

BRENTWOOD LOCAL DEVELOPMENT PLAN

S2.

Why did Brentwood Council decide to go for Option 1 (4,960 to 5,600 dwellings) when you know very well just how much Green Belt would have to be released (something we have all stood steadfastly against for years and years). You know very well how much investment would need to be made for subsequent necessary infrastructure to support this level of growth that you already state that there is no guarantee would be forthcoming.

A better case could have been made for Alternative Option 2. If Brentwood Council forced the Builders, who already have permission to build on various sites around the Borough, to actually get on with it, you may well have found that Option 1 was no longer applicable, the Green Belt would have been protected and new homes would have been more easily assimilated and infrastructure built as and when needed or no further building would be permitted.

CP4 West Horndon.

In the third paragraph of your 'Forward' in the Local Plan Document you state that the Plan aims to ensure that development happens in the right place, where it can do most good and least harm, with good access to facilities such as Healthcare, parks, schools, shops and public transport.

West Horndon has very little of the above as will be explained in the Appendix to this letter. Neither are the proposed houses in the right place where it will do the least harm. **IT WILL RUIN THE VILLAGE AND MAKE IT INTO A TOWN.**

The present facilities will be unsustainable and in some cases, unavailable.

Therefore, why has West Horndon been singled out for 43% of what amounts to Brentwood's problem whilst land to the north of the borough seems to have got off unscathed.

You state that the Council will work in partnership with the local community. Past partnerships have not been exactly successful or sustainable and I have very little faith that this situation will improve

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Reasons against the proposal to build 43% - of Brentwood's housing needs on to this small village of West Horndon

We only have two trains per hour and in rush hour they are already overcrowded when they arrive. Any effort to increase these will meet with swift resistance because it will mean altering the schedule of the thousands of people who rely on getting to work on time. The station car park is already full, mainly with people from Bulphan and Brentwood. There is still no access for the disabled because C2C now use the entrance on the other side of the bridge for training purposes. Furthermore, the bridge itself is suspect and is an accident site, which is why the lorries exiting the village come through the village.

The Doctors who operate a small surgery here will be unable to cope and since we have virtually no care services in place here and no transport to get to the clinics in Grays or Havering, it would seem necessary to build a Health Centre so that everyone's needs can be accommodated. (A 106 Agreement) The local hospital here is Basildon and this is also full and some 2000 new houses are to be built adjacent to the Hospital in the near future.

There are only three busses going into Brentwood from West Horndon apart from the school bus and these go up in the morning and turn around, and come straight back. All other busses turn around at Herongate.

The School is already full and any future vacancies will be taken up with the children, already resident and growing to school age. We will also require a senior school to be built because with the added amount of extra houses to be built around the Town Centre itself, then they too will be oversubscribed and our children no longer accepted.

There is very limited hiring space in the Village Hall and even we have difficulty in booking space.

The Parish Council will be overwhelmed and remember, these people are VOLUNTEERS.

This is a small village community that will be completely overwhelmed by an extra 1,500 dwellings on top of the 500 or so that is in existence.

We object most strongly to any development on the Green Belt and relaxing the rules now will have grave repercussions in Brentwood. The land at the back of Thorndon Avenue forms part of the METROPOLITAN GREEN BELT and is a lung to safeguard the spread of outer London to Southend. Doubts exist as to whether it would be wise to interfere with this, even if you could, which is doubtful.

That leaves us with the Industrial Sites. These have long been a bone of contention because of the size of the lorries now using this B road day and night. The noise generated especially at night is mainly due to the bad state of the road that was never intended to have this size of vehicle and is badly maintained.

The bridge over the railway has long been suspect - one of the reasons why the lorries do not use it and come through the village. Another survey should be made of this before committing more traffic to use it.

There are only three ways in and out of the village and all will be overcrowded. Thorndon Avenue will have no choice but to stay open with subsequent untold aggravation. There will have to be better access onto the A128 and St. Mary's Lane will have to have a footpath.

I ~~W~~ do not in principle object to some supply of housing but what you propose will destroy the community spirit that exists and why many people want to live here. If the industrial sites are used then up to some 500 dwellings could be built there. Add to this the sites in the village that already have planning permission but have not been built on then you have a sizable contribution to you needs.

I really feel that insufficient thought has been put into all your thinking and I ask you to think again. If Brentwood has insufficient land to build the required amount of housing then your problem lies with the Government and this should be addressed.

You should also be aware that due to the water from Brentwood flooding onto the a127 on Christmas Day, and pumped over the fields and into the flood alleviation scheme, which has not had any maintenance for some 30 years, this village is now a flood zone.