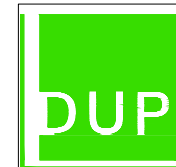


KEY

- Business and Residential development sites within the Local Plan
- Proposed location of the new West Horndon Interchange.
- Local Primary School that may require expansion to cope with growth
- - - 800m or 10 minute Walking Zone from origin/destination
- - - 1600m or 10 minute Cycling Zone from origin/destination
- New segregated two-way Cycle ways delivered by each development to encourage use to and from Interchange
- New Bus route/routes from the development sites to the new interchange funded by the developments
- Future route for Essex wide fast transit system which will be required to support developments beyond 2033.

COMMENTARY

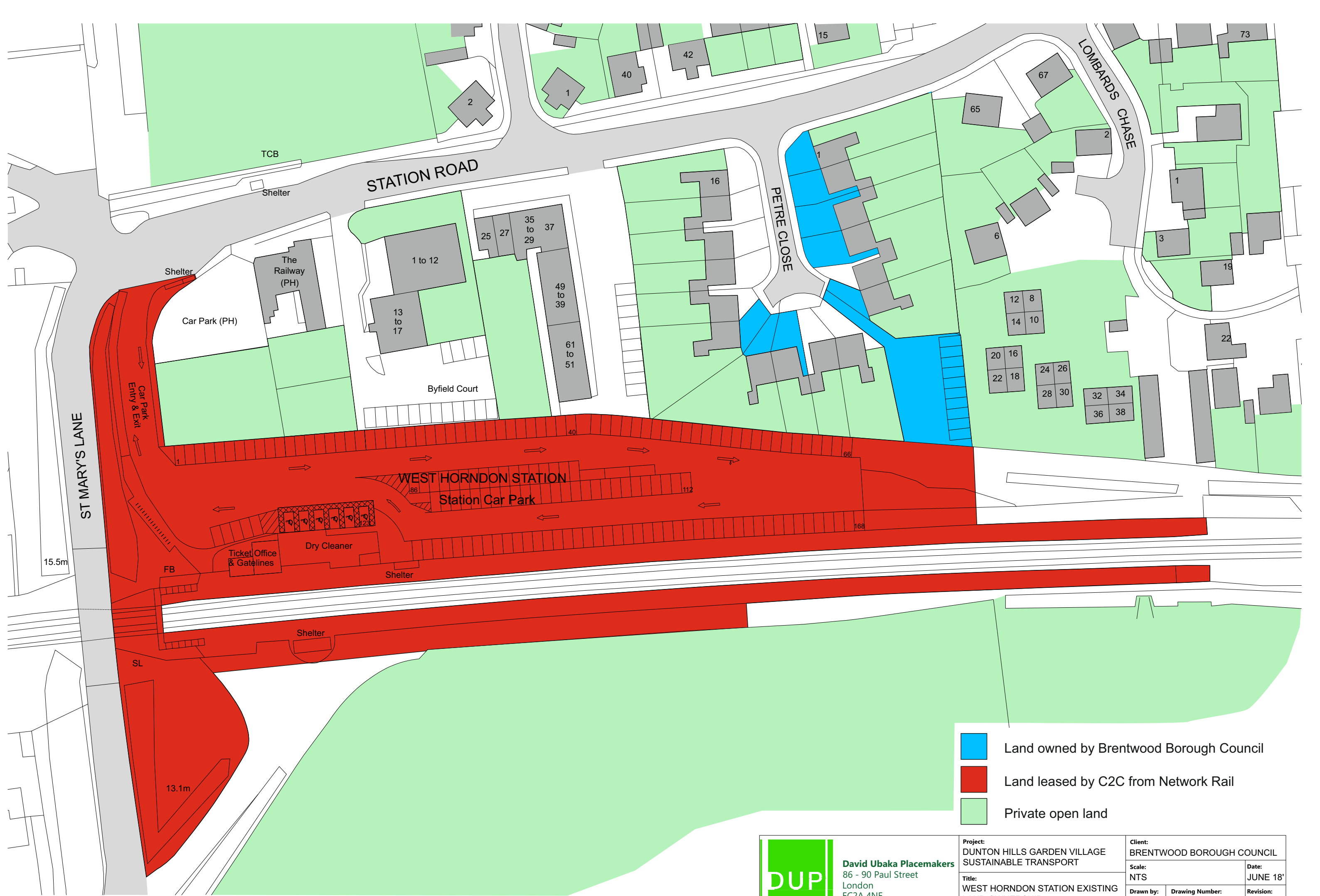
Within the Local Plan there is a recognition that provision of sustainable transport in the South of the Borough is poor. To mitigate the impact of the two employment sites and two residential sites new area specific Sustainable Transport Measures will be created centred around West Horndon which is centrally between the four sites. These measures will seek to deliver a neutral traffic impact for these sites on the existing the Highway infrastructure i.e. the A127, A128, and M25 J29. The measures would also seek to reduce the need for northward movements into central Brentwood. Provision is proposed for a segregated cycling route attached to the side of the existing junction bridge and a new bus route. Electric Car clubs will be required in DHGV and the other sites. We propose over the lifetime of this plan that the improvements to the station and associated bus and cycle infrastructure are phased to create a new interchange. An increased capacity on the existing train service will be central to the new cycling, walking and bus movements of the new residents and employees accessing the four sites.



