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**BRENTWOOD  
BOROUGH COUNCIL**

**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**

Title: MR	First Name: ALLAN	Last Name: RAYNER
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## **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.

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**Q1: Object – (A) North of the Borough and (C) A127 Corridor make sense as geographic and cohesive community areas and can be considered as units in terms of approach to growth. However (B) A12 Corridor is selected based on no really coherent logic. The A12 is itself not a driver of growth, or growth patterns, across the area; there are no junctions through the main bulk of the settlement population, ie between Brook St and Mountnessing. It would be much more sensible to treat each of the major settlements in this area separately, which would mean separate "broad areas" for i) Brentwood (market town), ii) Shenfield & Hutton (London-oriented commuter settlements) , iii) Ingatestone & Mountnessing (rural settlements), iv) Herongate & Ingrave (rural villages) and v) Pilgrims Hatch (area with particular development need). Each of these are distinct communities, with different characters and issues which merit consideration in detail. If the LDP is to fulfil its goal of optimising development across the Borough these areas cannot be lumped together.**

**Summary: The A12 Corridor is not a coherent unit and should be broken into its constituent communities to enable their specific characters and infrastructure to be considered, so as to optimise growth across the Borough.**

**Q2: Object - By treating the A12 Corridor as a block the document overlooks many issues relevant to the individual communities in the broad area. Access to Shenfield and Hutton from the A12 is effectively only from the Mountnessing round-about. Despite its size the area has succeeded in keeping a semi-rural character, and any redefinition of green belt space around it must take account of that. Brentwood is more urban in character and has much more open connections to the M25 and A12. Pilgrims Hatch is blocked in by the A12, to which it has very limited access.**

**Q4: Support - The Dunton Garden Suburb site looks well situated from the perspective of transport infrastructure provided that sufficient additional investment is made. Provision should be secured for all infrastructure (eg transport, education, health, drainage etc) and employment before any construction takes place, with main funding coming from the landowner's and developers' windfall profits on re-designation. Development in the village of West Horndon should only include the current industrial sites.**

**Q5: Object - The release of ad-hoc sites at the edge of the existing urban areas is the worst way of handling re-designation of green-belt land; it facilitates urban creep, allows settlements to expand without triggering planning and investment for necessary infrastructure and allows for speculative and low-quality development.**

**Q6: Object - It is inappropriate for any sites within the green belt to be developed without a full strategic assessment of the infrastructure (transport, education, health, environment etc), and without a preceding contractual agreement with landowners and developers to fund that infrastructure from the windfall profit on re-designation of land use. In particular, green belt sites around the villages should only be developed for the benefit of relatives of local families and for**

01 Object - (A) North of the Borough and (C) A127 Control area where as geographically and  
collective community areas and can be considered as units in terms of access to growth.  
However (B) A12 Control is selected based on its local development logic. The A12 is fast not a  
part of growth or growth patterns across the area and there are no functions through the main  
part of the settlement population. It is between Brook St and Mounting. It would be more  
more feasible to test each of the two alternatives in this area separately which would mean  
separate "local areas" for (i) Brentwood (market town), (ii) Charnfield & Horton (London-orientated  
computer settlement), (iii) Ingham & Mounting (local settlement), (iv) Harrogate &  
Horton (local village) and (v) Pigham (rural area with particular development need). Each of  
these are distinct communities with different characters and issues which merit consideration  
in detail. It is the LDP is to fulfil the goal of optimising development across the Borough there  
are certain be limited options.

Summary: The A12 Control is not a coherent unit and should be broken into its constituent  
communities to enable first review of character and infrastructure to be considered as far as  
applies growth across the Borough.

02 Object - By treating the A12 Control as a block the development over the next 20 years  
relevant to the local communities in the broad area. Access to Charnfield and Horton from  
the A12 is effectively only from the Mounting and roundabout. Despite the fact the area has  
succeeded in creating a semi-rural character and any reduction of green belt access would  
must take account of the Brentwood is more urban in character and has much more non-  
connections to the A12 and A12 Ingham Horton is located in the A12, to which there very  
limited access.

03 Object - The Control South side looks well treated from the perspective of  
transport infrastructure provision that sufficient additional investment is made. Provision should  
be secured for all appropriate residential, business, health, education and employment  
before any condition takes place with main funding coming from the developer's and  
development should provide on re-orientation. Development in the village of West Horton  
should only be the current local area.

04 Object - The release of public space at the edge of the existing urban area is the worst  
way of handling re-orientation of green belt land. It facilitates urban sprawl, allows settlements  
to expand without planning and investment for necessary infrastructure and allows  
for speculative and low quality development.

