

19 February
2018

Mr. S. Khan,
Mayor of London,
London Plan Team,
GLA City Hall,
Post Point 18,
FREEPOST RTJC-XBZZ-GJKZ,
London, SE1 2AA.

23 FBY 18

Dear Mr. Khan,

PROPOSED CHANGES TO THE LONDON PLAN.

I refer to your recently-publicised changes to the London Plan. I have read your proposals with interest, but I must express objection to many of the generic dimensions, especially as they would impact upon the area in which I live, in Kenley, in the London Borough of Croydon.

Town and Country Planning is part of English land law, which concerns land use planning. Its goal is to ensure sustainable economic development and a better environment. Where local government authorities are involved in the process they have an obligation to achieve a careful balance between economic development and improving the environment. The proposed changes to The London Plan conflict with the intent of achieving balance. They will result in massive over-development of this area, destroying the local physical environment and undermining the possibility of the area being economically viable because of the deterioration and lack of an effective transport and commercial infrastructure.

Overdevelopment.

The new housing targets for Croydon are excessive and would result in a doubling of construction of dwellings in the coming decade, compared with the already-ambitious plans set by Croydon Council. The further revised increase in building envisaged in the changes to the London Plan would require virtually continuous construction throughout the borough, with the extensive destruction of trees and foliage, and the creation of an unbalanced built environment. This would result in the destruction of the local natural environment, which previous councils have conserved, despite increasing housing and commercial facilities to meet needs.

Infrastructure.

The Kenley area lacks an effective public transport system, resulting in a Public Transport Accessibility Level (PTAL) mostly of zero. Despite many efforts over the years it has proved unattainable to improve the PTAL. A substantial increase in property density will compound the problems of local citizens in using their vehicles to access the Kenley area and surrounding facilities. Additionally, the roads are generally narrow, many without pavements, and the steep valley sides, in which Kenley is located, inhibit the safe movement of pedestrians. There is a prime need to improve the road system through the more imaginative use of one-way thoroughfares.

The need to maintain effective vehicular access is of major importance to the local residents, for whose benefit the planning system is designed. The indication, in the proposed changes to the London Plan, that it is intended to reduce the provision of on-site parking facilities is a major fault in the thinking behind the proposed changes. None of the electorate want draconian conditions within which their freedom of choice is so denied. With the road limitations so pronounced in the area the need is for sensitive planning which in this case minimises on-street parking.

Back Garden Protection

The National Planning Policy Framework and amendments sought to protect back gardens from development. Removal of back garden protection would create over-development in this area and would irreversibly alter the character of the area. This would conflict with the need to achieve a balanced approach to effective planning decisions. Back garden protection should not be removed.

I hope that you and members of the GLA will reconsider your proposals for changing the London Plan and ensure that there is balance between influencing the level of demand to modify the rate of increase of the population in London, and avoid the imperative to meet such a high rate of increase in population, with developments which will achieve environmental improvement and economic progress.

Yours sincerely,

L. C. B. LONG.