David Ubaka Placemakers
86 - 90 Paul Street
London
EC2A 4NE.

Project:
LOCAL PLAN - SUSTAINABLE
TRANSPORT MEASURES
Title:
WEST HORNDON INTERCHANGE &
SOUTHERN DEVELOPMENT SITES

Client: BRENTWOOD BOROUGH COUNCIL	
Scale: NTS	Date: JUNE 18'
Drawn by: DUP/BBC/LP/SK04	Revision: ---



- Land owned by Brentwood Borough Council
- Land leased by C2C from Network Rail
- Private open land

DUP

David Ubaka Placemakers

86 - 90 Paul Street

London

EC2A 4NE.

Project:

DUNTON HILLS GARDEN VILLAGE SUSTAINABLE TRANSPORT

Title:

WEST HORNDON STATION EXISTING LAND OWNERSHIP

Client:

BRENTWOOD BOROUGH COUNCIL

Scale:

NTS

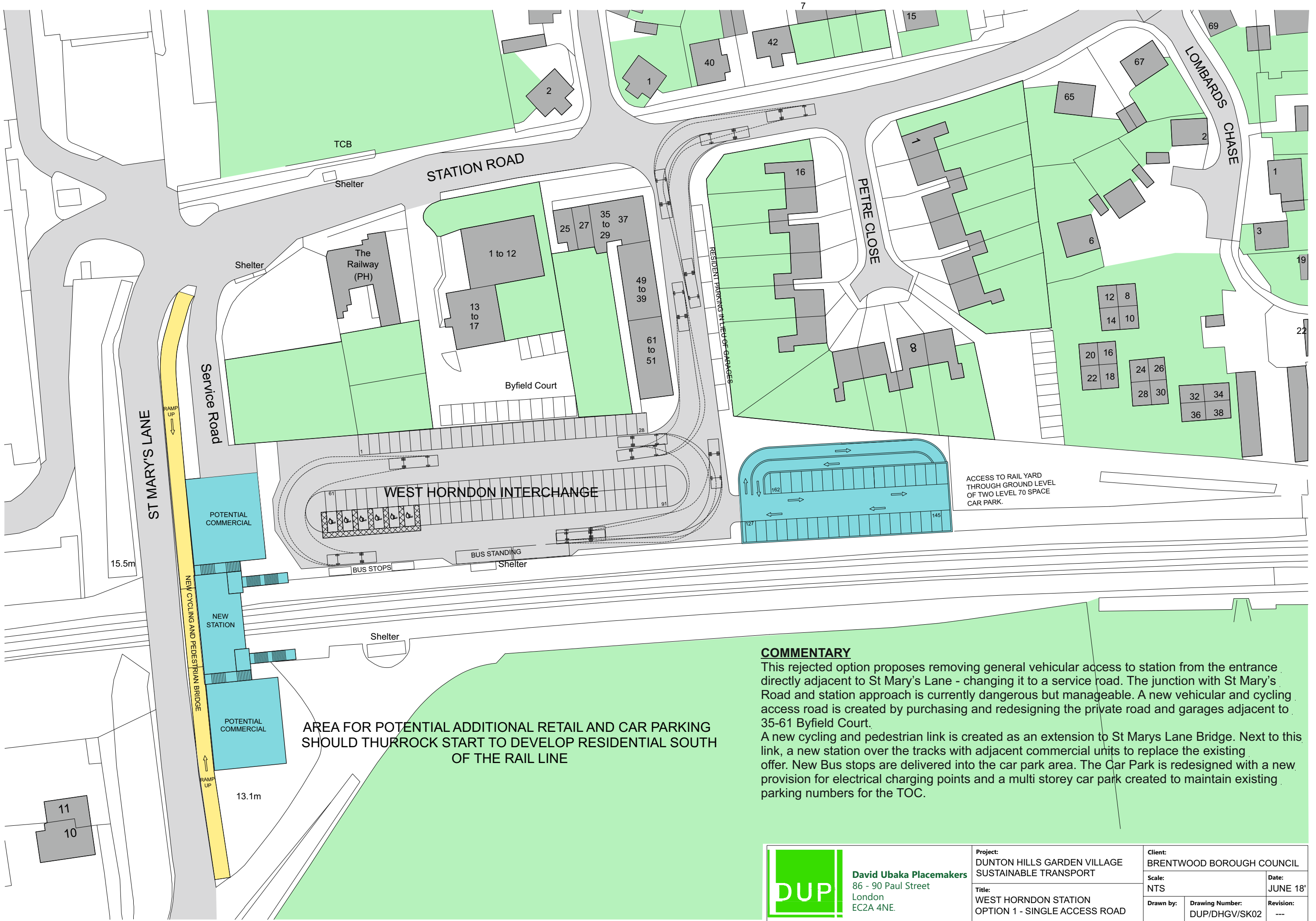
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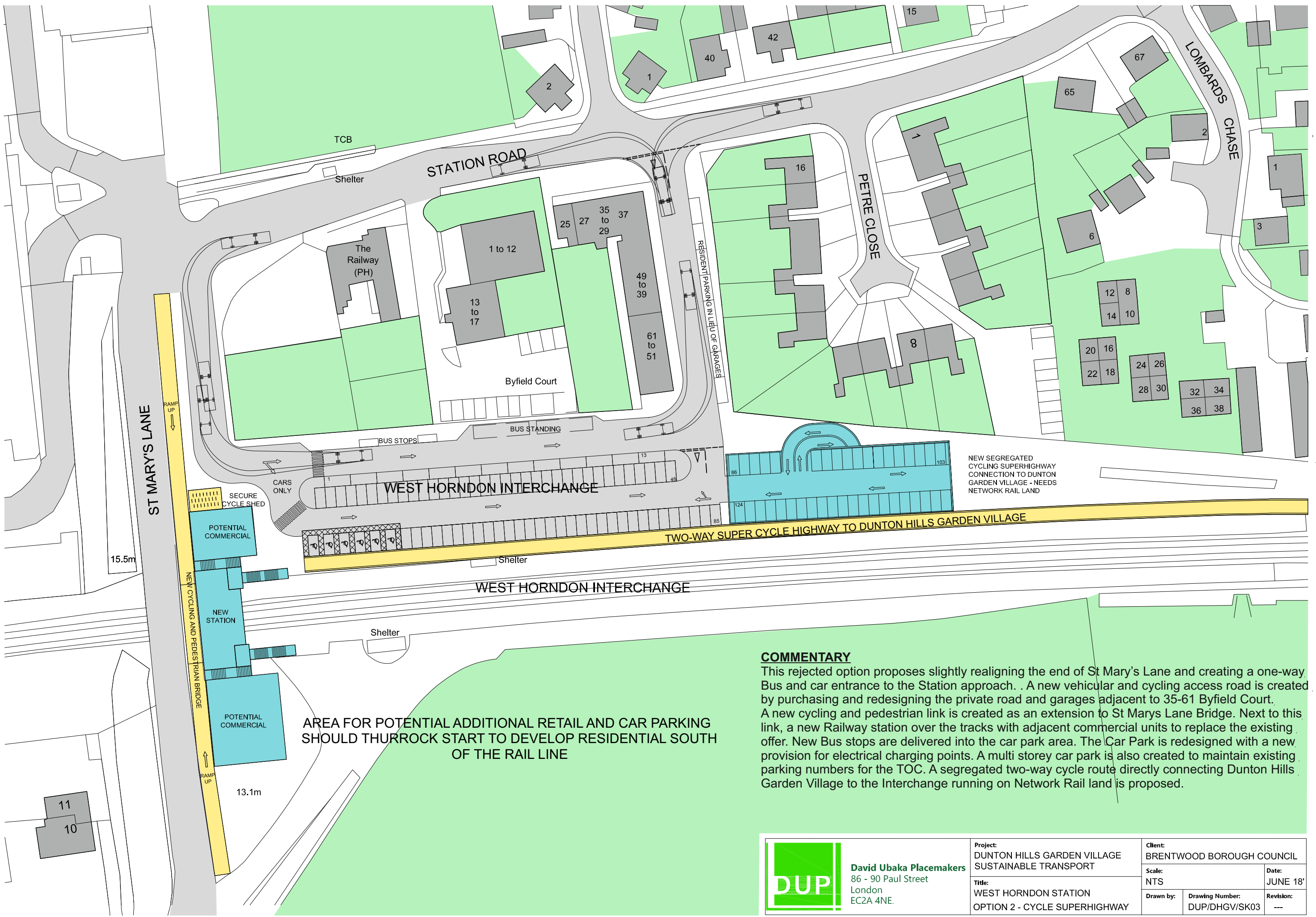
Date:

