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Comment No.	5175
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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 but

Comments

The three broad areas are suitable for consideration, but there are many limitations and penalties with the area "North of the Borough."



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

Yes but

Comments

The A12 and A127 corridors both clearly highlight good road provision. Amongst the other infrastructure advantages of these 2 areas are Rail access. Lack of much infrastructure, including road and rail transport, is a major restriction in the area "North of the Borough."



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

Comments

As Q2 above, the A12 and A127 Corridor options both have the advantage of good infrastructure, including transport. Use of the area "North of the Borough" suffers several disadvantages, including the lack of much infrastructure (including road and rail transport) and the resulting loss of greenbelt, recreational space and natural habitat. Use of the A127 Corridor (Dunton Garden Suburb) offers the opportunity for an all-new, purpose-built community, with facilities and infrastructure planned and optimised from the outset - and with good road and rail links.



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

I agree that the A127 corridor not only offers greatest capacity for growth, but also makes use of existing transport infrastructure and has least negative impact on the landscape, environment and public amenity. Furthermore it would create an all-new, purpose-built and optimised layout, rather than straining the resources and constraints of Brentwood town itself.



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

Yes

Comments

Yes, but (as Q5 above) some improvement in road transport will also be needed to match the planned expansion of rail with Crossrail at Shenfield.



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

Effort should be made to minimise erosion of the Green Belt – but any development in the Green Belt should prioritise brownfield sites to minimise the loss of visual amenity, recreation and wildlife habitat.



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. Ultimately the bulk of commuter traffic will use the highway network. If new sites are created at some distance from these highways, then all of that traffic will add to congestion and pollution on the routes for all of that extra distance onto the highways. A new Dunton Garden development can be optimised with its own all-new local road network from the start.



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

Yes – but transport will be critical, including car parking (to carry shopping).



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

No

Comments

No – not without destroying recreational landscape, visual amenity and wildlife habitat, or without the need for greatly increased infrastructure and utilities (including road transport plus water & drainage).



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				4	
Wildlife Interest					5
Historic Interest					5
Tranquility				4	
Other – please specify:					



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



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

Comments

Lack of road and especially rail transport in the area “North of the Borough” has already been identified. Other infrastructure limitations in these dispersed country areas include utilities such as power – but more importantly water and drainage which would be harder and more costly to expand in these outlying areas.



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

Comments

For all sites developed, appropriate infrastructure upgrading must be done. All new railway lines are unnecessary, but Crossrail will expand Brentwood and Shenfield capacity – and a new, upgraded railway station will be needed on the Southend rail line through West Horndon. Highway networks of A12 and A127 will need improvement as well as new interchanges for the expanded housing. Local roads onto these highways and through existing urban areas will need careful planning to provide capacity while minimising bottlenecks and congestion – ideally with traffic encouraged to flow and merge (German style) rather than to queue and wait at unnecessary stops.

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)