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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

In theory yes, they are probably the most suitable for consideration.

However, in general: building on green belt land – these areas should remain protected. The main purpose of the green belt policy is to protect the land around larger urban centres from urban sprawl, and maintain the designated area for forestry and agriculture as well as to provide habitat to wildlife. There are numerous run down, disused commercial sites on non-green belt land in the local area, that would benefit from re-generation .

Proposed building within rural areas i.e. Navestock and the like. Hamlet and villages such as these, lack the infrastructure that is required for development. They are rural areas with livestock and farming communities and is not fit for large developments. It will seriously affect the local residents and communities such as residents, horse riders and dog walkers that rely on easy access to local woodland, and whose safety is already jeopardy sed by traffic.



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

Yes No

Comments

Unsure



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

Comments

Proposed site plans for Sawyers Hall Lane: Hopefield Animal Sanctuary – this area is now a Community Asset. The sanctuary is vital to treat neglected animals and to provide a sanctuary for rehabilitation. It is important to educate people about compassion, and to encourage children away from the indoors.

Proposed building within rural areas i.e. Navestock. Hamlet and villages such as these, lack the infrastructure that is required for development. They are rural areas with livestock and farming communities and is not fit for large developments. It will seriously affect the local residents and communities such as residents, horse riders and dog walkers that rely on easy access to local woodland, and whose safety is already jeopardy sed by traffic.

In general, building on green belt land – these areas should remain protected. The main purpose of the green belt policy is to protect the land around larger urban centres from urban sprawl, and maintain the designated area for forestry and agriculture as well as to provide habitat to wildlife.

There are numerous run down, disused commercial sites on non-green belt land in the local area, that would benefit from re-generation



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

Unsure, maybe a combination of all three, but with smaller developments.



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

Comments

I don't think there is the required capacity and infrastructure. For example, Brook Street Roundabout: there is continual congestion at this M25/A12 interchange, it will not be able to handle any further increase in traffic that will be brought by developments.

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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

Brownfield sites should be considered above Greenfield where appropriate.



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

Unsure



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



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

Yes No

Comments

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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 specif	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

Proposed building within rural areas i.e. Navestock. Hamlet and villages such as these, lack the infrastructure that is required for development. They are rural areas with livestock and farming communities and is not fit for large developments. It will seriously affect the local residents and communities such as residents, horse riders and dog walkers that rely on easy access to local woodland, and whose safety is already jeopardised by traffic.

Infrastructure: despite Crossrail coming to Brentwood, the infrastructure as is currently stands is not fit for purpose. Any improvement to the line bought by Crossrail will only address the issues that are present, and will not take into consideration issues bought by congestion due to future developments



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

Comments

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)