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## Brentwood Borough Local Plan

# Strategic Growth Options Consultation

January 2015

## Consultation questionnaire

This consultation questionnaire relates to the Brentwood Local Plan Strategic Growth Options Consultation and is provided for you to make comments. Please take the opportunity to read the consultation document before filling in this form and returning to:

**Planning Policy Team, Brentwood Borough Council Town Hall, Brentwood, Essex, CM15 8AY**  
or by email to [planning.policy@brentwood.gov.uk](mailto:planning.policy@brentwood.gov.uk)

Comments need to be received by 5pm on Tuesday 17 February 2015

If you need any help completing this form please contact the Planning Policy Team using the contact details given above or by telephoning 01277 312620.

## Personal Details

## Questions

The Council is seeking responses on key issues. Focused questions appear in bold boxes throughout the Strategic Growth Options document. These questions are summarised in this consultation questionnaire. More information can be found at [www.brentwood.gov.uk/localplan](http://www.brentwood.gov.uk/localplan).

Please use an additional sheet if necessary. Please note that all responses will be published online.



Q1: Do you agree with the broad areas, for the purpose of considering approaches to growth?

Yes  No

### Comments

The northern boundary of Area C appears to be a rather arbitrary division between Area B and Area C. The division in to different areas does not appear to serve any purpose in deciding the spatial strategy.

The major release of land at West Horndon village or Dunton Garden Suburbs would reduce the gap between Basildon and Upminster significantly, having the effect of merging the two towns. This would be contrary to one of the main purposes of the Green Belt which is to prevent neighbouring towns from merging into one another.

The release of land to the north of the A127 would represent a further encroachment into the countryside where development would not be sustainable.

The separate definition of Area C based partly on landscape character suggests that this area has a lesser value in landscape terms. The designation is also based on availability of suitable land. This is mainly agricultural land in the Green Belt and the same arguments could be made for other sites elsewhere in the District.

Sites 028C and 192 are not considered appropriate for release as housing sites. They would reduce the gap between Brentwood and Billericay which would be contrary to one of the main purposes of the Green Belt which is to prevent neighbouring towns from merging into one another.



Q2: Do you agree with the issues raised within each of these areas?

Yes  No

### Comments

#### Area A

It should be noted that several of the larger villages such as Doddinghurst provide a wide range of services and facilities, such as a Doctors' Surgery, primary school, post office and convenience shops which would support some modest housing growth. These services would additionally be sustained by additional users and customers.



Q3: Do you have any comments on the appropriateness of particular sites? Yes  No

### Comments

## **Site 188 Land at Ashwells Lodge, Blackmore Lodge, Doddinghurst**

### **1. The site.**

The site is located on the north western side of the settlement of Doddinghurst, and adjoining the main settlement area to the west, and a significant area of ribbon development to the north (on Blackmore Road). The site lies to the south of Blackmore Road with access from it, and adjoining development on Outings Lane to the east, and open countryside to the west and south.

The site comprises 1.4 hectares gross area of mainly open grass land and the curtilage of Ashwells Lodge. It has access to Blackmore Road in the north-west corner of the site. It includes part of a field currently used for arable crops on the western side. The site is available immediately for development.

The site itself is mainly paddock, rectangular in shape. The long axis, running from north-west to south-east, is some 100 metres in length approximately, while the site width varies from 85 metres at the northern end to 100 metres at the southern end (excluding the site of the house). The site's topography is roughly level. Within the main body of the site there is no significant vegetation although there are hedgerows and trees around the boundaries which make for good screening. Most of the site is grassland and with some vegetation.

The boundary vegetation comprises mature native hedgerows and a range of native trees of varying age. The landscaped trees located on the north-east boundary define the route of the public footpath running northwest to south east.

### **2. The merits of the site.**

There is limited scope for infilling or redevelopment within the existing village settlement boundary. It is suggested that there are no other sites on the edge of the settlement, which could form a logical and enclosed extension to the built up area, since all other sites represent significant "projections into the countryside".

The site is relatively un-constrained. It is within the Green Belt but this washes over all the land outside the existing settlement and so any other site would be within the Green Belt.

The site comprises grassland; it has residential development on two sides, and the surrounding countryside is of varying character and quality.

The majority of the boundaries of the land are well treed. This forms a strong feature which encircles the proposed site creating a natural barrier.

The Council can be supplied with a Landscape Assessment as part of the pre-application process and which explains the landscape character and site surroundings in some detail.

The site has been the subject of a preliminary habitat assessment. No reptiles have been found. The normal precautions can be taken for any nesting birds on the site. A strategy will be required to safeguard the trees and hedges through protection and

management. Subject to details there is no “in principle” difficulty with developing the site.

Similarly a Tree Survey will be carried out which identifies the root protection areas of the main trees, and thus the net developable areas for potential housing development.

Initial highways advice indicates that there need be no objection to the planned access in terms of geometry, visibility and accommodating the increase in traffic proposed.

The property is in a 30mph zone and there are existing footpaths on the Blackmore Road up to the property and along the length of Outings Lane.

A study can be supplied by Highway Consultants which will also identify the facilities and services that are available within Doddinghurst within 10 minutes walk of the site.

