

GREAT BURSTEAD AND SOUTH GREEN VILLAGE COUNCIL (GB&SGVC)

REGULATION 18.3 CONSULTATION RESPONSE TO THE BASILDON BOROUGH DRAFT LOCAL PLAN 2023 – 2043

DATED: 12 JANUARY, 2026

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STRATEGIC OBJECTIVE RESPONSES

SO1: Protect and enhance the quality of the Local Environment

GB&SGVC has no confidence that the aspirations set out will be achieved. In fact, the quality of the environment will decrease.

SO2: Improve the quality and value of the Green Belt

The Green Belt will be decimated by this plan. When convenient, for over development purposes, Green Belt is Grey Belt. The loss of farmland, green vistas, and green buffers between settlements will be detrimental to the village.

SO3: Minimise our impact on the Environment

Far from minimising, the Local Plan maximises devastating effects on the environment.

SO4: Create vibrant and thriving town centres

Town Centres in the Basildon Borough have less and less footfall which is not helped by this Local Plan.

SO4: Create vibrant and thriving town centres

Since there is no plans for extra schools in our parish the contrary will be achieved.

SO6: Deliver a range of new homes to meet local needs

There is no evidence that the Village of Great Burstead and South Green needs all the new housing which will more than double its size. New homes may be needed but not on this gigantic scale.

SO7: Mitigate against the impact of Climate Change

The amount of extra vehicles in the parish will damage the environment with emission pollution. The impact will be terrible for residents' health with long term effects for future generations.

SO8: Help local people maintain healthier lifestyles

No amount of wishing or encouragement will stop people preferring the independence of driving their own vehicles. Buses will not be able to negotiate the grid locked roads caused by all the new developments bringing with them all those extra vehicles.

SO9: Enhance the quality of life for all

The decimation of a small village by targetted over development bringing with it the lack of sufficient health, education, and more vehicle emissions will damage the quality of village life.

SO10: Secure the delivery of supporting infrastructure

This objective is contrary to the content of the plan where infrastructure is lacking especially in a rural village with twisting country roads, over subscribed schools, no GP and a local hospital, rated by the Quality Care Commission, as inadequate.

INFRASTRUCTURE

Infrastructure in Great Burstead and South Green is inadequate and has not kept pace with the natural increase in population. The Parish has an Electorate of 4,873 with 8,000 Residents in 2,700 households. The introduction of new Housing Developments H1, H2 and H3 will further increase the inadequacy. It will also have a detrimental effect and compromise the values, identity and customs of Village Life resulting in Urban Sprawl (Soft Infrastructure).

Developments totalling 366, including a 76 bed Care Home, premises have already been granted with no additional Infrastructure to support them. A further 3,225 are Pending. The current policy at Basildon Council is to look at Planning Applications in isolation and therefore fails to consider the cumulative impacts during decision making. The National Planning Policy Framework (NPPF) requires this. There is no coordinated and deliverable infrastructure plan. A failure to plan is a plan to fail. Infrastructure should be delivered upfront or secured through firm deliverable plans.

Health Services

The Developments already agreed, 366 and the 3225 pending will add extreme additional pressure to Health Services already under pressure. We have just recently lost South Green GP Surgery that serviced the whole Parish. This resulted in its 3284 Patients, a figure that is well above the Office for National Statistics of 1700 (Oct 22) having to find alternative GP Services within Billericay. No evidence exists that extra patients can be accommodated as GP Surgeries are at capacity and struggle to take on additional Patients. Although Dental Practitioners operate in Billericay none offer additional NHS appointments.

Basildon Hospital, run by Mid and South Essex Trust, currently faces significant challenges with the Care Quality Commission rating it “Inadequate” overall in October 2025. It is dealing with serious leadership failures and risks to safety, particularly in urgent care and children’s services. Adding more Residents to an already overstretched Primary Care System without a clear, deliverable health care strategy will fail both our existing and future residents. There needs to be a clear funded expansion plan agreed with the NHS that is properly assessed and both deliverable and timely not theoretical. It should not be left to the Council and Developers to state that Healthcare Impacts can be addressed through “Appropriate Financial Contributions.”