JUNE 18'

Revision:

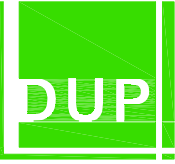


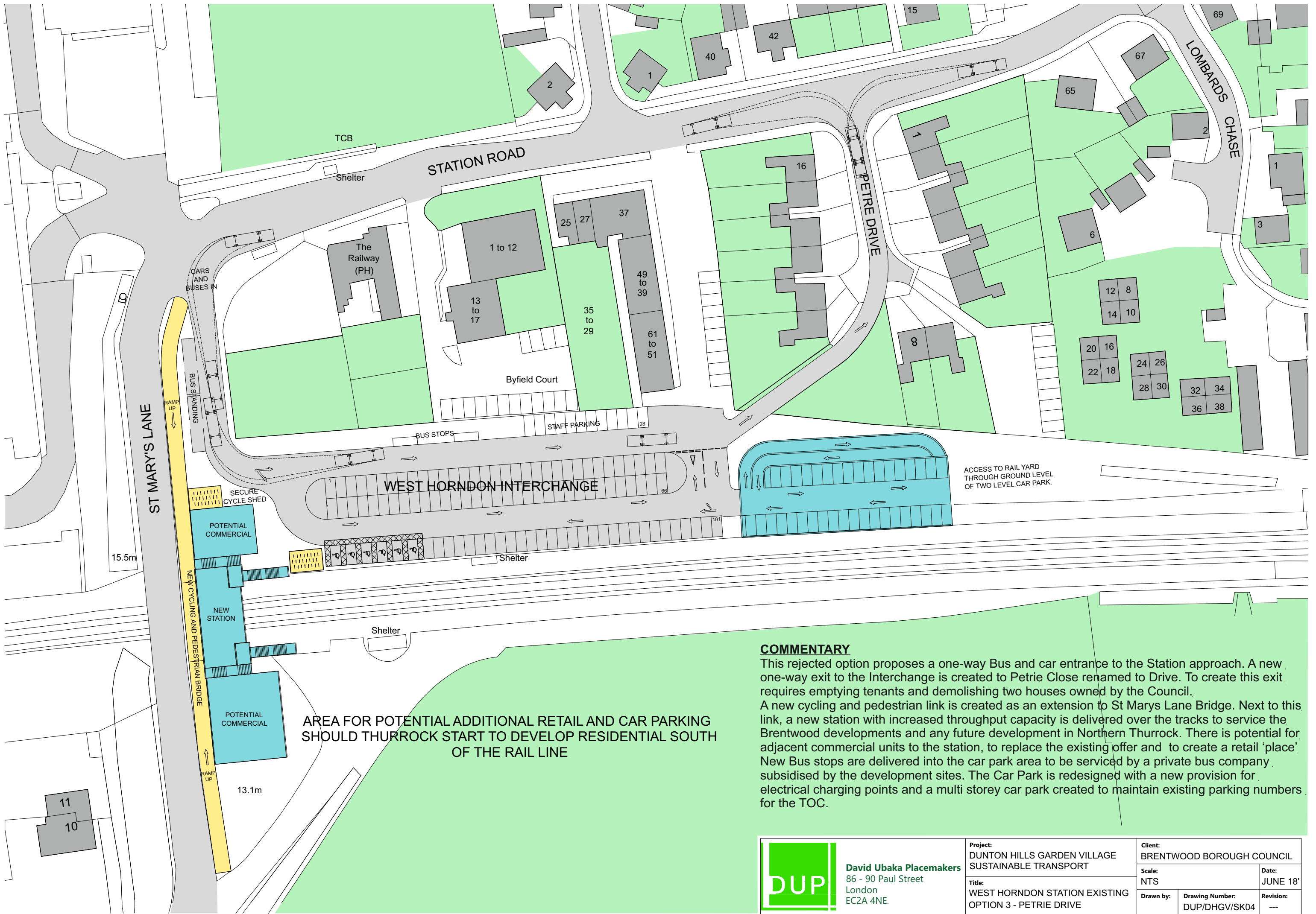
 David Ubaka Placemakers 86 - 90 Paul Street London EC2A 4NE.	Project: DUNTON HILLS GARDEN VILLAGE SUSTAINABLE TRANSPORT		Client: BRENTWOOD BOROUGH COUNCIL	
	Title: WEST HORNDON STATION OPTION 1 - SINGLE ACCESS ROAD		Scale: NTS	Date: JUNE 18'
	Drawn by:	Drawing Number: DUP/DHGV/SK02	Revision: ----	



COMMENTARY

This rejected option proposes slightly realigning the end of St Mary's Lane and creating a one-way Bus and car entrance to the Station approach. . A new vehicular and cycling access road is created by purchasing and redesigning the private road and garages adjacent to 35-61 Byfield Court. A new cycling and pedestrian link is created as an extension to St Marys Lane Bridge. Next to this link, a new Railway station over the tracks with adjacent commercial units to replace the existing offer. New Bus stops are delivered into the car park area. The Car Park is redesigned with a new provision for electrical charging points. A multi storey car park is also created to maintain existing parking numbers for the TOC. A segregated two-way cycle route directly connecting Dunton Hills Garden Village to the Interchange running on Network Rail land is proposed.

