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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**

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**.

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

No - Splitting the borough in to the three areas of "North", "A12 Corridor" and "A127 Corridor" is too simplistic and doesn't represent the borough accurately.

I do not understand why the division between the A127 corridor and the A12 corridor has been placed much nearer to the A127 than the A12.

Herongate and Ingrave for example should be included in the A127 corridor, not the A12 corridor since the A127 is more accessible to them.



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

Yes No

Comments

No.

- Road and rail infrastructure in the A127 Corridor is already at (and during the rush hour well over) capacity.
- It is not clear why the A127 Corridor has greater potential for improvements than the A12. The A127 is tightly bounded by Southend (where it is in essence, a local road) 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 local residents, and contributes to an open rural feel to this area and local settlements.
- Flood risk is not addressed for any of the sites. It is clearly a major problem in the A127 Corridor and needs to be fully assessed before any development decision can be made.
- It should also be mentioned that the C2C line is also over-congested with no plans to improve its capacity in a way that has been done for lines through Brentwood and Shenfield

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

Comments

- 020 and 021 (Industrial Estates in West Horndon) are already in the 5 year land supply, and are brownfield sites. Please note however that development of these sites alone could increase the residential size of West Horndon village by c. 90% and as such, sufficient planning and infrastructure will need to ensure that the impact to existing residents is managed appropriately. The present infrastructure (including roads, school and healthcare provision, and public transport) would be extremely inadequate in light of such expansion of the village.
- 037A, B and C, 038A and B, and 126, are all Green Belt sites surrounding West Horndon village. Development of these sites would change the existing West Horndon village beyond all recognition, and put a very significant strain on local residents and infrastructure.
- I believe that the very significant development this would represent within the Green Belt would be inappropriate development 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.

? 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

- This is a blatantly loaded question to bias answers in favour of selecting the A127 option.
- Brentwood council should never have allowed this question to be put forward in these terms.
- There is not a greater capacity for growth along the A127 Corridor. The traffic along the A127 and C2C line is higher than that along the A12 and the rail line through Brentwood and Shenfield due to the much larger commuter population in Basildon. Whereas Crossrail has increased capacity for the A12 corridor the pressure for austerity over the next decade mean that there is little hope of funding to improve capacity of either road or rail in the A127 corridor.
- All three areas (North, A12 and A127) should be grown in proportion to the size of their existing Brentwood populations since that best reflects local growth needs
- Sites 037A, B and C, 038A and B, and 126 all act as buffer stores and prone to becoming water logged following heavy rain. Any development in these areas would be contrary to paragraph 100 of the National Planning Policy Framework.

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

Comments
Yes.

- Given the level of projected housing need within the Borough, sustainable development requires Brentwood Borough Council to 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.
- provided it is not green belt or protected habitat. That is where the infrastructure capacity and demand for growth is highest

? 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

- Where there are available, suitable sites, brownfield 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 to the existing community.
- There may be some isolated instances where limited development in the Green Belt provides benefits which exceed the harm they cause. E.g. In West Horndon the current access to the park is limited.
- I think that it is necessary to make use of all sites that are not on green belt to their full capacity before considering any development on green belt land.

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 via road.

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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

No

- New retail development will be most needed near to areas where new housing development will be proposed.
- Brentwood Town Centres become congested and does not have adequate parking.
- Brentwood has no out-of-town retail areas where parking can be free like the Pipp's Hill and Gardiners Link retail areas of Basildon.
- More vision is needed for Brentwood's future retail needs

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

Yes No

Comments

Yes.

- West Horndon village currently benefits from a small community park on Cadogan Avenue. As part of any potential future development within the village (and indeed, the Dunton Garden Suburb), there are significant opportunities to enhance this park, both from a facilities and access perspective.
- The green belt was created to permanently protect area like Brentwood from urban sprawl. It should be preserved and only enhanced to define new nature reserves protect wildlife effectively.
- Wildlife habitats that are protected by law can be found on all green belt land not just those designated as conservation areas or sites of special scientific interest. Any possibility of development on green belt or other open spaces needs to be preceded by a detailed environmental impact assessment

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

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

Comments

No – you have not considered the main infrastructure issues and Yes - there are other important issues to consider.

- Development must not increase the challenges to the borough's infrastructure (i.e. it must be small enough not to create a significant demand on current infrastructure, or big enough to generate money to create/improve infrastructure to meet the new need).
- Whilst transport is considered, the focus appears to be on Crossrail and links to Brentwood Town Centre. Although important, given the scale of potential development within the A127 Corridor, a completely fresh transport strategy needs to be developed for this area. This will need to consider both the impact of Brentwood and Basildon's development along the Shoeburyness to Fenchurch Street rail line, and other local councils looking to develop along this line as well (significant knock-on impact that may not be considered by looking at just Brentwood and Basildon's plans alone). It also needs to consider how residents of the Garden Suburb (if developed) travel to West Horndon, Laindon and Basildon, and how West Horndon village residents travel to the Garden Suburb, Brentwood and Basildon town centres. The transport strategy will also need to incorporate regular public transport to local employment locations given the potential redevelopment of the West Horndon industrial estates.
- From a road perspective, the consultation document focuses heavily on the A12 and A127. However the A128 links these two roads, and importantly links the south of the Borough to Brentwood Town Centre (including related infrastructure (importantly, secondary schools). Any development within the A127 or A12 corridors will need to consider how to alleviate what will become intolerable strain on this specific road.
- In addition to transport; education, healthcare, community facilities and green infrastructure are all identified as significant infrastructure considerations. The detail on these within the consultation document is limited and significantly more detail will be necessary to ensure future development is carried out sustainably.
- Timing of infrastructure needs to have a stronger focus that currently seen in the consultation. Given the scale of potential development within the A127 Corridor, supporting infrastructure needs to be in place first, to prevent a significant and materially negative impact on existing residents. This will also ensure that any new development is undertaken in a sustainable manner
- Education infrastructure in the A127 corridor is already woefully inadequate. Secondary school age children from West Horndon and Langdon Hills are almost exclusively bussed to other towns such as Billericay and Brentwood because there is no adequate provision for secondary schools there. At least one new large secondary school is needed in the West of Basildon to support the local population. If the Dunton Garden Suburb is built there will be enough demand for a second new secondary school. Yet the draft local plan for Basildon makes no provision for such secondary schools. Since a secondary school can require about 10 hectares of land these schools would need to be planned along with new developments and cannot be left to be built later.



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

Comments

All the infrastructure needs identified are absolutely essential and must be fully addressed before development is planned. Given the scale of development proposed within the A127 Corridor, whilst there will be priorities, the development will require infrastructure spending across all categories (education, healthcare, transport, green space, community facilities etc.). Failure to provide any one element of this infrastructure will have a materially negative impact on both existing residents, and the new development. As such, whilst there may be priorities in areas where development is expected to be lower/less significant, in areas expected to see high levels

of development, a holistic infrastructure plan needs to be delivered to ensure the development is undertaken in a sustainable manner.

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)