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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**

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?

No

Comments

The A12 and A127 corridors are appropriate as they have the transport infrastructure to support new developments.

The North of the Borough area should NOT be included because:

1. The infrastructure of the area is already at, or close to, maximum capacity. For example, there are a very limited number of spare school places, the roads are over used - there is a significant amount of pot holes and the school run has got progressively re dangerous due to a lack of parking spaces and parents parking in all kinds of dangerous locations (corners, no parking zones etc), the current GP surgery is under strain with a wait of two weeks for a non urgent appointment.
2. The area is mainly either village locations or rural land and any significant levels of new development will be out of keeping with the character of the area
3. Any increased development will result in increased vehicles on the roads (please see point 1 above) – the public transport and the cycle network in the area is very limited and these are not viable options for most people in terms of a work commute or shopping.
4. A significant proportion of the area is Green Belt which should not be developed



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

No

Comments

No, I do not agree that there should be development on the edges of any of the existing villages in the North of the Borough.

This is in part for the reasons I have mentioned above in Q1. Plus this kind of development will also lead to villages potentially merging into each other which would change the character of the local area.

I also believe that Brownfield sites should be prioritised, and Green Belt sites NOT used at all, as Green Belt development should not be allowed. That is the whole purpose of Green Belt – to protect that land.



Q3: Do you have any comments on the appropriateness of particular sites? Yes

Comments

Sites 209, 043,080,188, 174 are not suitable for development.

There are already significant safety issues with the crossroads adjacent to these areas (as agreed with Essex Highways during the development of the Deal Tree Health Centre site).

Any increase in vehicle movements here as a result of new development would exacerbate the problem.

The sites are very rural. Cycle routes and pedestrian routes to the neighbouring villages are extremely limited or (more usually) non-existent. Residents are more likely to use cars because of distance and safety issues and the lack of a public transport system that doesn't involve additional hours (rather than minutes) on ones journey due to its infrequency.

Site 209 is definitely Green Belt and so should NOT be released for new housing. Development on the other part of this field (for the GP surgery) was very specifically only allowed due to the "special circumstances" of it being a 'much needed' healthcare facility. There is NO basis for any claims that the rest of this field should now be developed.

Plus the new surgery is struggling with waiting times of at least 2 weeks for a routine appointment. So whilst there may be the capacity for there to be another gp employed, all this would do would be to ease the current backlog and bring patient care levels in line with where they ought to be.



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

Dunton Garden suburb



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

Yes

Comments

Yes, as the public transport infrastructure is far more frequent and well developed so therefore far more supportive in this area.

Transport links via the road network are far better developed in this areas too. This would also be a far better area as well for those needing to use the M25 for work.

Plus this would give a much needed boost to the town centre in terms of more residents meaning greater usage and regeneration.

Finally, they are already urban areas and so development is more in keeping with the surroundings.



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

Neither is great due to the lack of infrastructure to support developing these sites. , However, of the two, developing brownfield sites is the preferable option.



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

Comments

Yes. Plus there should be good links to the bus and train networks to accommodate the commuters in the area.



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

Comments

This seems the most sensible option all round as there is an existing centre that has slowly developed over the last ten years and that, with focus, could be built upon more swiftly.



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

Yes

Comments

There's not an opportunity to create more new open space. However, there is an opportunity to continue to safeguard the open spaces we already have by respecting the Green Belt.

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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					5
Wildlife Interest					5
Historic Interest			3		
Tranquility					5
Other – please specify: Openess/lack of high denisty housing					5

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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		2		
Nature Reserves / Wildlife				4
Farmland				4
Woodland				4
Degraded / Derelict / Waste land		2		
Infrastructure (Road / Rail / Pylons etc.)		2		
Leisure / Recreation Facilities		2		
Other – please specify:	1	2	3	4



Q12: Have we considered the main infrastructure issues? Are there other important issues to consider?

No

Comments

No, you haven't.

I do not see evidence that each area proposed has been investigated fully enough. For example, I know there has been no direct consultation with local infrastructure providers, e.g., the schools, by either the borough or the parish councils.

As a member of the local school's governing board, we find this extremely concerning as we would struggle to take many more pupils plus the strain on the roads during school drops and pick ups is not only causing problems with the road surfaces but also would make them extremely dangerous for the children.

Further to this, the Green Belt seems to be being too casually considered as an option when it is a protected space. It should be a last resort, if used at all.



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

Comments

Repair of roads

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)