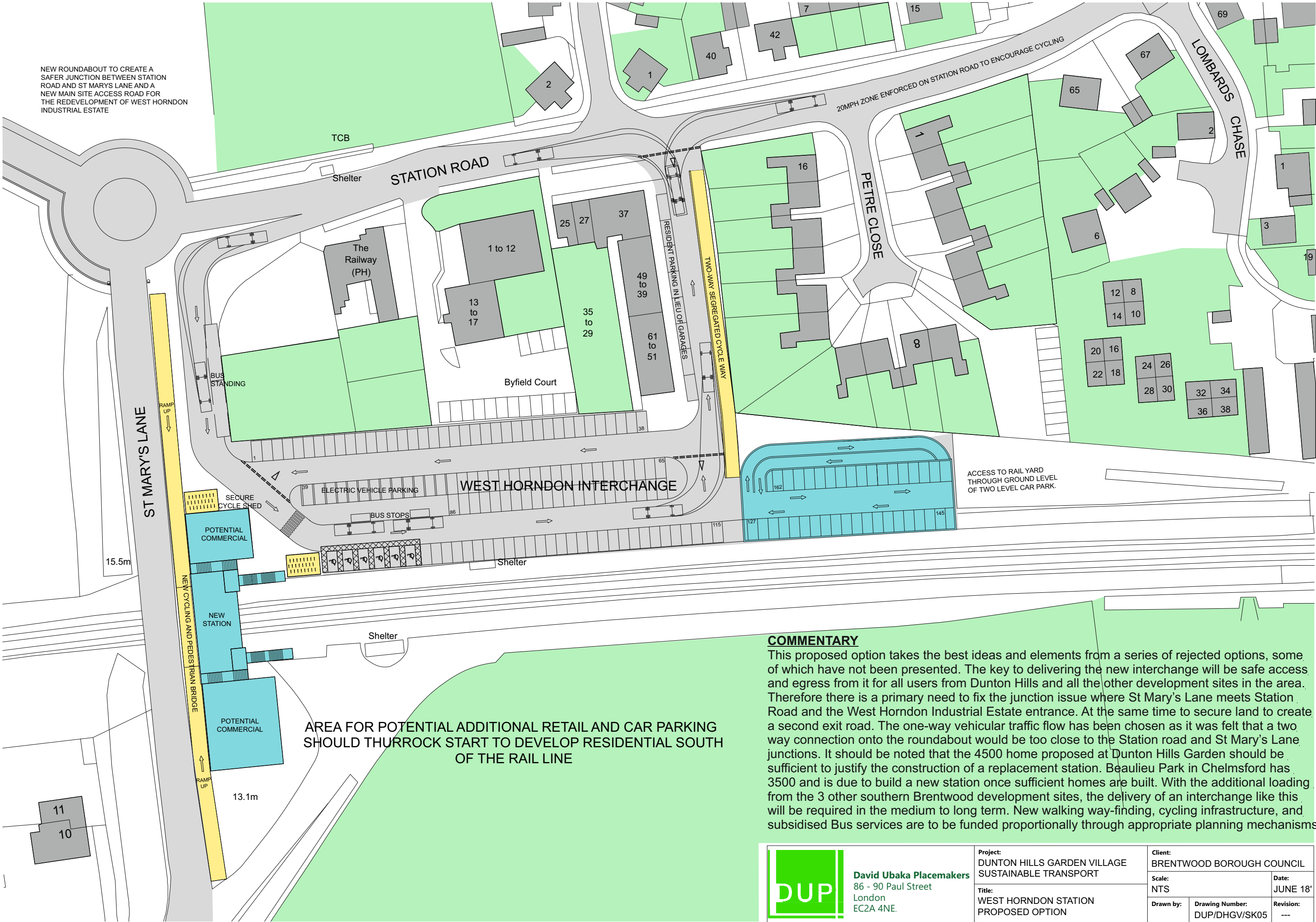
 David Ubaka Placemakers 86 - 90 Paul Street London EC2A 4NE.	Project: DUNTON HILLS GARDEN VILLAGE SUSTAINABLE TRANSPORT		Client: BRENTWOOD BOROUGH COUNCIL	
	Title: WEST HORNDON STATION OPTION 2 - CYCLE SUPERHIGHWAY		Scale: NTS	Date: JUNE 18'
			Drawn by:	Revision:
			Drawing Number: DUP/DHGV/SK03	---