Within or less than one mile of the site there is; an infant and primary school, a supermarket, two pubs/restaurants (another approx. 2 miles away), petrol station, 2 garages and M.O.T station, chemist, newsagent, dry cleaners, hairdressers plus other shops etc. and of course the health centre and dispensary opposite Ashwells Lodge. All of the services within Doddinghurst are available within this zone, and the whole of Doddinghurst is easily accessible on foot or by bicycle. The site therefore provides an appropriate level of non-car accessibility for such a relatively rural location.

With regard to pedestrian traffic the site is also a ‘walkable neighbourhood’ in terms of the guidance in ‘Manual for Streets’, providing key local facilities within 800 metres of the site. There is a continuous pedestrian route from the site to the village centre. There is also an alternative footpath route to the east of the site itself which links the site with the village centre. The site is also well-connected to the surrounding footpath network to adjoining rural areas as well as giving opportunities for recreational walks.

The 216 bus route runs from Blackmore to Brentwood via Doddinghurst. There are two covered bus shelters in the village for passengers travelling towards Brentwood; these are both on the Doddinghurst Road, one close to the Church Lane junction (The Barn) and one near the Post Office. The Bus route from Doddinghurst runs down the Doddinghurst Road past the Brentwood Centre (Bishops Hall) - for swimming pools and sports facilities - to the Ongar Road and up into Brentwood High Street and all buses go to Brentwood Railway Station. Bus stops are well located in relation to the site. Other railway stations are at Shenfield and Ingatestone, with its regular service to London.

The school buses for all the main senior schools collect and drop off 25 metres away from Ashwells Lodge.

The proposed development is therefore sustainable.



Q4: Given the greater capacity for growth along the A127 corridor, which of the sites put forward do you think is the best location for growth?

**Comments**

Site 200 Dunton Garden Suburb would be preferred as a planned extension to Basildon. It should only be considered if a rail station is integral to the layout. It would be the more sustainable option and provide some housing for Brentwood.



Q5: Should the A12 corridor accommodate growth by releasing sites on the edge of urban areas? Yes  No

**Comments**

Unless the road can be improved the release of housing sites should be modest.

Site 022 would be a well defined site for additional housing.

Site 030 would create a logical extension to housing development within a well defined site.



Q6: In order to provide for local need is it preferable for Greenfield sites on the edge of villages to be released, or to develop brownfield sites (both within the Green Belt)?

**Comments**

It is suggested that greenfield sites on the edge of villages should be released as small extensions to the settlements. In such instances the sites are better located to take advantage of existing utilities and services and would therefore be more sustainable. Previously developed brownfield sites may often be more isolated and less sustainable in the long term. These sites often provide sites for economic uses and businesses which are less reliant on a sustainable location convenient to schools, surgery etc. The loss of such sites from economic use would have an adverse impact on the rural economy and jobs. Such sites, unless they are adjacent to a larger village with facilities and services, should not be allocated for housing.



Q7: To enable future employment need to be met do you agree that the most sustainable approach is to allocate new sites close to the strategic highway network? Yes  No

**Comments**

However such allocations should not be as an alternative to existing small business premises in rural areas which should be retained.



Q8: In order to ensure that the Town Centre remains economically sustainable, do you agree that a “Town Centre First” approach should be taken to retail development?

Yes  No

**Comments**



Q9: Are there opportunities for more open space provision in the area where you live?

Yes  No

**Comments**



Q10: Please rate the level to which you value the landscape near where you live (on a scale of 1 to 5), as compared to other areas within Brentwood Borough, for the following aspects:

Aspect:	Very Low	Low	Average	High	Very High
Scenic Beauty / Attractiveness	1	2	<u>3</u>	4	5
Outdoor Recreation / Leisure Use	1	2	<u>3</u>	4	5
Wildlife Interest	1	2	<u>3</u>	4	5
Historic Interest	1	2	<u>3</u>	4	5
Tranquility	1	2	<u>3</u>	4	5
Other – please specify: .....	1	2	3	4	5

? Q11: To what extent do you think the following are present in the landscape near where you live (on a scale of 1 to 4):

Aspect:	Absent	Occasional	Frequent	Predominant
Houses	1	2	<u>3</u>	4
Commercial / Industrial buildings	1	<u>2</u>	3	4
Nature Reserves / Wildlife	1	<u>2</u>	3	4
Farmland	1	2	<u>3</u>	4
Woodland	1	<u>2</u>	3	4
Degraded / Derelict / Waste land	1	<u>2</u>	3	4
Infrastructure (Road / Rail / Pylons etc.)	1	<u>2</u>	3	4
Leisure / Recreation Facilities	1	<u>2</u>	3	4
Other – please specify: .....	1	2	3	4

? Q12: Have we considered the main infrastructure issues? Are there other important issues to consider? Yes  No

**Comments**

? Q13: What do you think the priorities for infrastructure spending should be?

**Comments**

**Thank you for taking the time to complete this questionnaire**

Please ensure that you return comments to the Council by 5pm on Tuesday 17 February 2015  
(see page 1 for details)