

## STRAGIC GROWTH OPTIONS – ANSWERS TO QUESTIONS



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

NO -

It states on page 9 of the strategic objectives that West Horndon is well served by existing and proposed local services.

Road Infrastructure - The A127 Corridor is already at (and during the rush hour well over) capacity (It is not clear why the A127 Corridor is deemed to have greater potential for improvements than the A12)

The A127 is tightly bounded by Southend (where it is in essence, a local road) and the London area where traffic is extremely heavy. There are also many areas where houses run all the way to the edge of the A127. As such, widening of the A127 is not necessarily easy. The A12 could potentially be expanded in a number of areas without material impact to the surrounding residential properties

Rail Infrastructure - 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 there is one every 15 or 20 minutes. These rush hour trains are always extremely crowded. It has also been pointed out 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 at the station.

The bus timetable is pitiful.

On pages 16 and 17, fields surrounding the present housing in West Horndon used to be either green field sites or more importantly, green belt.

It is also noted that according to the 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.

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 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 West Horndon ever gets flooded, despite it now on the insurance web site for being so. It is clearly a major problem in the A127 Corridor and needs to be fully assessed before any development decision can be made

ALL SAINTS CHURCH. Site of special interest - only 2 believed to be in the country as being entirely 14th century and needs to be PROTECTED.

Q3

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

YES - THE FUTURE OF HOUSING NEED IS SURELY A MATTER FOR THE WHOLE OF BRENTWOOD.

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

As Question 2 above – Why has the A127 corridor greater capacity than the A12 corridor

IF VIABLE - Site 200 (Dunton Garden Suburb) is “preferred” to all other sites in the A127 Corridor as development on this site could create the least harm.

Q5.

Should the A12 Corridor accommodate growth by releasing sites on the edge of urban areas?

YES –

The housing need within the Borough, Brentwood Borough Council are to consider all available and suitable sites across the rest of the Borough. The A12 Corridor and North Areas of the Borough has the ability to meet a significant portion of the Borough’s increased housing needs.

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 LAND IN THE AREA YOU HAVE SET A PRECEDENT FOR THE BUILDERS TO APPEAL FOR FUTURE DEVELOPMENTS 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 WILL 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 IS SOUTH OF A127

UNRELIABLE BUS SERVICE FROM WEST HORNDON SOUTH OF A127

(Three busses a day in and back to Brentwood)

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 29 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?

YES - QUALITY OF LIFE

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

IT IS ESSENTIAL THAT THE FOLLOWING ARE CONSIDERED AS A MINIMUM 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 INCLUDING;

EDUCATION, HEALTH, TRANSPORT, GREEN SPACES AND COMMUNITY FACILITIES.

MAINTAINING A FLOOD ALLEVIATION SCHEME ENSURING THE SAFETY OF WEST HORNDON VILLAGE