

DRAFT NEW LONDON PLAN – EXAMINATION IN PUBLIC

Statement on Matter M10

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M10. Should the vast majority of London’s development needs be met within London?

a) Is the approach of seeking to accommodate identified development requirements between 2019 and 2041 wholly within London justified and would so doing contribute to the objective of achieving sustainable development?

b) Alternatively, would accommodating some of London’s development needs in the wider South East and beyond better contribute to the objective of achieving sustainable development?

c) If so, is there a realistic prospect that such an approach in London and the wider South East could be delivered in the context of national policy and legislation?

M10 a) – The approach is not justified for various reasons, as follows.

- London is capacity limited for new development
- All sites for development have been identified by the SHLAA and would not deliver the target 66,000 new homes annually because there would be a shortfall of 1,000 new homes each year
- Small sites are unlikely to provide sufficient additional capacity
- Many areas of potential development lack public transport accessibility and capacity and the Transport for London budget will not support delivery of all required improvements, a situation worsened by delay in delivery of the Elizabeth Line (Crossrail 1) service
- There are significant infrastructure deficiencies in water supply, digital connectivity, schools and social infrastructure in some parts of London
- The delivery of new homes has only recently reached the 2013 target of 42,000 new homes, yet the NLP has a 66,000 annual target and London Forum cannot see NLP policies that would close the gap and contribute to the even higher figure the Government has stated it is seeking in London
- Even with densification of London’s suburbs, there is doubt if development in all areas would be sustainable due to the factors above

So, the answer to M19 a) is ‘No’.

London is unlikely to deliver all the types of homes required within the GLA boundary to support the future growth and needs of London.

More of London’s workers are likely to have to live outside the GLA boundary despite the high travel costs to their place of work and the risk of further overcrowding on commuter transport routes.

M10 b) – YES, provided that the Duty to Cooperate is carried out to plan infrastructure provision and there are plans for developing the economies in the

Wider South East for local jobs and less commuting to avoid overcrowding on transport links.

M10 c) – Only if national policy encourages and plans for the needs of London and of the Wider South East as a whole and there is targeted funding where required.