
**Brentwood draft Local Plan, preferred site allocations, January
2018**

**Representations in respect of land at Sandpit Lane, Pilgrims Hatch,
Brentwood**

8th March, 2018

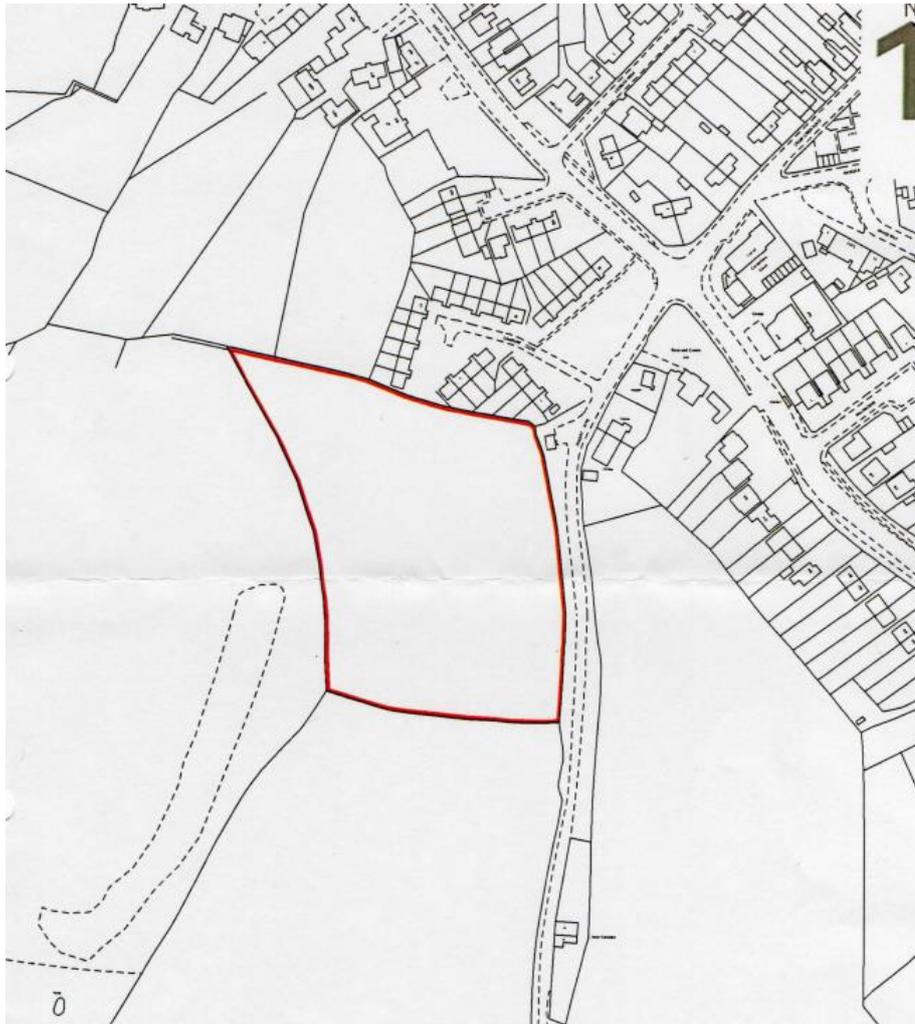
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1.0 LAND AT SANDPIT LANE

1. We are instructed by our clients, Sue Harrison and Matthew Dunn, to submit representations to the Brentwood draft Local Plan, preferred site allocations, January 2018 in respect of land at Sandpit Lane, Pilgrims Hatch, Brentwood.
2. Our position is that the Plan is currently unsound but would be made sound by the deletion of the representation site from the Green Belt and associated allocation for residential development.
3. We introduce the site, housing context and conclude with the justification for this allocation as sought.
4. The site is outlined in red on the screenshot below, plus we also enclose an OS base:

