

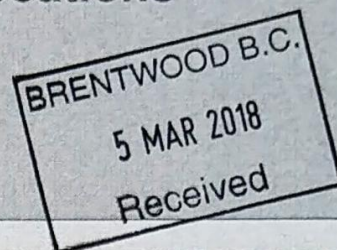


**BRENTWOOD
BOROUGH COUNCIL**

Brentwood Draft Local Plan Preferred Site Allocations

January 2018

COMMENT FORM



From 29 January to 12 March 2018 we are consulting on the next stage of the Brentwood Local Plan: Preferred Site Allocations. You can view and comment on the consultation document online at www.brentwood.gov.uk/localplan

Alternatively, please use this form to share your views on the contents of the document.

All responses should be received by Monday 12 March 2018

Please return forms to Planning Policy Team, Brentwood Borough Council, Town Hall, Brentwood, Essex CM15 8AY, or alternatively attach completed forms and email them to planning.policy@brentwood.gov.uk

Data Protection

All personal information that you provide will be used solely for the purpose of the Local Plan consultation. Please note whilst all addresses will be treated as confidential, comments will not be confidential. Each comment and the name of the person who made the comment will be featured on the Council's website.

By submitting this form, you are agreeing to these conditions.

PERSONAL DETAILS

Title:	mr	First Name:	Tim	Last Name:	Wells
Address:					
Post Code:					
Email Address:					

YOUR COMMENTS

Please indicate which section(s) of the Preferred Site Allocations document that you are commenting on (where applicable please clearly state the section/heading or paragraph number):

All - WITH PARTICULAR REFERENCES TO 200, 034, 087, 235, 276, 263, 158, 022, 044, 178, 076+077, 102, 020, 021, 152, 003, 002, 041, 039, 040, 128, 106, 136, 081, 117A & 117B, 083

Please specify if you Support, Object or are providing a General Comment:

(tick as appropriate)

Support

☐

Object

☒

General Comment

☐

Comments (please use additional sheet if required): The Draft Local Plan is fundamentally defective and unacceptable because it entails wartime, widespread and wholesale destruction, desecration and violation of the Green Belt - in direct contravention of the purpose and principles upon which the Green Belt was established.

Further housebuilding, and urbanisation of any form, should be eschewed as far as possible, having full regard to the capacity and capability of existing infrastructure. Insofar as development is absolutely unavoidable, it should be concentrated exclusively on "brownfield" sites, with absolutely no erosion of, or encroachment into, the Countryside and Green Belt.

The proposed "Dunton Hills Garden Village" (200) would obviously cause the devastation and despoliation of a vast area of Countryside and should therefore be resisted for that reason alone. However, it would also place a huge burden on the A127 and A128, to the detriment of existing users.

Implementation of the schemes at "Officer's Meadow", Stanfield (034, 087, 235, 276) would not only mean the ruination and forfeiture of the existing fields and scene but would remove the green space and buffer between existing settlements, thereby furthering the infliction of an unbroken conurbation between Brentwood and Ingatestone and, ultimately, Chelmsford - a truly horrific prospect. Other schemes off the A1023 (Chelmsford Road) (263, 158) are rejected on the same basis.

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Building off Honeypot Lane (022) would destroy fields and countryside, immediately extending urban Brentwood towards South Weald, whereas further construction off Priests Lane (044 & 178) would eliminate precious green space in an existing residential area.

A recent visit has confirmed that Redrose Lane, Blackmore (076 & 077) is currently rural and unpopulated with virtually no habitation - it would be sacrilege to build in this location; the village already extends far enough.

Building in rural locations not only destroys prime countryside but has a wider impact. The recent construction along Trueloves Lane is a hideous blot on the landscape which has greatly impaired the view over a very considerable distance.

Sites such as William Hunter Way (102), West Horndon Industrial Estate (020, 021, 152), Water Way (003), Brentwood Station Car Park (002), Western Road (041), Westbury Road (039), Chatham Way (040), the former Ingatestone Garden Centre (128) and the adjacent former Air Works depot (106) are far more appropriate for residential development. William Hunter Way and West Horndon Industrial Estate should be allocated for residential use only (to the exclusion of alternative/commercial usage) in order to maximise the number of dwellings.

In each of the aforementioned nine locations, serious consideration should be given to increasing both the overall density, and proportion of flats, in order to fulfil a greater proportion of the borough's housing requirement. At the inner Brentwood locations, this should include building to a height of several storeys.

Sites at Crescent Drive (186) and The Drive, Warley (081) would be suitable for residential development with the strict proviso that the woodland is fully and permanently safeguarded and preserved. Similarly, Eagle Way, Warley (117A & 117B)

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Would pass muster if adjacent wildlife sites were irrevocably protected and Pastoral Way, Warley (083) would be acceptable should all trees, woodland and wildlife be totally and perpetually inviolate.

Further "brownfield" sites should be identified in order to avoid building on the Green Belt. This should include, by way of example, the site of the former car dealership on Ingrave Road. Consideration should also be given to building flats above existing town centre shops and other commercial premises.

Ultimately, neither Brentwood, nor anywhere else, can continue to absorb and accommodate an ever increasing population. Mankind, as a whole, urgently needs to address, and reverse, unsustainable population growth.