Education

It can be clearly demonstrated that the schools in the area are already oversubscribed and cannot accommodate an influx of more children moving into the area. New resident’s children will require a variety of different school age placements. South Green Primary School is already oversubscribed: -

Infants capacity = 180 pupils

Current number on roll = 217 (37 over capacity)

Juniors capacity = 240 pupils

Current number on roll = 238 (2 places available)

School capacity = 420

Current number on roll 415 (5 available)

It is worth mentioning that as St Peter’s School attracts pupils from outside our Parish this in turn increases the traffic coming to and from the school. This school is experiencing severe congestion at school peak drop off and pick up times particularly in Coxes Farm Road. There is

conflict between cars and pedestrians because of the lack of any pavements forcing children and pedestrians into a single lane live carriageway.

The local Senior School, Billericay School capacity = 1,683 pupils

Current number on roll 1,713(30 over capacity)

Children who cannot gain a placement within existing schools will need to make their way to alternative schools outside the Parish by Public Transport or guardian's vehicles. Both will increase road traffic at peak traffic times.

Utilities

The introduction of all these major Developments will put extreme pressure on an existing network (Drinking Water - Sewerage – Foul Water Drainage) that was not designed for this level of Housing. Contact, as a matter of urgency, should be made to Anglian Water for their assessments. No planning decisions should be made unless the impact of these Major Developments is understood and proven that capacity exists, not assumed or deferred. Anglian Waters own pre-development guidance requires modelling and verification.

Waste Management

What plans exist to accommodate the substantial increase in Waste generated by this level of Developments. The impact on Landfills, Recycling Facilities and Treatment Plants must be assessed identifying proven capacity.

Roads

Assuming one vehicle per household the Granted and Pending planning applications will generate 3,560 additional vehicles. The addition of H3 will further considerably increase this number. The roads within Great Burstead and South Green and the main road (A129) that runs through our Village were not designed for this level of traffic. The Southend Road (A129) is already an extremely congested road with dangerous junctions. It is worth noting that no pavements currently exist along the A129 to facilitate Pedestrian access to and from H1 and H3 Developments. When the A129 is congested drivers look for alternative routes, this creates what is commonly known as "Rat Runs." Drivers use our Country Lanes to try and circumnavigate the congestion. These Roads, Coxes Farm Road, Outward Farm Road, Outward Common Road and Kennel Lane are predominately single lane roads, vehicles have insufficient width for two-way flow. HGVs exacerbate the problem. Additionally, these roads lack or have no pavements this produces conflict between cars, larger vehicles (HGVs) and Pedestrians, including Children, into the live carriageways.

Emergency Services

A total of 366 premises has already been Granted and 3,225 are Pending that is a total of 3,591 with more planned. It would be reckless to assume the current level of Policing, Ambulance and Fire Service is adequate. An urgent review is essential to consider the impact of this increase in Population and Premises. Billericay Police Station has since closed and given the extra congestion on the roads means the time taken to reach Great Burstead from Basildon Police Station puts our residents wellbeing is at risk.

Developers, and to some degree Basildon Council, appear to state or infer that Planning Applications are supported by infrastructure, however, there is no coordinated Infrastructure Strategy. A coordinated review must be urgently taken considering the following:

- Education
- Healthcare
- Highways Capacity
- Emergency Services
- Strategic Utilities

Political Pressure, both National and Local, should not be used to drive through Housing Policies that are not supported by the appropriate level of Infrastructure. The National Planning Policy Framework (NPPF) requires this. A failure to plan is a plan to fail. Infrastructure should be delivered upfront or secured through firm deliverable plans, not as an after thought and hope it happens. The current policy at Basildon Council is to look at Planning Applications in isolation and therefore fails to consider the cumulative impacts during decision making. The National Planning Policy Framework (NPPF) requires this.

