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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 land south of Brentwood should not be considered A12 Corridor. It must be considered separately to the urban area of Brentwood (as is the North of the Borough) to take into account villages such as Gt Warley, Ingrave and Herongate and its characteristic farmland and Thorndon Park/Thames Chase.



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

Yes ☐ No ☒

#### Comments

No for the same reasons as Q1. Green Belt is a totally separate issue to brownfield and urban areas and cannot be lumped together just for convenience



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

#### Comments

I can see little if anything in the consultation documents that relate to people's wellbeing and quality of life. If the farmland to the east of the A128 in Herongate and Ingrave were developed it would be just a suburb of Brentwood. The village environment would be lost forever.

It is also difficult to see how the A128 in particular would cope with the extra traffic. The volume is already hugely more than we in over 20 years ago, and the existing congestion becomes impossible if there is the slightest hint of a problem on the M25.

In this country, freedom of choice is a cornerstone and we choose where we want to live. There are reasons why people want to live in a village just as there is for those wanting to live in a town or in a city but those reasons are totally different. Those that have chosen to live in a village should have that choice respected and it defies the whole purpose of Green Belt if it is to be built on.

There are numerous brownfield sites around Brentwood and within the urban area which should be the priority even if it means incentivising landowners (whether it be financially or otherwise bearing in mind it would be a business decision especially if

they are having problems letting units and/or achieving a viable rent). For example what could be done to 'encourage' the owners of the ex Peugeot garage on Ingrave Road to dispose of the site for redevelopment?



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

In view of density it would seem most sensible to work with Basildon Council to extend that urbanisation further west. The area east of that is already quite densely populated and access to the A127 would make it a logical choice.



Q5: Should the A12 corridor accommodate growth by releasing sites on the edge of urban areas?

Yes ☒ No ☐

#### Comments

Yes but only to a very limited degree for example to the area north of Hutton around Wash Road where there are commercial sites, scarcely populated, easily accessed off the A12 and proportionately less of an impact than other parts of the borough. It should never though fill in the green gap between villages wherever that is in the borough.



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

The Green Belt must be protected above all else. It was defined as such for a reason and that is even more relevant now than ever before.

Any historic usage that isn't consistent with the Green Belt should be encouraged/incentivised to free that land up. It would be good if that 'incentive' could allow for smaller affordable homes, maybe a 21<sup>st</sup> Century variation on the original farmworkers cottages that are dotted around the area.



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

Not necessarily. I am based at a recently built business park just off the A12 north of Chelmsford. The whole road system is not fit for purpose with the concentration of employment in such a confined area and everyone working similar times. There could be case for spreading employment opportunities more widely to dissipate the effect.



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

Not necessarily. I don't believe town centres are dying as many but they are changing. They are reinventing themselves. Local shopping will continue to be threatened by out of town superstores and regional shopping centres. It's difficult to see how that trend can be reversed. However, a generation ago town centres were dead after 6pm except maybe for the odd pub. Although butchers, fishmongers and bakers are in short supply, the mix of restaurants, bars and leisure facilities and what could be deemed 'lifestyle' retail such as hairdressing, clothes, beauty salons etc have taken up much of the slack. As a result the demand in the High Street now spans maybe 14 hours a day as opposed to 8 or 9. It is no coincidence that town centre living is much more popular now (hence the huge number of town centre apartments that have been built in the last 10 years).



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	3	4	5
Outdoor Recreation / Leisure Use	1	2	3	4	5
Wildlife Interest	1	2	3	4	5
Historic Interest	1	2	3	4	5
Tranquility	1	2	3	4	5
Other – please specify: Village atmosphere	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	3	4
Commercial / Industrial buildings	1	2	3	4
Nature Reserves / Wildlife	1	2	3	4
Farmland	1	2	3	4
Woodland	1	2	3	4
Degraded / Derelict / Waste land	1	2	3	4
Infrastructure (Road / Rail / Pylons etc.)	1	2	3	4
Leisure / Recreation Facilities	1	2	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

There is a predominance on the major arterial roads ie A12 and A127 with little sign of improving getting across town. Comments earlier in respect of the A128 apply. Crossrail is likely to see an influx of commuters from other areas who will be looking to park. How will that be addressed? What provision will be made for town centre parking for people actually employed there? How can businesses attract staff if they can't park or it is prohibitive cost wise? Shoppers, residents, commuters are all considered but not workers. This is essential if employment opportunities are to be increased.



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

#### **Comments**

That will totally depend on what proposals from this consultation are adopted but too often infrastructure improvements are too little too late. The area where I'm based just off the Boreham intersection of the A12 has seen massive retail, office and commercial development in the last few years but the A12 junction, despite being one of the busiest in the region, has seen minor widening on slip road, nothing more and none of the other roads have been improved at all.

**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)