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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

IF – and only IF – there is an agreement that the Dunton Garden suburb development will provide the bulding of both housing and employment THEN I am able to be content that the Brentwood North and paricularly TIPPS CROSS areas will be satisfatorily preserved in character and current amenity.



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

Yes

No

Comments

Overall comfortable with most areas but would stress the Green Belt and Village Feel needs for preservation in Brentwood North and particularly Tipps Cross where the infrastructure and transport links do not favour significant development at this time



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

Yes

No

Comments

As above in Q2

PLUS – I very much favour the A12 and A127 corridors which already have a much better infrastructure and transport situation and where there are few issues on maintenance of Village Feel or Green Belt

ALSO – very much against the suggestion that Traveller developments with no approval – not even temporary - (eg Greenacres) should be included.



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. Infrastructure / Transport links / Utility provision and several other factors make this the best option – in parallel with and A12 Corridor and town centre developments



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

Yes

No



Comments

Infrastructure / Transport links / Utility provision and several other factors make this another very good option – in parallel with Dunton Garden Suburb and A127 Corridor and town centre developments



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

Destroying more green belt I would not generally agree with.

Generally the use of Brownfield sites – wherever practical – is my preference. There WAS a good reason for the earlier use of these sites which often have a link to transport and the full utility set will already be present NOT using Brownfield sites will leave unsightly blots on the landscape and should be avoided.

To me – small Greenfield sites just add to ‘sprall’ and destroy local character BUT larger ones eg Dunton Garden suburb have considerable merit by comparison especially as they will be properly planned with schooling, shopping etc. and close to good transport links.

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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

No

Comments

Any other approach leads to spoiling the character and the overloading of rural and minor roads. The main highways (A12 / A127 corridors) are also associated with the rail and bus links

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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

This is by far the most sensible and transport links are already there to make this increasingly viable

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

Yes

No

Comments

I live in Blackmore so we are surrounded by fields and Green Belt and have some Playing Fields and Woods etc which are free to access. HOWEVER – having come from a town – I do miss the much more organised Parks (eg St George's) with variety of activities. There is room for that kind of provision here too (Country Park in the vicinity).

? 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
Village Feel.....					

? 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
Green Belt / Preservation area	1	2	3	4

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

Comments

The main areas have been considered.
 There are many other issues about the whole look and feel of the total Brentwood area – keeping the treasure trove of 6th greatest % of Green Belt and the ability for the South of the area to access open countryside in the North.
 The Dunton Garden Suburb concept takes pressure off other Greenfield and rural and non A12/ A127 corridor sites and allows the other benefits of the area to be kept.



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

Comments

Enhancement of the existing rail (as with Cross Rail) network – with increased parking and Park and Ride in Wash Road

Further develop the Fenchurch Street line with a station to support Dunton Garden Suburb.

The whole Dunton Garden suburb proposal and a possible Enterprise Park on A127/M25 junction both make real sense.

Encouraging the development of another (more Easterly) Thames Crossing to enable East Anglia Traffic to Kent / Continent to avoid our area and taking pressure off both A12 and A127 in our area.

Leaving North Brentwood as the Green lungs of the area is preferable!

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)