

1st October 2013

Comment 3 on the BRENTWOOD LOCAL PLAN 2015 – 2030
Preferred Options



**S2: Amount and Distribution of Residential Development
2015-2030**

Provision is made in this policy for 3,500 new dwellings (net) to be built in the Borough.

This is considered unacceptable and I object strongly to its inclusion.

I have lived close to this location for over thirty years. Over that time, there has been a continual expansion in the number of dwellings in the Brentwood district through “fill-in” and new development amounting to a very significant number. In all that time, there has been no improvement to the road system at all so traffic congestion is a constant problem. Indeed, the more recent alterations to the centre of Brentwood have served only to exacerbate the problem.

Such a large increase proposed in the number of dwellings is totally unacceptable without any improvement in the road network. It seems ridiculous for the council to say that the highway network is a county responsibility and ignore the problem in its plan. Such increases in dwelling numbers cannot be proposed in isolation from other very significant factors such as traffic congestion, especially when the plan itself recognizes in paragraph 1.26 that Brentwood has a very high level of car ownership compared to the national average.

Whilst **Policy CP17: Provision of Infrastructure and Community Facilities** states that the Council will require all new development to meet on and off-site infrastructure requirements necessary to support development proposals and mitigate their impacts, they clearly will not address the wider issue of general local traffic congestion. To state that “Planning obligations

secured through Section 106 agreements, will be used to provide necessary site related infrastructure requirements such as new access arrangements, provision of open space and other community infrastructure, local highway/transportation mitigation and environmental enhancements. Necessary off-site infrastructure will continue to be secured through the pooling of contributions secured through Planning Obligations and, once adopted, according to the Borough Council's Community Infrastructure Levy (CIL) Charging Schedule" is being disingenuous. This local plan must not be introduced without an extensive concomitant commitment from the county to improve the local road network. Without it, the plan would be introduced without complying with its own **Policy CP13: Sustainable Transport**.