Residents need more than just a residence they need: -

- To be able to send their Children to School
- To be able to access timely and accessible Health Services
- To feel safe in their environment
- To be able to traverse roads around the Village and immediate surrounding area.

Developments on this scale will only create Urban Sprawl, it should not compromise Great Burstead and South Greens Values, Customs and Village Life.

TRANSPORT AND TRAFFIC ISSUES

Southend Road (A129) from Billericay to Wickford is a busy main road with a number of unresolved issues:

Outwood Common Road The junction between this road and the A129 is a concern due to the number of accidents which have occurred there, one of which led to the death of a child.

Congestion is also a major problem at this junction at all times.

Coxes Farm Road is a small lane and, in some places, a single width road. There is a school close to the junction of this road and the A129. The catchment area for this school is not exclusively for Great Burstead and South Green children, therefore nearly all of the pupils have to be driven to school. This creates huge congestion twice a day during term time for pupils being dropped off and picked up along the A129 and Coxes Farm Road. The school have indicated that there are not enough parking facilities on the school site for their staff so they use the lane as a parking lot. This decreases the width of this small lane even further causing yet more congestion and safety issues.

Drivers to the school are parking opposite in the surrounding roads and walking across the pedestrian crossing on the busy A129 at peak 'rush hour' times. This again causes congestion along the A129 and surrounding roads.

On the proposed development plan for H1, the 'traveller site' is adjacent to the school. It would be more beneficial if this land were allotted to the school for parking. Thereby easing the traffic congestion on both roads and providing a safe environment for children to be dropped off and picked up at the school.

The A129 from Mill Road junction to the junction with Barleylands Road. The land either side of the road at this point is within the H1 and H3 areas for consideration. It is agricultural land which has been farmed for many years. The traffic from this type of land is usually one or two farm vehicles a week. If this land is to be considered for housing developments, the increase in traffic will be significant – approximately 4000 to 5000 vehicles with access onto this road.

Air Quality

A Transport meeting held via 'Teams' on 19th July 2024 had 11 Attendees from Great Burstead & South Green Village Council, Basildon Council, Essex Highways.org and Travelessex.co.uk. The discussion was around initiatives to improve bus times, routes and fares to encourage public transport usage and to help reduce reliance on private vehicles.

A new 10-year contract with Clear Channel for the 1400 bus shelters owned by Essex Highways in Essex was discussed (Some bus shelters are owned by local village and parish councils as well as private ownership i.e. Tesco etc. and are not included in this contract). The implementation of real time bus maps and timetables, ability to plan journeys and the £2 per single

trip deal extended until 31st December 2024. Unfortunately, there has been limited improvements around public transport in our area so far.

In June 2023 a paper was issued on the Essex Highways website regarding EVs and charging points (Essex Electric Vehicle Charge Point Strategy - Communications toolkit.Extracts below:

'In Essex, around half (49%) of CO₂e emissions are from transport and it is the largest contributor to poor air quality across any economic sector. Over half of these emissions come from cars and a third from heavy and light goods vehicles. Responding to the climate crisis, Essex County Council has committed to reducing the county's greenhouse gas emissions to net zero by 2050, in line with UK statutory commitments' 'Switching to electric vehicles (EV) will help contribute to the net zero goal and improve air quality, but to make this a reality and aid EV growth in the county, people need access to a reliable, convenient, accessible, and fairly priced network of EV charge points. The Essex Electric Vehicle Charge Point Strategy aims to support this by setting out how Essex County Council will work with local authority partners and the private sector to enable the delivery of changing points in key locations to maximise use – delivering the "the Right Charger in the Right Place". The strategy looks at an initial 2-3 year time frame (up to 2025) to specifically address charging infrastructure for EVs.'

To date the rate of commitment by the public for EVs has not grown significantly enough to mitigate reduced air quality. EV's are expensive to purchase, the Lithium batteries are costly to replace, recycling these used batteries is challenging and the increased weight of EV's using our roads causes a degradation of the road structure and we have all suffered the resultant pot holes. Unfortunately, again there has been limited improvements around these issues in our area.