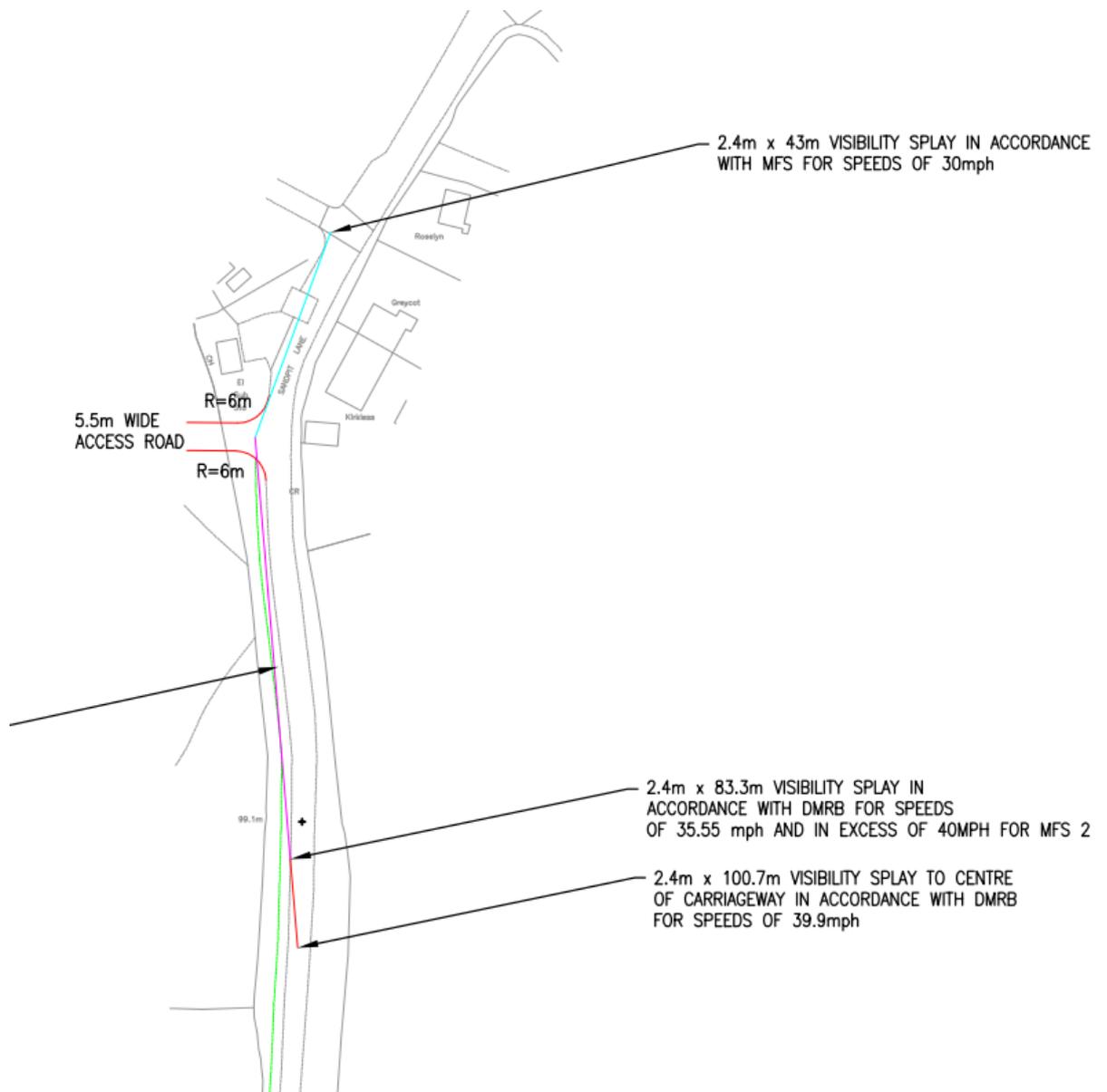




5. The site lies to the west of Sandpit Lane, just to the south of Danbury Close, a small cul-de-sac of bungalows which we assume were purpose-built for specialist housing for the elderly. This road concludes with a turning head alongside the representation site, albeit there is no connectivity.
6. Traffic calming measures are installed on the main road in the form of a constricted carriageway, just to the south of this cul-de-sac with priority to traffic travelling west.
7. The site itself is largely open with mature planting on all sides. There is a footpath across the site, however this is informal and is not a prescriptive right of way.
8. The site is in a sustainable location as it is clearly very close to Pilgrims Hatch. There is a direct route via a public pathway from the representation site to all

the shops and services provided by Pilgrims Hatch. The Blue Crown public house is a very short walk along the pathway on the eastern side of Sandpit Lane. Moreover Pilgrims Hatch provides easy access to the town centre via an established network of public transport infrastructure.