05 Object - It is inappropriate for any area will in the near future to be developed without a full  
strategic assessment of the infrastructure (transport, education, health, environment etc) and  
without a preceding contractual agreement with the owners and developers to fund that  
infrastructure from the windfall profit on re-orientation of land use. In particular green belt sites  
and the villages should only be developed for the benefit of delivery of local facilities and for

key workers, with appropriate restrictive covenants.

**Q3: Object** - The mass of green belt land put forward to the East of Hutton, Ingrave and Herongate is entirely inappropriate for development. The scale of development would entirely change the semi-rural character of Shenfield and Hutton, and ruin the character of the historic rural villages of Herongate and Ingrave. A development of this nature and scale would necessitate modern transport infrastructure, new high speed access roads to the A12 and A127, and would require the redevelopment of the areas around Brentwood and Shenfield stations to accommodate the increased traffic and need for access. In contrast the "Several sites on edge of Brentwood Urban Area" (in fact on the edge of the settlement of Hutton) would represent urban creep which it would be hard for existing infrastructure to be adapted to accommodate.

**Summary:** 028A/B/C, 026, 030, 031, 192, 033, 211, 219 220 and adjacent sites are inappropriate re-designation of the green belt, represent substantial urban creep and would change the character of the current settlements to the detriment of existing residents.

**Q7: Support** - Due consideration must be given to effective public transport links to the rail network.

**Q8: Support** - Brentwood Borough's retail offering should be concentrated at the top end of its retail hierarchy, with the exception of the provision of convenience and specialist stores in remote locations. There is already easy access to out-of-town retail parks at Lakeside and Blue Water, which remove the need for retail encroachment on the green belt immediately around the town.

**Q9: Comment** - There is good provision of open space, but the Hutton Recreation Area should be better maintained.

**Q10: Comment** - Scenic beauty 3 Outdoor recreation 5 Wildlife interest 4 Historical interest 4 Tranquillity 3

**Q11: Comment** - Houses 4 Commercial 2 Nature 3 Farmland 3 Woodland 2 Waste land 1 Infrastructure 3 Leisure 3

**Q12: Object** - The issues outlined here are very high level and need to be reviewed in much more detail, on the back of the presentation of robust evidence, to enable meaningful comment. There is no mention of energy infrastructure.

**Q13: Comment** - Education, Health and Transport have equal top weight.

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Q2: Object - The mass of green belt land put forward to the East of Hinton, Highgate and Highgate is entirely inappropriate for development. The site of development would entirely change the semi rural character of Shenfield and Hinton and not the character of the village and village of Highgate and Hinton. A development of this nature and scale would necessitate modern transport infrastructure, new high speed roads to the A12 and A127, and would require the redevelopment of the east of Hinton, Highgate and Shenfield. It is to accommodate the increased traffic and noise levels in contrast to the current effect on edge of Brentwood Urban Area. In fact on the edge of the settlement of Hinton would require a new road which it would be hard to justify for existing infrastructure to be able to accommodate.

Summary: OPA/PAO 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Q3: Support - The consideration must be given to effect on public transport to the rail network.

Q4: Support - Brentwood Borough's main offering should be concentrated at the top end of its main station, with the location of the provision of conversion and special uses in remote locations. There is a very heavy focus on out-of-town rural parts of the site and this is not what the need for rural settlement on the green belt is. It is necessary to ensure the town.

Q5: Comment - There is good provision of open space, but the Hinton Recreation Area should be better maintained.

Q10: Comment - Seems really good on transport, 2 Waltham Forest & Hinton sites in Tandridge 3.

Q11: Comment - House 4, House 5, House 6, House 7, House 8, House 9, House 10, House 11, House 12, House 13, House 14, House 15, House 16, House 17, House 18, House 19, House 20, House 21, House 22, House 23, House 24, House 25, House 26, House 27, House 28, House 29, House 30, House 31, House 32, House 33, House 34, House 35, House 36, House 37, House 38, House 39, House 40, House 41, House 42, House 43, House 44, House 45, House 46, House 47, House 48, House 49, House 50, House 51, House 52, House 53, House 54, House 55, House 56, House 57, House 58, House 59, House 60, House 61, House 62, House 63, House 64, House 65, House 66, House 67, House 68, House 69, House 70, House 71, House 72, House 73, House 74, House 75, House 76, House 77, House 78, House 79, House 80, House 81, House 82, House 83, House 84, House 85, House 86, House 87, House 88, House 89, House 90, House 91, House 92, House 93, House 94, House 95, House 96, House 97, House 98, House 99, House 100, House 101, House 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Q12: Object - The issues outlined here are very high level and need to be reviewed in much more detail on the back of the presentation of robust evidence to give meaningful comment. There is no mention of energy infrastructure.

Q13: Comment - Education, Health and Transport have equal top weights. This email (including any attachments) is intended only for the recipient(s) named above. It may contain confidential or privileged information and should not be read, copied or otherwise used by any other person unless express permission is given. If you are not a named recipient