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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**

Splitting the borough in to three areas of North, A12 corridor and A127 corridor appears to make sense given the different characteristics of these areas.



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

Yes  No

**Comments**

Road and rail infrastructure in the A127 corridor is already at capacity. It is unclear why the A127 corridor has greater potential for improvements than the A12. The A127 is tightly bounded by Southend and the London area where traffic is extremely heavy. There are also many areas where houses run all the way to the edge of the A127. As such widening of the A127 is not necessarily easy. The A12 could potentially be expanded in a number of areas without material impact to the surrounding residential properties. The consultation document also implies that the A127 has greater development potential due to it having a "different landscape character". Whilst it does indeed have a different landscape character to say, the north of the Borough, the local residents' value of the open space and farmland should not be considered any lower than residents of the North of the Borough. The open fenland landscape is valued extremely highly by all local residents and it contributes to an open rural feel to the area.



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

### Comments

The industrial Estates in West Horndon are already in the 5 year land supply and are brownfield sites that could be developed in a positive manner for West Horndon village, although probably at a lower density than the 500 indicated in the 5 year land supply. The development of these sites alone would greatly increase the residential size of the village and as such sufficient planning and infrastructure will need to ensure that the impact to existing residents is managed appropriately. The present infrastructure would not be able to cope with an increase of this size.

If development was allowed on the green belt sites surrounding West Horndon village it would change it beyond all recognition and put a very significant strain on local residents and infrastructure. I have lived here for over 20 years and greatly value the open space and view from my back garden. Development within the green belt would be inappropriate and represent significant harm to the local environment, harm which would not be outweighed by the need for housing within the Borough. The consultation document makes no reference to the major flood problems that would occur if development took place on any of these sites.

I feel that the Dunton Garden Suburb would be a strongly preferred option as a means to provide the required level of housing within the Borough, whilst managing this growth in a sustainable manner. However given the level of infrastructure that would be required, again this would need to be managed in a sustainable and appropriate manner to safeguard the existing West Horndon community, and create a self sufficient community within the Garden Suburb. It would also be necessary to ensure a sufficient buffer of land is maintained going forwards, between the Garden Suburb and the land surrounding West Horndon village.



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

Why does the A127 corridor have greater capacity than the A12 corridor?  
The Dunton Garden Suburb is my preferred option to all the other sites in the A127 corridor as development of this site will create the least harm. The site has potential to provide the required level of residential housing, whilst creating a self sufficient sustainable development with access to levels of infrastructure funding that would offer the best chance for a positive outcome for existing and new residents of the A127 corridor. However the risk of flooding must be taken into account.



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

Yes  No

**Comments**

Given the projected level of housing required in the Borough the council should consider all available and suitable sites across the rest of the Borough. The A12 corridor has the ability to meet a significant portion of the Borough's increased housing needs, and suitable sites should be included in any spatial strategy.



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**

I feel brownfield sites should always be considered above greenfield sites. Releasing all of the Green Belt land around West Horndon village would not create a positive or balanced impact on the existing community.



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**

With the industrial estates at West Horndon expected to be developed for primarily residential development, it is key that replacement employment opportunities are provided within the local area. These must however be accessible via public transport as well as road.



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**

West Horndon village currently benefits from a small community park on Cadogan Avenue. As part of any potential future development within the village there are significant opportunities to enhance this park.



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	x
Outdoor Recreation / Leisure Use	1	2	3	x	5
Wildlife Interest	1	2	3	4	x
Historic Interest	1	2	3	x	5
Tranquility	1	2	3	4	x
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	x	4
Commercial / Industrial buildings	1	2	x	4
Nature Reserves / Wildlife	1	2	x	4
Farmland	1	2	3	x
Woodland	1	x	3	4
Degraded / Derelict / Waste land	x	2	3	4

Infrastructure (Road / Rail / Pylons etc.)	1	2	x	4
Leisure / Recreation Facilities	1	x	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**  
 Development must not increase the challenges to the boroughs infrastructure, small enough to be supported by current infrastructure of big enough to generate money to create new infrastructure. Transport will need to be addressed with regular public transport to local employment locations and how the current roads will cope with increased traffic.

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

**Comments**  
 Spending needs to be across all areas, education, healthcare, transport, green space and drainage.

**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)