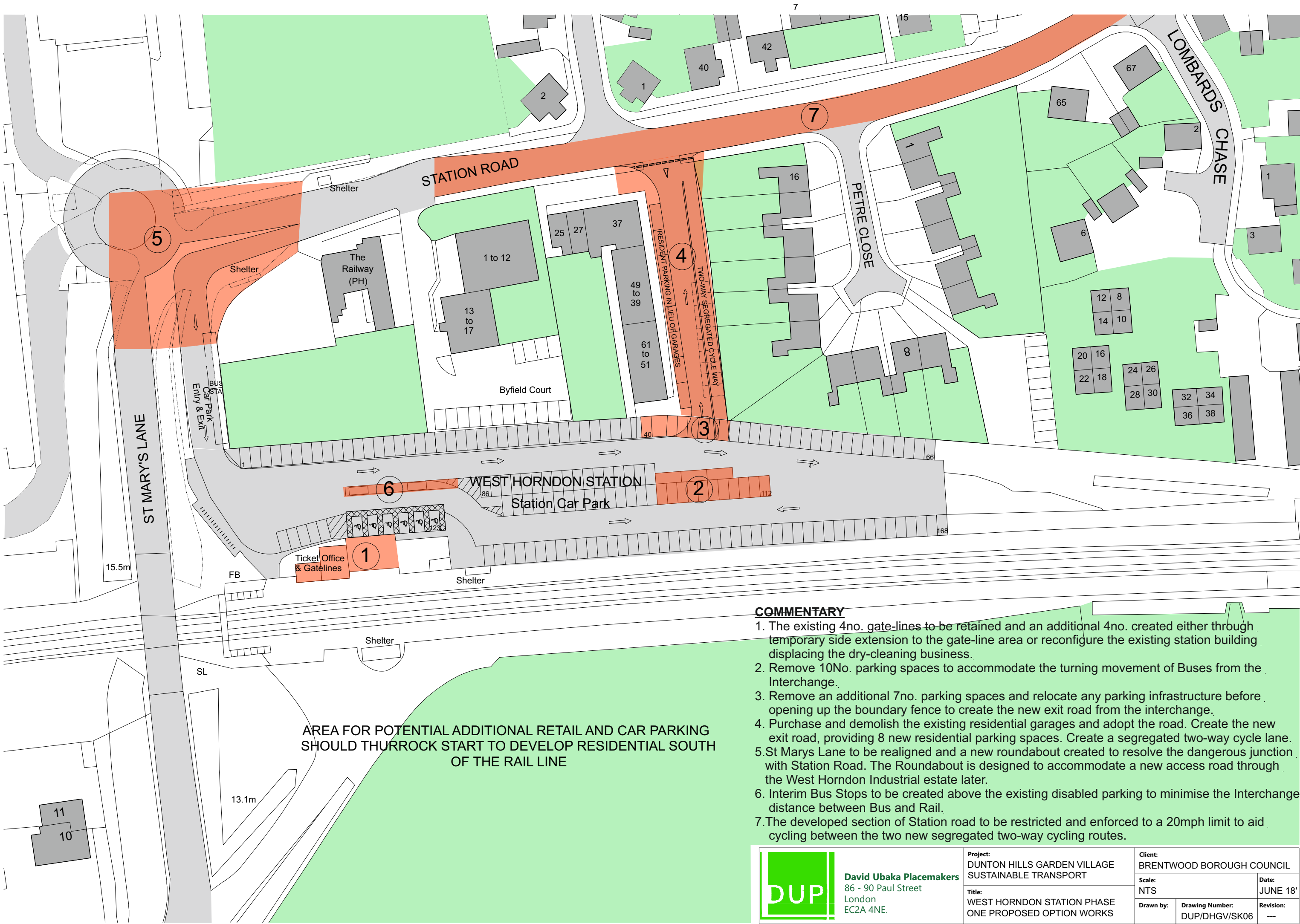


COMMENTARY

This rejected option proposes a one-way Bus and car entrance to the Station approach. A new one-way exit to the Interchange is created to Petrie Close renamed to Drive. To create this exit requires emptying tenants and demolishing two houses owned by the Council. A new cycling and pedestrian link is created as an extension to St Marys Lane Bridge. Next to this link, a new station with increased throughput capacity is delivered over the tracks to service the Brentwood developments and any future development in Northern Thurrock. There is potential for adjacent commercial units to the station, to replace the existing offer and to create a retail 'place' New Bus stops are delivered into the car park area to be serviced by a private bus company subsidised by the development sites. The Car Park is redesigned with a new provision for electrical charging points and a multi storey car park created to maintain existing parking numbers for the TOC.


 David Ubaka Placemakers 86 - 90 Paul Street London EC2A 4NE.	Project: DUNTON HILLS GARDEN VILLAGE SUSTAINABLE TRANSPORT		Client: BRENTWOOD BOROUGH COUNCIL	
	Title: WEST HORNDON STATION EXISTING OPTION 3 - PETRIE DRIVE		Scale: NTS	Date: JUNE 18'
			Drawn by:	Revision:
			Drawing Number: DUP/DHGV/SK04	---