9. We have already confirmed that the site open and access is deliverable without reliance upon third-party land and we enclose a screenshot of an initial access arrangement prepared by Highway Consultants below:



10. We are therefore dealing with a site which is deliverable, well screened and in a sustainable location.
11. In respect of the housing context the local planning authority has not been able to deliver a 5-year housing land supply (5HLS) for a prolonged period of time: this is also its current position.
12. The emerging Local Plan fairly presents a recognition that there has been a step change in the development needs of the Country as a whole and that the need of Brentwood as a Borough are now significantly different from when the Local Plan was adopted in 2005.
13. There is equally a recognition that Brentwood is a “borough of villages” and that this character should be retained.
14. The Local Plan sets the context of the importance of transport corridors to include the A12 as well as the Ongar Road.
15. The current consultation document Local Plan also sets out the housing position and the obligation upon the Borough to provide a significant number of new homes over the Plan period. Taking into account a series of factors to include anticipated demographic changes there is now a housing figure of 380 dwellings per annum which equates to 7,600 across the Plan period which runs from 2013 to 2033.
16. Paragraph 43 of the emerging Plan reads as follows:

For the purposes of plan-making and allocations it is considered prudent at this stage to plan for housing numbers slightly above the 380 dwellings per annum figure to create some degree of flexibility and contingency should some housing sites fail to come forward as expected

17. Paragraph 44 notes that this is a challenging figure for the borough as 380 dwellings per annum compares to an earlier figure of 132 dwellings per annum

and this readily illustrates the stepped change in the obligation from providing new housing.

18. The Plan recognises this means that there is almost a tripling in the annual delivery rate of new homes.
19. The Plan publishes 31 housing-led allocations across a variety of sites and within the urban area, some of which are small sites which would yield between 5 and 50 units.
20. Part 2 of the Plan then deals with the preferred site allocations.
21. We note in respect of the immediate context to our representation site "A12 corridor-urban extension site" 010 is allocated in the draft plan for residential purposes; namely the Sow and Grow garden centre along Ongar Road, Pilgrims Hatch which is seen as a brownfield development opportunity to provide an indicative figure of 38 units.
22. We logically refer to this is as it is in very close proximity to our representation site and indeed the screenshot below taken from page 73 of the emerging Plan shows our site just to the west of blue allocation 010, with the words "Sandpit Lane" just about legible.



23. There are a number of important factors which underlie the case of our representation site. The first is that the step change in the need for housing is significant. The context is that the local planning authority has not had and does not currently have, at the time of writing, a 5HLS.
24. The Local Plan should be robust and sound and there should be no room for failing to provide housing to meet needs.
25. If the local planning authority is not able to provide a robust 5 HLS then applicants can invoke paragraph 14 of the Framework which takes a level of control away from the local planning authority, and the local planning authority has suffered the consequences of this in recent years.
26. The National Planning Policy Framework is clear as to these points and paragraph 159 states that local planning authorities should meet household and population projections.
27. Within this context, the land off Sandpit Lane will contribute towards housing figures and ensure that the Plan is sound.
28. The local planning authority is inevitably reliant upon a multiplicity of sites and it is impossible at this stage to conclude that all are deliverable and that they will meet the anticipated capacity within the Plan period. A further contingency will underlie the robust nature of the emerging Plan. There will inevitably (as is the case with all Local Plan processes) be evidence presented in due course that a number of these sites will not come forward or in the capacity envisaged.
29. We note that there are a number of allocations in respect of existing car parking land and there may be real issues in terms of bringing these sites forward.
30. With regard to the description of the current representation site at Sandpit Lane it is clearly sustainable being an easy walk to shops and services which they will play a role in sustaining.
31. There is a clear and sufficient footpath link from the site to the services.

32. This link also takes residents to Ongar Road where they can pick up a bus into town.
33. This site is also deliverable. It is largely open with the exception of mature vegetation on the periphery which will be retained in the context of any residential scheme. The access has already been investigated and we refer to the screenshot embedded earlier from an initial design to show that the site is deliverable within reliance upon any third-party land.
34. The site is already well screened. It is a logical and sensible addition to the urban area of Pilgrims Hatch and consistent with the general pattern of development in the local area to include that on the western site of Ongar Road.
35. For these reasons the application will contribute towards the soundness and robustness of the Plan and assist the local planning authority in meeting the step change in housing delivery which, quite alarmingly, equates to a tripling of current provision.
36. We therefore seek the allocation of the site for residential purposes on this basis.