- The local plan needs to have a provision for the upgrade of the main roads where extensive housing is to be considered.
- Junctions along the A129 where nearly 2600 homes are being proposed need to be made safer for both road users and pedestrians.
- Increase in frequency and punctuality of public transport along these routes needs to be considered to ease congestion and protect air quality where extensive housing is being considered.
- A more beneficial use of the land adjacent to St Peters School in Coxes Farm Road for parking would ease congestion as well as provide a safe environment for pupils attending the school and the surrounding roads.

ENVIRONMENTAL

Air Quality

Dept. for Transport paper; Transport and environment statistics: 2023 (2021 data) – published 19/10/2023. This report states that:

"Cars did 75% of road vehicle mileage with 57% of road vehicle emissions. Van emissions did 18% of road vehicle mileage with 18% of road vehicle emissions. Currently this shows that Basildon area produced 258.6ktCO₂e (kilo tonnes CO₂ equivalent) in 2021. Specific figures are not in the report for the previous year BUT it does say the average increase on 2020 was 9.4%"

According to a report by Southend-on-Sea Borough Council, of 205,103 households there are 270,752 cars, being an average of 1.32 cars per household. If we apply this figure to our village, 1.32 cars per household with 2,700 extra households is an increase of 3,564 cars for H1, H2 and H3 alone. Bearing in mind that Southend Council figures are an average and that the public transport here is minimal, it can be safe to assume that the car ownership will be much higher in these areas, which will only worsen the situation

Dept. for Transport paper; NTS 2024: Household car availability and trends in car trips – published 27/08/25

This shows that 34% of households have two or more cars, across the UK. As this includes households that do not have access to a vehicle it seems fair to assume that as this area is considered

above average for earnings and property ownership the car ownership will be above the national average by a considerable margin.

Surely, an increase in our village of approx. 2,700 households an increase of a further 2,700 households (H1, H2 and H3) can only mean that it will increase far above the national norm. This will have a detrimental effect on air quality in the area. Whilst it can be said that the wind may take it away, on still days it is likely to increase respiratory issues amongst the vulnerable and elderly and possibly exceed accepted levels of exhaust gases. Whilst electric car ownership has increased, it has slowed and is slowing, so that petrol and diesel will probably still be the main fuel used for the foreseeable future.

Residential

Essex Wildlife Trust and the RSPB are warning that “the UK Government’s blinkered “Build Baby Build “agenda is creating a perfect storm of threats to nature, and that this is at odds with the public’s ambition for protecting wildlife habits which is at an all-time high.” This being their statement on 25/11/25. There does not appear to be any data directly on our area but with the loss of so much farmland, hedgerows, trees and ditches, the effect on this area must be large and above the national average. These developments total, in the region of, 411 hectares of Green Belt Land, so the loss of habitat is surely considerable.

Currently, with the Kennel Lane development, Southend Road and Maitland Lodge there has been an increase on sighting of Badgers and Foxes in the Grange Road area, which suggest that there is already a loss of habitat already and that’s without H1, H2 & H3.

Whilst Basildon Council are aiming for net zero greenhouse gas emissions by 2050 it begs the question of how this can be achieved with so much building going on, using a lot more Gas, Electricity and Oil for domestic heating.

Water

Aberton reservoir was increased in capacity as of 2013. Hanningfield reservoir has not been increased in capacity.

Whilst increase in capacity is impressive, bearing in mind that this is one of the driest parts of the country, neither of these reservoirs has been full in the last few years. Essex & Suffolk Water have said that current storage levels in East England, as of late 2025 are below average.

Therefore, why are so many homes to be developed in an area where there may not be sufficient water to supply them.

Sewage

It is of concern that, according to the “Anglian Water Storm Overflow Activity” report, published by The Rivers Trust, as recently as the information below there have been sewage discharges;

11/08/25 Storm Overflow ID: AWS01237 discharged into the Upper River Crouch for 15 minutes.

