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Sent: 26 February 2018 22:40
To: Londonplan
Cc: 'Philip Caine'
Subject: Comments on Draft New London Plan

As London residents for 50+ years, we have only just found out about the existence of the draft New London Plan. We and, so far as we know, all other local households have not received any communication about it from either the Mayor of London, the London Assembly or our Local Authority, Enfield. If the Plan is indeed “one of the most crucial documents for our city”, this inadequate communication in a so-called consultation period is unacceptable. We therefore believe that an extended consultation period with a more effective communication strategy to inform every household is absolutely essential to the success of this consultation and strongly urge you to deliver it to all Londoners as a matter of urgency.

We have also been advised that, although the Plan aspires to direct growth to the “most accessible and well-connected places”, this objective is not supported by the detailed policy on Small Sites (H2) which includes a “presumption in favour” for ***all*** small sites, even those in areas like ours (EN4) with the poorest public transport provision as assessed by Public Transport Access Level methodology (such as ours, which has a maximum of PTAL 1b). We also consider that the draft policies pay inadequate attention to other key factors including the level of local amenities, infrastructure, flood risk, greenery and character.

With so many new homes targeted for ‘Small Sites’, the cumulative impacts of development on congestion, flood risk, air quality, greenery and character need far greater weight in planning decisions. “Presumption in favour” should not be allowed to apply automatically in areas like ours that have poor PTALs, poor local amenities, and experience in recent years of increasing surface water flooding through misguided development.

There seem to be significant discrepancies and inconsistencies between some of the proposed policies, which need also to take account of the cumulative impact of numerous small site developments on flood risk, local infrastructure, tree retention, car use and character. We also urge better definition of phrases like “the most accessible and well-connected places” and “local amenities” to ensure that the final Plan can be consistently interpreted and applied. Without significant enhancement of the Plan to ensure clarity of definition and consistency of policies and procedures, we fear that the “small site” development of a quarter of a million new homes will be poorly controlled, with considerable risk of adverse negative consequences on London’s local communities.

Philip and Francesca Caine
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