

## BRENTWOOD COUNCIL LOCAL PLAN

### West Horndon .

It states on page 9 of the strategic objectives that West Horndon is well served by existing and proposed local services. Both Bulphan and Herongate share these. It should be noted that West Horndon has only two trains per hour that stop here and successive attempts to get more to stop have failed, except for rush hour when I believe there is one every 20 minutes. These rush hour trains are always extremely crowded. Putting on longer trains presents it's own difficulties because not all stations have a platform as long as West Horndon. In addition, it has been pointed out to us that Fenchurch St. is a small station in comparison to other London stations and many more passengers would be difficult to accommodate. There is no further room to park cars and the bus timetable is pitiful.

Thurrock may also have plans to build on the other side of the railway (Tillingham Hall) and this should be taken into consideration.

On pages 16 AND 17, fields surrounding the present housing in WH used to be either green field sites or more importantly, green belt. Somehow they have now become coloured blue and a possible site for even more housing that cannot be classed as exceptional circumstances.

It is also noted that according to your consultation document, the whole land east of the A128 and known as Dunton Hill Farm is hoping to be built on, and not just part of it as was described at the last consultation meeting in the village. The land adjacent to the A128 was going to be left clear to enhance the breathing space between London to the west, the village, and any further development to the east.

There is also an important national footpath dissecting this area and this should be shown in subsequent plans.

On page.27 of the Consultation Document the Flood alleviation scheme for West Horndon village (see original West Horndon flood alleviation scheme map as given by me to an officer in your employ who deals with this) is not shown, and in any case is only as good as the landowners are made to keep it clear. Indeed, there is no indication on your map that the village of WH ever gets flooded despite it is now on the insurance web site for being so.

**ALL SAINTS Church.** Site of special interest – only 2 believed to be in the country as being entirely 14<sup>th</sup> century and needs to be PROTECTED.

89% OF Brentwood is supposed to be greenbelt.

(Definition of this is to prevent the Coalescence from London and is considered a necessity to prevent further erosion) West Horndon is/was entirely green belt for this reason, apart from the factory sites and the area of immediate housing. (The village is, after all, part of the Thames Chase and therefore designated as open space with trees) and funded by The English Woodland Grant Scheme for woodland creation and management, and I believe Brentwood Borough Council.

Suddenly we come into the limelight because we have a railway station (car park and rush hour trains oversubscribed). Despite being ignored for much of the time and forgotten when it comes to a problem, Brentwood suddenly remembers that the majority of their housing need could be centred on East and West Horndon, regardless.

It should be noted that *room* has been found in which to build on all available infill sites within the village envelope and will comprise an extra 40-mixed dwellings. Have the rest of Brentwood done this?

The land known as Havering Grove Farm in Rayleigh Road Brentwood where plans have been submitted to insert a solar panel farm that will tie up the land for the next 25-30 years. Why not put houses on the site making it a condition of planning that all the houses are built with solar panels on the roof. This would solve two things at once.

That only leaves the brown field industrial sites, which possibly are as much needed for providing valuable jobs for all the 1000 people currently working there, some are local residents and others come in by train. Should it be found necessary, or even advisable, to move the firms that now occupy this site then another amount of housing could be considered. Should this be so then West Horndon will again be unfairly vulnerable for another amount of houses envisioned by the Conservatives and is now down for strategic mixed-use allocation, whatever that may be, and you may not have a choice of what houses you have because historically, builders only want to build large houses and infrastructure has to be dragged out of them, and last on their list of priorities.

THE ONLY SITE FOR GYPSIES IN WEST HORNDON (see dot on page 17) was last used back in 1970 sometime and they comprised of two typical old-fashioned wooden caravans and two horses. They came for two weeks every year for some 10 years and left leaving the land tidier than it was before. The site is at the entrance to the South Country Park and the ones that have sought to come in the recent past have been just the opposite, leaving rubbish that had to be cleared and a sometimes danger to All Saints church. Brentwood Council eventually built a mound at the site to prevent further parking.