23/10/25 Storm Overflow ID: AWS01236 discharged into the Upper River Crouch for 2 hours 15 minutes.

23/10/25 Storm Overflow ID: AWS01495 discharged into the River Crouch for 1 hours 26 minutes.

23/11/25 Storm Overflow ID: AWS00962 discharged into the Outwood Common Tributary of the River Crouch for 4 minutes.

Surely, the increase in dwellings of another 2,700 homes on top of the current 2,700 will only worsen this situation, especially as there is no known improvement planned for these services.

Traffic

Whilst there have been traffic surveys by Essex Highways in the last few years none seem to have addressed the bottle neck caused by the proximity of St. Peters School to the A129 Southend Road, Mill Road and Coxes Farm Road. This junction combination causes mayhem at school start and finish times. We have had reports from residents saying that it can take 15 minutes to just get from

Outwood Common Road, going south, to pass Mill Road. This being caused by a mixture of traffic, parking badly and a Lollipop person. Also, children do cross the road elsewhere.

Also, it is normal for Coxes Farm Road to get blocked with a combination of normal traffic flow, school parents and delivery vehicles.

Currently, part of the land that will form part of H1 is owned by the Diocese of Brentwood which owns St. Peter's School. Would it therefore not be prudent for Basildon Council to insist that parking for the school should be included in H1.

We also have concern with the position of the Travellers site as this is in Coxes Farm Road. Our understanding is that whilst the occupants can have dwellings, on these sites they also are allowed to bring caravans to the site. This surely is the wrong place to position such a site as Coxes Farm Road is a single lane country lane not necessarily built for this traffic.

Overall, we are seriously concerned at the amount of traffic that will start using the country lanes, which are only one car wide, as rat runs to try to avoid congestion on the A129.

In conclusion, whilst the Local Plan may comply with criteria laid down by government, it is a dereliction of duty for Basildon Council to propose and allow so much building. Basildon Council has a duty of care to its residents, whether it is exactly within their remit or not to consider these elements. Especially as it is all on Green Belt.

Basildon Council under its Duty of Care to its residents should not proceed with the Local Plan in its current form, in this area.

GREEN BELT LAND

Local Plan H1 / H2 / H3

Green Belt land refers to designated areas of open countryside and undeveloped land surrounding major urban centres in the United Kingdom. The primary purpose of these areas is to prevent urban sprawl, safeguard the countryside from encroachment, and maintain the distinct character of towns and villages. The concept was first outlined in the 1930s and formally introduced after the Second World War, becoming a fundamental aspect of British urban planning policy.

Main Objectives of Green Belt Policy

- Preventing Urban Sprawl: Green Belt land restricts the unchecked expansion of cities and towns, ensuring that development does not spread into the countryside.
- Protecting the Countryside: These areas preserve natural landscapes, agricultural land, and habitats for wildlife, contributing to biodiversity and recreational opportunities.
- Maintaining Distinct Settlements: By limiting development, Green Belts help maintain clear boundaries between neighbouring towns and villages, preserving their unique identities.
- Encouraging Urban Regeneration: The Green Belt policy encourages developers to focus on brownfield sites (previously developed land) within urban areas rather than building on undeveloped greenfield sites.

Strict planning controls apply to Green Belt land, generally prohibiting new buildings and significant changes to the landscape. However, some exceptions exist for developments that are considered essential, such as agricultural buildings, outdoor recreational facilities, or infrastructure projects. Any proposal to build on Green Belt land undergoes rigorous scrutiny and must demonstrate a clear benefit to the community.

- to check the unrestricted sprawl of large built up areas
- to prevent neighbouring towns from merging into one another
- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

Basildon Council has adopted local planning policy to control development in the Green Belt, which is contained within the Local Plan.