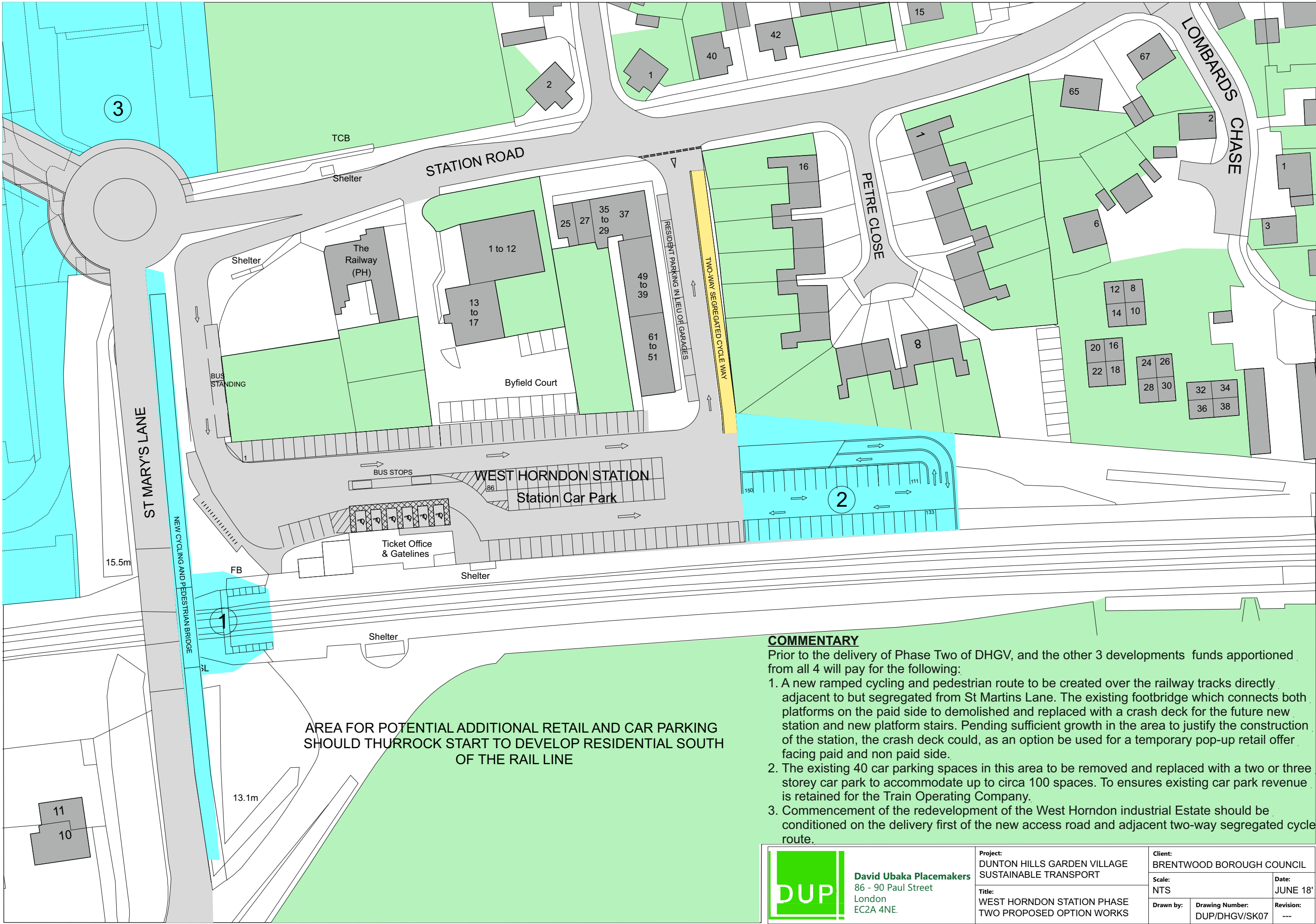




COMMENTARY

- 1. The existing 4no. gate-lines to be retained and an additional 4no. created either through temporary side extension to the gate-line area or reconfigure the existing station building displacing the dry-cleaning business.
- 2. Remove 10No. parking spaces to accommodate the turning movement of Buses from the Interchange.
- 3. Remove an additional 7no. parking spaces and relocate any parking infrastructure before opening up the boundary fence to create the new exit road from the interchange.
- 4. Purchase and demolish the existing residential garages and adopt the road. Create the new exit road, providing 8 new residential parking spaces. Create a segregated two-way cycle lane.
- 5. St Marys Lane to be realigned and a new roundabout created to resolve the dangerous junction with Station Road. The Roundabout is designed to accommodate a new access road through the West Horndon Industrial estate later.
- 6. Interim Bus Stops to be created above the existing disabled parking to minimise the Interchange distance between Bus and Rail.
- 7. The developed section of Station road to be restricted and enforced to a 20mph limit to aid cycling between the two new segregated two-way cycling routes.

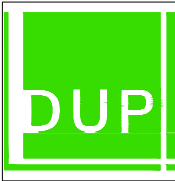
 <div>David Ubaka Placemakers 86 - 90 Paul Street London EC2A 4NE.</div>	Project: DUNTON HILLS GARDEN VILLAGE SUSTAINABLE TRANSPORT		Client: BRENTWOOD BOROUGH COUNCIL	
	Title: WEST HORNDON STATION PHASE ONE PROPOSED OPTION WORKS		Scale: NTS	Date: JUNE 18'
			Drawn by: DUP/DHGV/SK06	Revision: ---

