
Brentwood draft Local Plan

Representations on behalf of Cadena land

**Proposed Housing allocation land at Bellropes, Warley Street,
Great Warley, Brentwood, CM13 3LB**

March 2016

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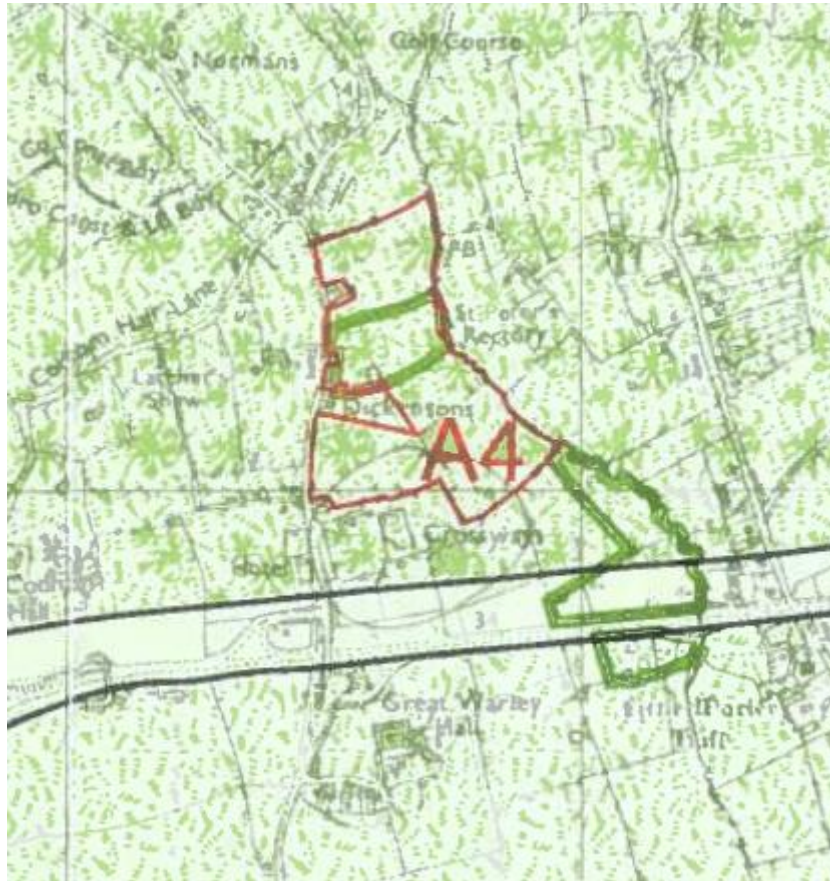
1.0 REPRESENTATIONS

1. These representations are submitted on behalf of Cadena Land in relation to land at Bellropes, Warley Street, Great Warley.
2. We seek a residential designation.
3. These representations are duly made by 23rd March 2016 and we have had regard to the draft Local Plan 2013-2033, associated pattern book and the draft allocation maps.
4. The site is shown on the screen shot below and lies with the Green Belt: the site is the rectangular site and displays a clear presence in terms of parked cars and lorries. It also supports a large workshop and office building on its southern side as well as a residential property to its frontage.

