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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

I agree with the broad areas considered to meet the need for 5,500 houses but would like to ensure we do not lose sight of the boroughs objective of "pride in the natural environment". We should preserve as much open green space as possible and concentrate developments closer to the larger urban areas like Brentwood, Shenfield and West Horndon



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

Yes

No

Comments

I understand and agree with the issues for each area are as follows:

North of the Borough

- Attractive natural landscape
- Transport connections and local facilities are not good in this area
- Not sustainable to locate significant growth in this area

A12 Corridor

- Utilise brownfield land
- Additional development opportunities surrounding the urban areas

A127 Corridor

- This area has the great potential for growth than anywhere else in the borough
- Area has more scope for improvement than the A12

From the above issues per the strategic plan it would make sense to prioritise the A127 corridor than the A12 corridor also the lines of adding space to existing urban areas.

This would allow the borough to meet its obligation whilst retaining the green objectives



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

Yes

No

Comments

I would like to oppose site 185 – Land at Rear of Rectory Chase.

This plot of woodland and shrubs and is home to a variety of wildlife including wildbirds such as Owls, Jay's, Woodpeckers and the occasional Partridge. The land also is home for Badgers as well as other wild animals and trees like oaks.

This is an area with restricted access, serviced only by a narrow lane, suitable for one one car at a time. On either side of the plot are single properties, and it would not be in keeping with the area to have a lots of houses on the site, even if the access could be improved. This site would be a 30 mins walk to the shops.

I believe it would be more effective if the large amount of affordable house should be on the green belt close to the main urban centres. Ideally close to the A127 near West Horndon 037B & 038B. Secondly to have the deveopment closer to Brentwood and Shenfield close to the A12.

My reason for this is as follows:

The villages not only have a special feel about them but the green space is the main reason people live, if we wanted to live in urban areas we would have lived in them. A development of the green space is likely to mean the loss of long tern residents. Further the villages do not have the same capacity for sustainable growth with limited road, parking and bus services, schools and GP services at capacity.

The cost of any development would not only be the land, which would be more expensive the urban space, but would require secondary development of the transport, Schools and GP services. There is little scope for significant growth in employment space in the villages compared to the urban centres.

The urban areas already have good transport systems to main roads A12/A127 and are closer. Better public transport and easier to scale up the schools, GP services and capacity for more employment opportunities. Overall not only would it be more effective it would also have a saving on infrastructure development.

? 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 development of site 37 & 38 would be more effective for the points noted in 3 above plus it would also gain from the Dunton development saving on cost of development an infrastrute. I agree site 37 including 20/21 was in the 2013 study and should still proceed cover 1500 homes. The close proximity to Basildon would allow more opportunity for employment and the extension of the public transport and other services. This site is very close to the A127 allowing ease of commute to London and to the east without need for significant and long road development.

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

Comments

The next best area after the A127 would be the A12 corridor, extending the urban areas around Brentwood and Shenfield. In particular the land put forward around Herongate & Ingrave- 28C and 192, This would be large plots of land to enable large estates to be developed with capacity to build services Schools/ GP's and employment opportunities.

Being close to urban centre has leisure facilities close by – Brentwood Leisure Centre and places to eat and entertainment in Brentwood centre.

? 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

It would be better to develop brownfield sites first before greenfield sites on the edge of villages are released for the reasons below.

Brownfield should always be considered before Greenfield to preserve the Green nature of the borough. These sites would have existing road connections that could be improved at lower cost. This will not displace the native/ rare wildlife and the feel for the area.

Where Greenfield sites are considered they should be close to main roads to reduce the cost of transport links and adjacent to existing urban areas

However where there is expansion around the villages is considered it should be "in keeping" with the area. Adding affordable housing would not fit with the feel of the villages.

The cost of developing the local services schools, GP's, transport, roads and parking should be considered with the development

As I have mentioned earlier the villages would be the least preferable of the three options for the reasons of cost and impact

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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
X

No

Comments

I agree the most sustainable approach would be to allocate the new sites close to the Strategic highway network. By grouping the employment and residential space close to these main networks this would be the most efficient and effective. Allowing easier access to employment for the new residents to the area and fostering economic growth

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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 X

No

Comments

I agree the "Town Centre First" approach should be taken to create employment and housing close by. The development should be centred around the town centres for the reasons explained earlier



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

Yes No

Comments

Whilst there might be some areas of land that can be used I feel the development should be concentrated in urban centres to preserve as much of the rural green space as possible



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	5X
Outdoor Recreation / Leisure Use	1	2	3	4X	5
Wildlife Interest	1	2	3	4	5X
Historic Interest	1	2	3	4X	5
Tranquility	1	2	3	4	5X
Other – please specify:					
Peace and Quiet.....	1	2	3	4	5X



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	3X	4

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

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

Comments
 I accept you have considered the infrastructure issue for the additional housing including roads, transport, employment, schools, GP's and their services.

 More public transport discussion and priority and cost of the required infrastructure.

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

Comments
 To use the cost in the most efficient way possible, by building houses in large blocks to be able to attach the required Schools, Medical and Road structures as well as employment in the most efficient way.

 The more spread the development is across the borough the higher the cost will be by increasing the number of sites compared a more centralised urban strategy



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)