Green Belt land remains a cornerstone of British planning policy, shaping the development of urban and rural areas alike. Its protection helps to preserve the character of the countryside, support biodiversity, and encourage sustainable urban growth. Understanding the Green Belt's role is essential for anyone interested in land use, environmental conservation, or urban planning in the United Kingdom.

In conclusion, Great Burstead and South Green is currently a construction site of housing developments on Green Belt land with more developments being planned on Green Belt land at H1, H2 and H3. Although the Local Plan pays lip service to the preservation of the Green Belt in reality Great Burstead and South Green is becoming an urban sprawl that will merge with other parishes. Basildon Borough Council has passed and will pass, to fulfil government objectives, more developments on Green Belt land. GB&SGVC has no confidence in the Local Plan protecting the Green Belt.

HOUSING ISSUES

The village of Great Burstead and South Green currently has approximately 2700 households, which equates to approximately 8000 residents. The housing allocations of sites H1, H2 and H3 could equate to 3870 dwellings at best and 4200 dwellings at the higher end of the indicative housing capacity; even the lower end of the scale would double the size of the village.

Great Burstead and South Green Village Council are fully aware of the need to build housing and affordable housing provides assistance to get on the property ladder which is welcomed, but we firmly believe that Great Burstead and South Green has been targeted and given an unfairly large housing allocation; this will lead to the Village losing its character, charm and semi-rural feel.

It is noted that *'Development must respond sensitively to the Great Burstead Conservation Area'* however, the plan lacks any detail as to how this will happen and if/how current residents will be consulted.

The development of H1, H2 and H3 will lead to the loss of 411 hectares of agricultural land, woodland and mature hedgerows that surrounds the villages and will create an entirely new neighbourhood on the site of H1. The majority of this land is Green Belt which appears to have been reclassified as Grey Belt to suit the Local Plan. Great Burstead and South Green Village Council oppose any development on Green Belt. South Green has already suffered the development of 99 new homes built on land off Southend Road, alongside 50 at Maitland Lodge and another 200 at Kennel Lane: the area is being unfairly impacted by excessive housing developments and the current infrastructure is unable to absorb this influx of housing.

It is noted that the phased development of these sites is planned to take place throughout the entire time frame of the proposed Local Plan starting in 2025 and ending in 2043: this means that residents will experience significant disruption to their daily lives for 20 years having to endure the constant HGVs delivering to the sites alongside the challenge of navigating the ongoing traffic lights and traffic jams leading to and from the sites.

In conclusion, most concerning of all is the current lack of infrastructure which is already unable to cope with the additional homes that are being built. Extra new homes will be an added burden on over stretched infrastructure. Basildon Hospital is now classed as inadequate, we have no GP surgery, the schools are over subscribed and the highways are gridlocked at peak times. New residents and existing residents will be affected by over development with no additional infrastructure.

POLICY HOU4: Gypsy and Traveller Accommodation

Whilst accepting that gypsy and traveller accommodation must be provided within the Local Plan Great Burstead and South Green Village Council has objections:

"Within Strategic Housing Allocations, residential development proposals on strategic sites providing 400+ units will be required to provide a number of pitches. These should be provided

within the strategic allocation site, or by the provision of pitches on alternative land within Basildon Borough that meets the criteria set out in policy HOU7. ” (page 82)

Great Burstead and South Green is an inappropriate location for gypsy and traveller sites. Currently a planning application has been submitted for 1,100 houses (25/01466/OUT) incorporating gypsy and traveller pitches beside a school playing field within a settled residential road. A highly inappropriate location both for residents and the school but not only that it is unfair on the gypsy and traveller community to be sited in such an area when they should have a more private location.

- GB&SGVC observes from the sites allocated within the Local Plan H1, H2, H3 and H22 that units will easily exceed 400+ and thus become liable to provide gypsy and traveller sites. This is wholly unacceptable to both existing residents and new residents. Additionally, the gypsy and traveller sites should be at locations that provide them with privacy within their community.
- GB&SGVC has no faith that the Local Plan will protect our parish from unwarranted over development which brings with it allocation of gypsy and traveller sites. It also has no confidence that the gypsy and traveller community will be provided with appropriate sites.
- GB&SGVC strongly states that gypsy and traveller sites should not be placed within residential areas in the parish. Gypsy and traveller sites should enable that community to have privacy and dignity which would not be possible within residential areas
- GB&SGVC has no confidence that the Local Plan will provide appropriate sites for gypsy and traveller sites.