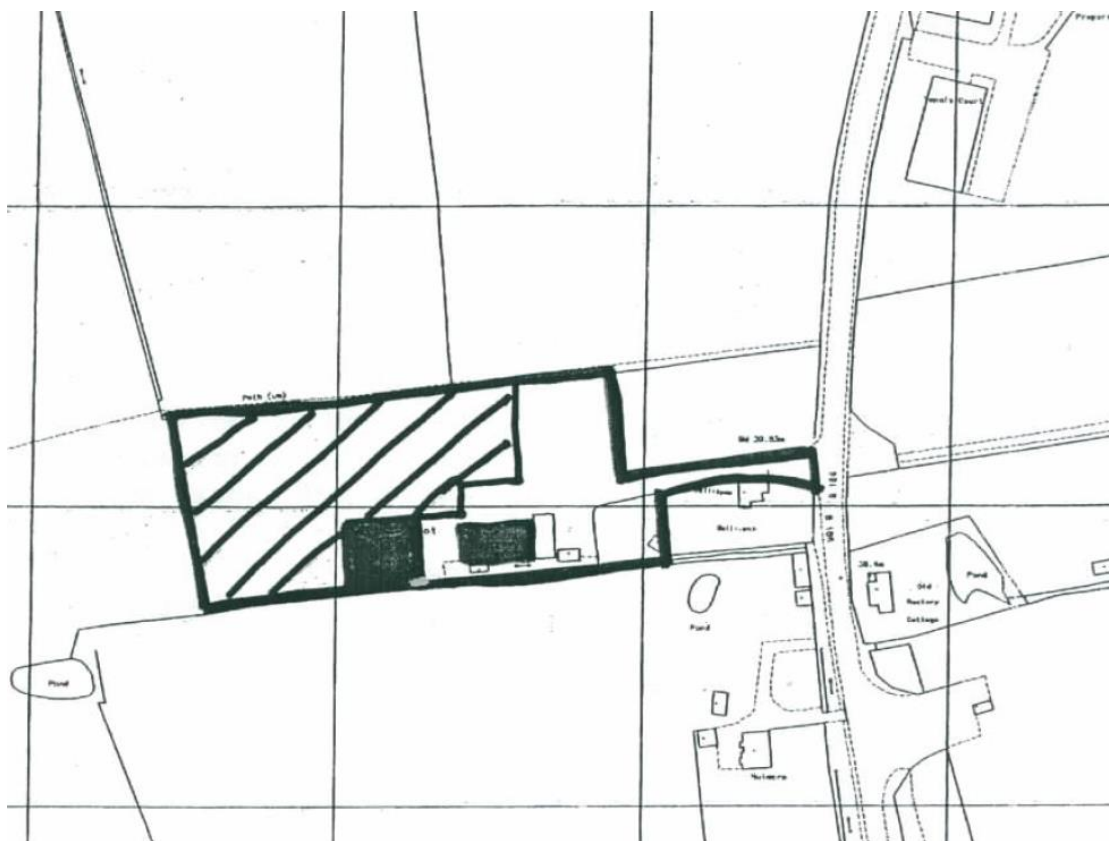


5. It has an established and clear access onto the B168, with good visibility either way.

6. In relation to the relevant section of the adopted Local Plan Proposals Map the site is shown as follows (*the notation is a little unclear at this scale however the site lies just to the west of the A4 designation and north of the word "hotel" which is just about legible*):



7. The auto salvage use was the subject of a CLEUD issued by the local planning authority on the 3rd August, 2005 pursuant to S191/BRW/2005 and in relation to the land area shown below:



8. The text associated with the CLEUD (and accepting that the colours are not clear) reads as follows:

1 storage of motor vehicles is lawful on the land hatched black on the attached plan by virtue of the planning permission granted by the London Borough of Havering (ref. P0956.88) on 22nd September 1988;

2. Storage of motor vehicles on the land coloured brown is lawful because the use began more than ten years before the date of this application.

3. de-pollution of motor vehicles in the building on the land shown coloured blue is lawful because the use began more than ten years before the date of this application.

Informative: The sale of motor vehicles from the land is solely ancillary to the lawful use set out above.

9. The site is therefore long established and lawful and will be available for residential development in the short term hence the submission of these representations.
10. We confirm that it is not an allocated employment site in the manner as set on page 106 of the consultation Local Plan so there are no planning issues arising from the loss of this use which was never properly planned or designed and is only in place due to the effluxion of time.
11. The site is located to the south of Warley and just north of the junction with the A127. It is not an isolated site as is shown on the screenshot above. It lies to the south of Woodlands school and close to hotels and public houses. It is also a short distance from Brentwood town centre and located close to the strategic road network such that longer distance trips are easier to access.
12. Whilst it is accepted that residents would drive to an extent the sustainability of the site in transport terms needs to have regard to the existing traffic movements associated with this site.
13. In terms of the impacts upon the Green Belt arising from a residential scheme the site is currently well defined and set back from the road, however the industrial presence is still felt and impacts to an extent upon the character of the Green Belt.
14. A residential scheme via an appropriate masterplan would deliver a contained and screened development which assimilates additional built form within a landscape context.
15. It is equally not incompatible with the industrial site across the road noting the close proximity of this to the Woodland school which itself is a sensitive land use.
16. In terms of the context to the evolution of the latest development plan position it is noted that Brentwood is a Green Belt authority and as appropriately illustrated in the pattern book up to 89% of the land area comprises Green Belt with a strong presumption against inappropriate development.

17. The extent of Green Belt covering the authority area is second only to Epping, a proportion of which lies within the M25, when 93% of land is covered by the Green Belt policy designation. Consequently, Brentwood is faced with significant constraints and it seems inevitable that a Green Belt land release is required in order to meet its strategic housing targets.
18. With the proximity of the Dunton proposal which itself is a Green Belt release of some magnitude in broadly the same area of the Borough the change of use of the current site to residential would accord with these broad principles.
19. It is also noted that the site will lie on a planned green travel route as per figure 10.1 of the emerging Local Plan reproduced below:



20. Policy 5.2 concerns housing and growth and confirms that provision is made for 7,240 new dwellings to be built in the borough over the planned period of 2013-2033 at an annual average rate of 362 dwellings.

21. The policy then lists the way in which these properties will be delivered and it is anticipated that 1% of the new properties will be on "brownfield land in Green belt" equating 97 homes during the Plan period.
22. The inclusion so this site will work in providing more of a balance in relation to this allocation and it is anticipated that the site could provide for in the region of 20-30 new homes subject to master planning and housing mix.
23. We note that policy 5.2 makes a fair provision for windfall sites and it is our view that it would be unreasonable to allocate any higher allowance.
24. The site therefore can therefore provide additional residential properties in the region of 20-30 units in a sustainable manner as advised by the Framework at paragraph 151 which read as follows:

151. Local Plans must be prepared with the objective of contributing to the achievement of sustainable development.33 To this end, they should be consistent with the principles and policies set out in this Framework, including the presumption in favour of sustainable development.

25. We therefore conclude as follows.
26. The site is an established industrial site (see CLEUD) so was never properly planned and managed which is now available for development.
27. It is not an allocated employment site so there are no issues arising in terms of this aspect of the development plan.
28. It has a presence in the Green Belt in its current form, both in terms of a large workshop building plus the sheer number of parked cars and lorries, the quantum of which fluctuates with time.
29. The site via a properly designed and articulated masterplan with an emphasis on the boundary treatment could deliver 20-30 new homes in a manner which can be appropriately assimilated within the Green Belt.

30. It is noted that the local planning authority is looking at strategic Green Belt releases in order to meet housing targets and this site is one which an existing presence and impact upon openness.

31. The site is a sustainable one noting the location of the Woodlands school and local hotels and public houses. It is accepted that it is a drive to the town centre and the broader remit of shops and services, however, the existing traffic associated with the extant use (which has not been quantified at this early stage) is a consideration to be weighed against this matter. Moreover the green travel route proposal (figure 10.1) is ideally suited to benefit this site.

32. The site would deliver a well-defined and community in a manner which represents sustainable development in the manner required by Framework in respect of all relevant advice from paragraph 150.