

1st October 2013

Comment 1 on the BRENTWOOD LOCAL PLAN 2015 – 2030
Preferred Options



Policy DM23 Housing Land Allocations – Major Sites

Land adj. Adult Education Centre, Rayleigh Road, Hutton (006)

The inclusion of this site is wholly unacceptable and I object strongly to its inclusion.

The development of this site would reduce the parking capacity of the Bishop's Hill adult education centre considerably when alternative parking spaces are already being used at the Poplars Hall car park. Hence, the development would cause increased usage of the overspill car park putting further stress on the Hutton Poplars road system.

The road is already unusable by home owners in Hutton Poplars for about two hours a day when it is completely jammed with "Chelsea Tractors" being used to ferry children to two local schools in the mornings and afternoons and by their antisocial parking. We are either imprisoned in our homes or unable to return to them at these times. In addition, we are subjected to noise of running engines, car alarms, car horns and angry exchanges between frustrated drivers. The air pollution from the stationary cars is intolerable. It is staggering that this situation has been allowed to develop by the council, spoiling the quiet enjoyment of their homes by the owners. A further worsening through this proposed ill-conceived land allocation cannot and must not be allowed to happen.

At paragraph 1.26, the local plan states "traffic congestion is one of the main issues affecting quality of life and local economic performance. Brentwood has a very high level of car ownership compared to the national average." Do not allow this allocation

and worsen congestion that is obviously already a concern to the council.

At the bottom of page 6, the council's vision is that "Brentwood will grow sustainably with new development directed to locations well served by local services and facilities to help further improve existing and new residents' quality of life. This will be achieved by realising opportunities to enhance the quality and character of places and provision of facilities, and minimising the negative impacts of development on people, the environment and resources." This land allocation clearly does not comply with the council's vision to enhance the quality and character of places.

On page 8, Spatial Strategy S1 states:

All development sites will be identified having regard to whether they:

- a. are accessible to public transport, services and facilities
- b. will have no significant impact on the Green Belt, visual amenity, heritage, transport and environmental quality including landscape, wildlife, flood-risk, air and water pollution.

This land allocation is contrary to this strategy since its use will cause significant further impact on environmental quality. Similarly, its use would be contrary to **Policy DM1: General Development Criteria on page 74** and **Policy DM33: Air Quality on page 159**.