QUALITY OF LIFE

The below objection to the proposed **H1**, **H2** and **H3** developments cover quality of life for existing and new residents, loss of important and established agricultural land and local jobs associated with maintaining that land and ancillary services, such as delivering the produce to consumers, both locally and nationally.

Our parish is a small village in a rural setting, surrounded by Green Belt land and associated access to public walkways, bridal paths and the countryside in general. These are all important for the wellbeing and mental health of our residents, many of who lead stressful working lives and rely on the calm and tranquil surrounds to re-set after the working day/week is done.

To destroy this environment, as is planned under the proposed excessive over developments, will have a direct negative impact to the general and mental health of the current residents of our village and also any new residents that find themselves living in these proposed development parcels.

Noise and environmental pollution will also be driven to unacceptable levels, due to the multiple construction phases and sustained volume of industrial traffic that will be required to visit the proposed development sites throughout the duration of their construction. This could last for several years, as developments are drip fed onto the market, in order for the developers to maximise their profits at the expense of the local environment and residents' wellbeing.

Under the very conservative assumption that each proposed dwelling will have only 1 car, the increase in pollution levels in and around the proposed developments will have a direct negative impact on air quality.

How can it be thought of as appropriate or sensible to completely destroy the current village environment, box people who need access to the countryside for their physical and mental wellbeing into ever decreasing pockets of available recreational land and impose such high level of noise and emissions pollution, especially in the vicinity of St. Peter's Primary School?

In certain towns and cities around the country, including London under the current mayor, many roads that are in the vicinity of schools are actually vehicle free zones, as it is well acknowledged that it is irresponsible and dangerous to subject children to excessive traffic fumes.

These children's quality of life is already compromised by the existing traffic that they have to negotiate on their way to and from school. Now the developers of these parcels are proposing to further reduce their quality of life by making them inhale increasing levels of noxious fumes, caused by excessive traffic.

There is also the quality of life of the wildlife that currently inhabit the proposed development sites to be considered. There are rare birds that feed and breed on this land as well as deer, foxes, bats and hedgehogs. They have no voice in the destruction that will be brought upon them, should these plans go ahead.

Loss of important and established agricultural land and local jobs

We live in an uncertain world, where it is becoming increasingly obvious that our historical reliance on overseas partners for many of the necessities and comforts that we have all enjoyed over the years can no longer be relied upon. The most vital of these must surely be food security.

A country that cannot feed its population is doomed to decay and decline. The fight to procure an ever-decreasing amount of food produce, will destroy the cohesion and social fabric both locally and across the land. Furthermore, the cost of this produce will increase exponentially as a growing population compete with each other to secure a diminishing supply of staple ingredients required for life. This will impact everyone's quality of life across our nations.

There is an economic impact to this as well. The farmland being proposed for destruction provides livelihoods to the people who work the land and the people employed throughout the supply chain to bring this produce to the consumer. What jobs are going to be created locally, to protect their quality of life ?

When you also consider that new residents will need employment and the roads are already unviable for commuting at peak times, plus the local train stations are already nearing the pre pandemic maximum capacity levels, the quality of life to all residents (new and old) is not being seriously considered by the people proposing these developments.

SUMMARY REQUEST

Great Burstead and South Green Village Council requests that decision makers in local and central government positions will see these plans for what they are. They are a shameless attempt to create wealth for the land owners and to reach unrealistic building targets at the expense of the people who will move into these new dwellings, as well as the current residents and wildlife within the area, which will see their quality of life diminish massively, due to the impact of these unnecessary and ill thought out over developments.