## DUNTON GARDEN SUBURB

Despite this the Dunton Garden Suburb site is a somewhat reluctant choice seeing as it forms part of the green lung between Basildon and London but, if allowed, providing it is self contained, has its own infrastructure and does not overcrowd the facilities in West Horndon village that are already crowded, then so be it.

A lot depends on how much the single landowner wants for his entire estate and whether the whole scheme is affordable, including the alteration needed for the A127, new schools, a new railway station and a medical centre. The development must take place in such a way that it does not increase rail commuters from outside the immediate village parking cars to use the station at West Horndon (current parking provision is insufficient as it is). West Horndon Junior school is currently at capacity and extra senior pupils travelling to the centre of Brentwood would further increase the over capacity problems on the A128 through Ingrave and Herongate.

The loss of the golf course will hurt a lot in the local community since apart from playing golf quite a number of people use the restaurant and it puts on the local firework display. Loss of this deprives the village of much needed leisure facilities not requiring transport.

Above all, this is FARM LAND and is a source of food grown on site on a regular basis. Please note this land should not be called scrubland in order to devalue its outlook, it has been growing eatables for all of the 57 years that I have lived here.

Planning to site Brentwood's need to accommodate some Gypsies and so called Travellers on this site seems a good idea if it means that they are going to buy a house and live according to the way the rest of the indigenous population do.

SUMMARY

- Q1. Do you agree with the three broad areas, for the purpose of considering approaches to growth? No
- Q2. Do you agree with the issues raised for each of these three areas? SEE EVIDENCE ON WEST HORNDON No
- Q3. Do you have any comments on the appropriateness of particular sites? THE FUTURE OF HOUSING NEED IS SURELY A MATTER FOR THE WHOLE OF BRENTWOOD REGARDLESS. WEST HORNDON ONLY HAD A TRAIN WHEN WE MOVED HERE 57 YEARS AGO. WE THEN SET ABOUT BUILDING WHAT WAS NEEDED. Yes
- 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. IF VIABLE DUNTON
- Q5. Should the A12 Corridor accommodate growth by releasing sites on the edge of urban areas? WHY NOT?
- 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 green belt) YES & NO  
ONCE YOU RELEASE GREEN BELT YOU HAVE SET A PRECEDENT FOR THE BUILDERS TO APPEAL AGAIN AND AGAIN
- 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 AND NO  
DEPENDS ON HOW MANY LOCAL PEOPLE WORK THERE
- 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 but NO point if most Housing South of A127  
UNRELIABLE BUS SERVICE FROM WEST HORNDON (Three busses a day a.m. in and back ) DUNTON UNKNOWN AS YET BUT MORE LIKELY TO SHOP IN LAINDON
- Q9. Are there opportunities for more open space provision in the area where you live? MAYBE

Q10 Please rate the level to which you value the landscape near where you live.

10/10

**WE MOVED HERE 57 YEARS AGO BECAUSE IT WAS A SMALL VILLAGE SURROUNDED BY GREEN BELT**

Q11 To what extent do you think the following is present in the Landscape where you live

**EVERYTHING EXCEPT WASTELAND**

Q12. Have we considered the main infrastructure issues?

Are there other important issues to Consider? **QUALITY OF LIFE**

**YES**

Q13. What do you think the priorities for infrastructure . Spending should be

**ESSENTIAL**

**GIVEN THE SCALE OF THE PROPOSED DEVELOPMENT WITHIN THE A127 CORRIDOR WHILST THERE WILL BE PRIORITIES, THE DEVELOPMENT WILL REQUIRE INFRASTRUCTURE SPENDING ACROSS ALL CATEGORIES. EDUCATION, HEALTH, TRANSPORT, GREEN SPACE AND COMMUNITY FACILITIES.**