chairman Norman Foster, is based in London with project offices worldwide. The practice has pioneered a sustainable approach to architecture through a wide range of work, from urban masterplans to product design. Projects in London include Swiss Re’s London Headquarters, Willis Headquarters at Lime Street, the Great Court at London’s British Museum, Canary Wharf Station, Millennium Bridge, City Hall and More London and the European Headquarters for HSBC. The practice has received over 600 awards for excellence and won over 100 national and international competitions since its inception in 1967.

Riverside, 22 Hester Road, London SW11 4AN
020 7738 0455 | www.fosterandpartners.com



FUTURE Designs produce innovative lighting solutions for the commercial market place developing products that optimise light output with aesthetics in order to illuminate workspace for the most important of people — the workforce.

Our commitment to the environment begins long before the lights are switched on. We ensure our raw materials, assembly procedures and delivery process are constantly evolving to reduce carbon usage. This linked to our determination to deliver on time within budget makes us exceptional.

FD Creative, our lighting design studio, produces outstanding lighting concepts with smart technology. We design our bespoke fixtures to ensure a functional installation while staying true to the architectural concepts. Years of experience prove our ability to take concept to reality.

FUTURE Designs is a British manufacturer based in London Canary Wharf, London South and Kent. We also support our overseas offices in France, Czech Republic, Dubai, Abu Dhabi, Oman, Kuwait and Singapore.

The Lighthouse, Fircroft Way, Edenbridge, Kent TN8 6EJ
01732 867 420 | www.futuredesigns.co.uk



Hammerson

Hammerson is a FTSE 100 REIT with a portfolio based in the UK and France valued at £5.7 billion. The business has been creating and managing some of the most exciting retail destinations and office buildings in Europe for over 60 years.

We earned our reputation by bringing to the market industry leading developments and creating modern spaces to meet the needs of our customers. In the City, these included 99 Bishopsgate, 60 Threadneedle Street, Bishops Square, Moor House and One London Wall.

Significant mixed-use regeneration schemes within our London development pipeline include The Goodsyard in Shoreditch and Brent Cross Cricklewood.

10 Grosvenor Street, London W1K 4BJ
020 7887 1000 | www.hammerson.com



ISG is an international construction services company delivering fit out, construction and a range of specialist services. Headquartered in London, ISG commenced operations in 1989 and today operates in 26 countries worldwide.

The group’s consistent delivery across geographies has made ISG the partner of choice for multi-national and local organisations building, refurbishing or fitting out their spaces.

Having worked on many of London’s iconic buildings over the past 22 years, ISG is delighted to be an exhibition partner of The Developing City.

Aldgate House, 33 Aldgate High Street, London EC3N 1AG
020 7247 1717 | www.isgplc.com



London Metropolitan Archives is an essential destination for anyone interested in the history of London. There are millions of books, letters, photographs, maps and films to explore.

Dating from 1067, the archives record the history of the capital right up to the present day and cover every subject imaginable. The archive is free to use and open to everyone, whether you’re researching your family history, studying the built environment, writing a school project or just want to see the maps and photographs of old London.

View the image collections at <http://collage.cityoflondon.gov.uk>.

40 Northampton Road, London EC1R 0HB
020 7332 3820 | www.cityoflondon.gov.uk/lma



The Museum of London tells the story of one of the world’s greatest cities and its people.

It cares for more than two million objects in its collections and attracts over 400,000 visitors per year.

It holds the largest archaeological archive in Europe.

The Museum has entered a new era with the launch of our £20million Galleries of Modern London in May 2010.

150 London Wall, London EC2Y 5HN
020 7814 5503 | www.museumoflondon.org.uk

Eric ParryArchitects

Eric Parry Architects is an established and award-winning practice with a portfolio of notable work. The practice has gathered together talented individuals from diverse cultural backgrounds and a wide range of experience; as a result EPA operates easily within any frame of reference.

Eric Parry founded the practice in 1983. It is based in London, and employs over 60 staff. Eric Parry maintains a key involvement in all projects, particularly in their design development stages. The practice approaches all work with intellectual rigour, and also seeks to integrate the highest level of craftsmanship in all schemes it undertakes.

The practice is responsible for several highly prestigious commercial projects in the City and has won numerous awards.

28-42 Banner Street, London EC1Y 8QE
020 7608 9600 | www.ericparryarchitects.co.uk

Foggo Associates

Foggo Associates is an architecturally led, integrated design team with an outstanding pedigree of producing award winning sustainable and innovative architecture. The practice comprises architects, structural engineers, services engineers and cost consultants.

We have been responsible for the design of many notable projects for distinguished clients within the City of London over the past two decades.

A track record of environmentally responsible building design demonstrates our longstanding and on-going commitment to the sustainability of the built environment. The hallmark of our work is a rigorous, holistic design approach and the collaborative synthesis of architecture and engineering.

55 Charterhouse Street, London EC1M 6PR
020 7490 4040 | www.foggo.com

Media partner

CITYA.M.

City A.M. is London’s first free daily business newspaper. It covers financial and business news as well as sport and contemporary lifestyle. The free daily newspaper is read by over 350,000 professionals throughout the City, Canary Wharf and other areas of high business concentration.

4th Floor, 33 Queen Street, London EC4R 1BR
020 3201 8900 | www.cityam.com

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HayesDavidson

Hayes Davidson specialises in the visualisation of architecture and cities for planning and marketing. Clients benefit from the studio’s strategic thinking and in-depth understanding of architecture, planning and visual communications. Time and time again our clients enjoy real and valuable results that assist them to achieve planning permission, raise funding, win competitions or gain valuable press coverage, while reflecting the project’s architectural and design intent and eliciting the right emotional response from its audience.

Studio A, 21 Conduit Place, London W2 1HS
020 7262 4100 | www.hayesdavidson.com



Helical Bar is one of the UK’s leading property companies with a substantial development and investment portfolio. The portfolio comprises retail, office, industrial and residential properties, located in London and throughout the UK.

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Museum of London Archaeology (MOLA) provides expert archaeological and built heritage services to help our property industry clients build for the future. Our team of 200 professional archaeologists and specialists has been excavating and researching sites across the UK for nearly 40 years, and we have offices in London, Birmingham and Manchester.

The far-reaching, educational results of MOLA’s work, funded by development through the planning process, literally make history. We are privileged to have played a considerable part in shaping modern understanding of historic London and thrilled to be supporting The Developing City.

Contact newbusiness@mola.org.uk or follow us: @MOLArchaeology

Mortimer Wheeler House, 46 Eagle Wharf Road, London N1 7ED
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Rogers Stirk Harbour + Partners (RSHP) is an international architectural practice based in London, with satellite offices in Madrid, Shanghai and Sydney. Over three decades, RSHP has attracted critical acclaim and awards with built projects across Europe, North America and Asia. The practice is experienced in designing a wide range of building types including: office, residential, transport, education, culture, leisure, retail, civic and healthcare. The quality of its designs has been recognised with some of architecture’s highest awards, including two RIBA Stirling Prizes, one in 2006 for Terminal 4, Madrid Barajas Airport and the other in 2009 for Maggie’s London.

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