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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

These broad areas should be subject to the objective of reducing private car use, encouraging the use of public transport, walking and safe cycling, and locating larger developments (if required) close to existing major roads and bus and rail hubs.



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

Yes ✓ No

Comments

It is vital to retain and to build sustainable communities with a mix of housing to meet the needs of public service workers, young people and older people with limited mobility options (i.e. no car).



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

Comments

Within my own community (Kelvedon Hatch) there are limited in-fill and brownfield development opportunities and infrastructure is already hard pressed. It is important to retain the character of the village visually and historically and I would therefore not support development of Eagle Field or any other open community space. There is some low-grade agricultural land on the edge of the village (e.g. the site identified as "north of Blackmore Rd") that could be released for proportionate development with provision for affordable housing both for the children of villagers who would wish to stay in the community and cannot currently afford to do so, and for younger families who would inject new vitality into the community, and sustain its school and local businesses.

? 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

The Dunton development brings with it the promise of new infrastructure in a balanced community. Other sites (e.g. east of Herongate) would bring increased pressure particularly on already inadequate roads and public transport.

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

Comments

Subject to the retention of the characteristics of existing residential areas, safeguarding important environmentally-sensitive sites, and avoiding ribbon development. Any development should be subject to provision for adequate public transport and cycling/walking, shops, schools etc.

? 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

Many existing brownfield sites are remote from existing village centres (e.g. Clapgate and Thoby Manor) and will generate high levels of private car usage particularly during travel-to-work/school times. This will profoundly affect existing communities for the worse. Sympathetic and proportionate release of green belt land on the outer edge of communities with generous provision for truly affordable housing for the children of existing residents and incoming young families would create more sustainable communities, subject to sufficient infrastructure. Existing open spaces within communities (amenity land, village greens, community orchards and other open spaces) should not be released under any circumstances.



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

Subject to the need to retain and sustain village communities.



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

Subject to ensuring the continued viability of village shops and other businesses by proportionate development (see answer to Q6).



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

Yes No

Comments

But existing open spaces (Poor’s Field, Eagle Field, Swan Pond, various areas of woodland and the amenity green in Kelvedon Green to the S of Eagle Way bridleway) should be preserved to cater for the existing and future residents of the village.

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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	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:	1	2	3	4	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	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

The importance of encouragement to use public transport, cycling and walking, and discouragement of over-dependence on private transport cannot be over-emphasised. Currently public transport in my part of the borough is infrequent and often unreliable, discouraging use and providing a justification for the exclusive use of private cars (often with only one occupant).



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

Comments

In order of priority:

- 1) Public transport
- 2) Safe cycling (segregated lanes on major roads/some minor routes reserved for cyclists and pedestrians)
- 3) Faster broadband

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)