

# Mr Neil Jost comments

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General presumption in favour of small developments should be rejected. Rather than providing truly affordable housing, these will actually be developments seeking to maximise profit without consideration of the impact on the local environment, utilities, local services including education, traffic density, parking issues.

Significant quantity of small developments in a locality will risk changing character of the locality. In many areas, particularly those developed some years ago, the utilities are already struggling - adding extra units will only increase the strain on these struggling utilities. Schools are struggling to meet demand for places already and existing schools, particularly primary, will be on sites restricted by space and finding it difficult to retain quality teaching staff, let alone increase. The theory of building without adequate parking provision, whilst it may be a noble aim, is on a par with nothing in outlying boroughs; where convenient access to a car is the norm and assumed. Insufficient parking provision will just increase local parking issues, and increase traffic locally, which will result in an adverse impact on pollution levels.

Further, the construction of these small developments will cause disruption in the locality.

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Councils need to be encouraged to provide very short term parking (<15min) without charge to encourage the use of local business outlets rather than out of town centres. This would facilitate the collection of goods etc, and reduce inconsiderate parking

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Production emissions need to be considered in addition to tailpipe emissions. Are electric vehicles truly clean?

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Limiting parking provision in Outer London developments to less than one space per property will export parking problems to surrounding areas.