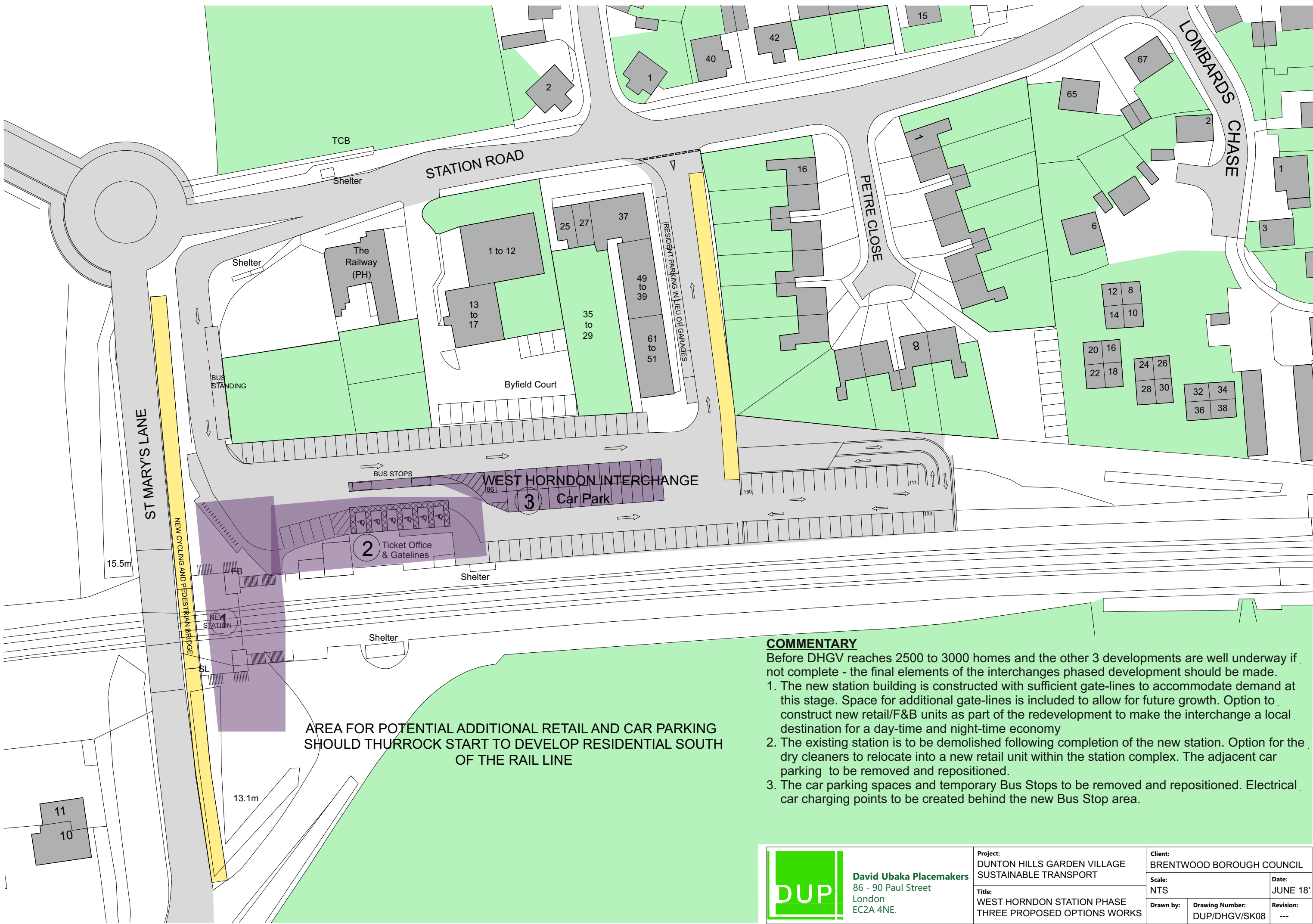


COMMENTARY

Prior to the delivery of Phase Two of DHGV, and the other 3 developments funds apportioned from all 4 will pay for the following:

1. A new ramped cycling and pedestrian route to be created over the railway tracks directly adjacent to but segregated from St Martins Lane. The existing footbridge which connects both platforms on the paid side to demolished and replaced with a crash deck for the future new station and new platform stairs. Pending sufficient growth in the area to justify the construction of the station, the crash deck could, as an option be used for a temporary pop-up retail offer facing paid and non paid side.
2. The existing 40 car parking spaces in this area to be removed and replaced with a two or three storey car park to accommodate up to circa 100 spaces. To ensures existing car park revenue is retained for the Train Operating Company.
3. Commencement of the redevelopment of the West Horndon industrial Estate should be conditioned on the delivery first of the new access road and adjacent two-way segregated cycle route.


 David Ubaka Placemakers 86 - 90 Paul Street London EC2A 4NE.	Project: DUNTON HILLS GARDEN VILLAGE SUSTAINABLE TRANSPORT		Client: BRENTWOOD BOROUGH COUNCIL	
	Title: WEST HORNDON STATION PHASE TWO PROPOSED OPTION WORKS		Scale: NTS	Date: JUNE 18'
			Drawn by:	Revision:
			Drawing Number: DUP/DHGV/SK07	---



COMMENTARY

Before DHGV reaches 2500 to 3000 homes and the other 3 developments are well underway if not complete - the final elements of the interchanges phased development should be made.

1. The new station building is constructed with sufficient gate-lines to accommodate demand at this stage. Space for additional gate-lines is included to allow for future growth. Option to construct new retail/F&B units as part of the redevelopment to make the interchange a local destination for a day-time and night-time economy.
2. The existing station is to be demolished following completion of the new station. Option for the dry cleaners to relocate into a new retail unit within the station complex. The adjacent car parking to be removed and repositioned.
3. The car parking spaces and temporary Bus Stops to be removed and repositioned. Electrical car charging points to be created behind the new Bus Stop area.

 David Ubaka Placemakers 86 - 90 Paul Street London EC2A 4NE.	Project: DUNTON HILLS GARDEN VILLAGE SUSTAINABLE TRANSPORT		Client: BRENTWOOD BOROUGH COUNCIL	
	Title: WEST HORNDON STATION PHASE THREE PROPOSED OPTIONS WORKS		Scale: NTS	Date: JUNE 18'
	Drawn by:	Drawing Number: DUP/DHGV/SK08	Revision: ---	