



**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:

JOHN

Last Name:

RICHARDSON



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):

TRANSPORT - SITE 076 & 077

COMMUNITY INFRASTRUCTURE - SITE 076 & 077

QUALITY OF LIFE - SITE 076.

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):

I'm concerned about building on green belt land bringing a burden to Blackmore regarding, community support, and strain on the local country lanes due to increased traffic. In addition, the building and restrictions views and declining wild life activities due to construction at site 076.

Details to be found on the accompanying sheet.

Thank you for taking the time to respond. Please return forms to Planning Policy Team, Brentwood Borough Council, Town Hall, Brentwood, Essex CM15 8AY, or alternatively attach completed forms and email to planning.policy@brentwood.gov.uk

Employment

Feature	Consequences
No employment in the local area	<ul style="list-style-type: none"> • Necessity to travel to local towns for work or • To travel to a local town that has a commuter network to London resulting in an increase in traffic on our country lanes. • Increase parking provision is required for those travelling to the local towns to connect to the commuter network.

Transport

Feature	Consequences
Bus service	<ul style="list-style-type: none"> • The future of the bus service is uncertain with a short term contract in place. Not renewing, or failing to award a new contract will result in an increase of traffic on our country lanes. • Travelling between timetable and out of hours requires a car, increasing the traffic on our country lanes.
Additional Cars	<ul style="list-style-type: none"> • A car is required for the school run and travel to work. 2 cars per family is considered the norm. • 116 houses planned for our Parish with an average of 2 cars per household means 232 cars! This puts a strain on our country lanes. • Housing development should be near good public transport access and near schools. Increasing of houses in the Parish by 28.6%
Hazardous Roads	<ul style="list-style-type: none"> • Blackmore and the surrounding area are enjoyed by runners and cyclists who travel from the towns, escaping pollution and congestion, to maintain fitness. They will be subjected to increase danger with an increase in traffic on the country lanes. • Official figures published by the road minister Jesse Norman stated that between 2007 and 2016, 22 cyclists died and 368 were badly hurt. The statistics covered the number of accidents where police reported that "poor or defective road surface" was a contributory factor". • Access to the proposed housing estates, 076 & 077 via Red Rose Lane where there is no footpath in this narrow lane is currently

	<p>enjoyed by horse riders, dog walkers and hikers.</p> <ul style="list-style-type: none"> • There is no footpath to give protection from extra traffic resulting from the proposed housing development. • Ditches either side with a culvert need to remain to prevent flooding. • The road is so narrow that there is a restriction sign for heavy vehicles.
Maintenance	<ul style="list-style-type: none"> • The increase in traffic on our lanes will result in an increase in the cost of maintenance or the lanes left in a poor state of repair. Spending on local roads managed by councils fell around a fifth from £1.46billion to £1.17 billion between 2007 and 2016. • Official figures earlier this year showed that councils are prioritising the maintenance of major roads with their additional funding from central government. • Many councils only fix potholes that are more than 4cm deep, even though shallower ones can cause cyclists to come off their bikes or cause the cyclists to make sudden evasive manoeuvres putting them in danger from overtaking traffic.

Community Support

Feature	Consequences
Primary School	<ul style="list-style-type: none"> • Full to capacity – travel to schools outside the area adds to increase in traffic.
Secondary School	<ul style="list-style-type: none"> • Added provision required for transport to secondary school, alternatively, added traffic due to an increase in car journeys.
Doctors Surgery	<ul style="list-style-type: none"> • It is currently difficult to obtain a doctors' appointment in a reasonable time. Additional patients through housing development will exacerbate the situation affecting the wellbeing of the Blackmore population and those in the surrounding area.

Services

Features	Consequences
Sewage	<ul style="list-style-type: none">• Concern about the capacity being able to accommodate the increase in demand from the proposed housing development.
Electricity	<ul style="list-style-type: none">• Concern about the capacity being able to accommodate the increase in demand from the proposed housing development.• The area is currently experiencing periodic electrical power cuts.

Amenities

Features	Consequences
Shrinking retail outlet	<ul style="list-style-type: none">• The Post Office was closed and the service transferred to the one local store reducing the retail sales area and creating an inconvenience for the grocery shopper.
Parking	<ul style="list-style-type: none">• Insufficient parking spaces for one grocery shop/post office, two pubs, one tea rooms (frequented by groups of recreational cyclists).• No disabled parking spaces.• Parking in the streets with two wheels on the pavement is commonplace.• Parking on double yellow lines is a frequent offence (because there are no law enforcement patrols to discourage this practice).• Parking vehicles with all four wheels on the pavement preventing pedestrian passage is an occasional occurrence.

General

Features	Consequences
Epping Hosing development	<ul style="list-style-type: none"> • Development of thirty 4&5 bedroom houses under construction 1.1 miles North of Blackmore village centre. • The local Blackmore shop is the nearest shop to the Epping development. • Travelling South from the development will take the vehicles through the centre of Blackmore. • This development, which is under construction, will put the above concerns under additional pressure. This is compounded by the proposal to increase the number of houses in the Parish by 28.6% which enforces the reason why the proposed developments should not proceed.
Granted permission for 420,000 homes	<ul style="list-style-type: none"> • 420,000 homes nationwide have been granted planning permission and houses have not been built. • If any are in the Brentwood area, they ought to be made to develop the plots before any green belt land gets swallowed up into an urban sprawl and designated "Greater London". Already we have the "red" buses coming into Brentwood and the "Elizabeth Line" into Shenfield operated by TfL.
Wildlife	<ul style="list-style-type: none"> • The loss of wildlife is detrimental to the wellbeing of mankind.

Property

Features	Consequences
Boundary of 1 Orchard Piece with the proposed 076 development in Red Rose Lane	<ul style="list-style-type: none"> • The boundary fence is one metre from the side of the property which has the living room window of [REDACTED] in [REDACTED] overlooking the field. Any housing or boundary fence will not only restrict the view but will reduce the natural light into the property. • Any construction activity will be intolerable for [REDACTED]