

Internal use only	
Comment No.	
Ack. date	



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

The size and positioning of the A12 and A127 corridors are erroneous. Access to the A127 is more easily obtained by the villages of Ingrave and Herongate than the A12 and should therefore be included in that area. Once you do this you see the more than significant impact on the A127 corridor by the Dunton Garden Suburb and West Horndon areas to the south of the A127 and the sites 028C and 192 north of the A127



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

Yes No

Comments

There is no clear way of avoiding the issue, these areas are within the Greenbelt area around London, purposely identified to prevent urban sprawl. In 2012 Nick Boles, the government's then planning minister, *said "that more than 1,500 square miles (388,000 hectares) of open countryside needs to be built on to meet housing demand. The new building will not include construction on green belt land"*.(source telegraph 27th Nov 2012). If you accept that only nine percent of current UK land is built upon and green belt land covers 13 percent of protected land, and that only an additional 2 percent of land needs to be built upon to cope with the housing crises, (figures Nick Boles 2012 quote in daily telegraph) there is ample land (78 percent available) to cope with this demand.

In paragraphs 2.16 to 2.19 there is a clear bias in the wording used to describe the difference between the A12 and A127 corridors which is unacceptable within such an important document. The use of but, would, only and the heavily weighted 2.19

16. **but** also including
17. **"would** need to be";

“ **is only** from Brook Street”;

“**but** limiting the outlet”

18.

19. Although the A127 suffers from congestion problems it has more scope for improvements than the A12. (**heavily weighted and bias in favour of A127 corridor**)



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

Comments



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

A completely and unacceptable question. It clearly guides the reader to the A127 as the site of preference by the author and this should be removed



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

Yes No

Comments

only if those sites identified do not impact on greenbelt or other protected sites.



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

I believe it is necessary to use all non-greenbelt land before impacting on any such land, whether brownfield or greenfield



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



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.

Whilst I agree with this, the current development of retail in Brentwood High street is for the majority of premises to be converted to restaurants or bars. Thought needs to be placed into more varied

premises being developed. There are no out of town retail outlets in Brentwood.

?

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

Yes No

Comments

The villages of Ingrave and Herongate are mentioned in the Domesday Book. The Greenbelt was put in place to protect villages like these and any urbanisation of such Greenbelt is a further erosion of English heritage that must be preserved.

?

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					<u>5</u>
Outdoor Recreation / Leisure Use					<u>5</u>
Wildlife Interest				<u>4</u>	
Historic Interest					<u>5</u>
Tranquility					<u>5</u>
Other – Englishness: cricket green, Domesday, Tudor cottages, e.g. Boars Head.					<u>5</u>

?

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		<u>2</u>		
Commercial / Industrial buildings	<u>1</u>			
Nature Reserves / Wildlife				<u>4</u>

Farmland				<u>4</u>
Woodland				<u>4</u>
Degraded / Derelict / Waste land	<u>1</u>			
Infrastructure (Road / Rail / Pylons etc.)		<u>2</u>		
Leisure / Recreation Facilities				<u>4</u>
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 already congested A128 servicing Brentwood from the A127 cannot cope with the current traffic levels. Add to this the increased level of vehicular traffic for the purposes of school runs, access to Shenfield or Brentwood as crossrail stations, a rat run for vehicles when the M25 is blocked or congested and the traffic infrastructure issues are plain. There are insufficient secondary schools to the south of the A127 and current schools already struggle to cope with allocating places for current residents. Doctors surgeries already have two to three week waiting times and police, social services, fire brigade and local authorities are already stretched to capacity to deal with current demands. Add to this the government's insistence on managing the debt and forcing cutbacks on all boroughs and services, it clearly shows the horrendous impact such additional size housing would have in this greenbelt area.

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

Comments
 There is no one area of infrastructure priority. It has already been shown that without forward planning the M25 had to be widened at considerable cost to cope with increased demand. The infrastructure issues I have raised above in Q12 must be addressed before any such house building is started.

 Any monies used to purchase greenbelt land should be ploughed back into the local community. It seems unfair that owners of greenbelt land can profit personally from the sale of such land which has been identified as

areas that protect the community from urban sprawl and the vanishing english landscape.

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)