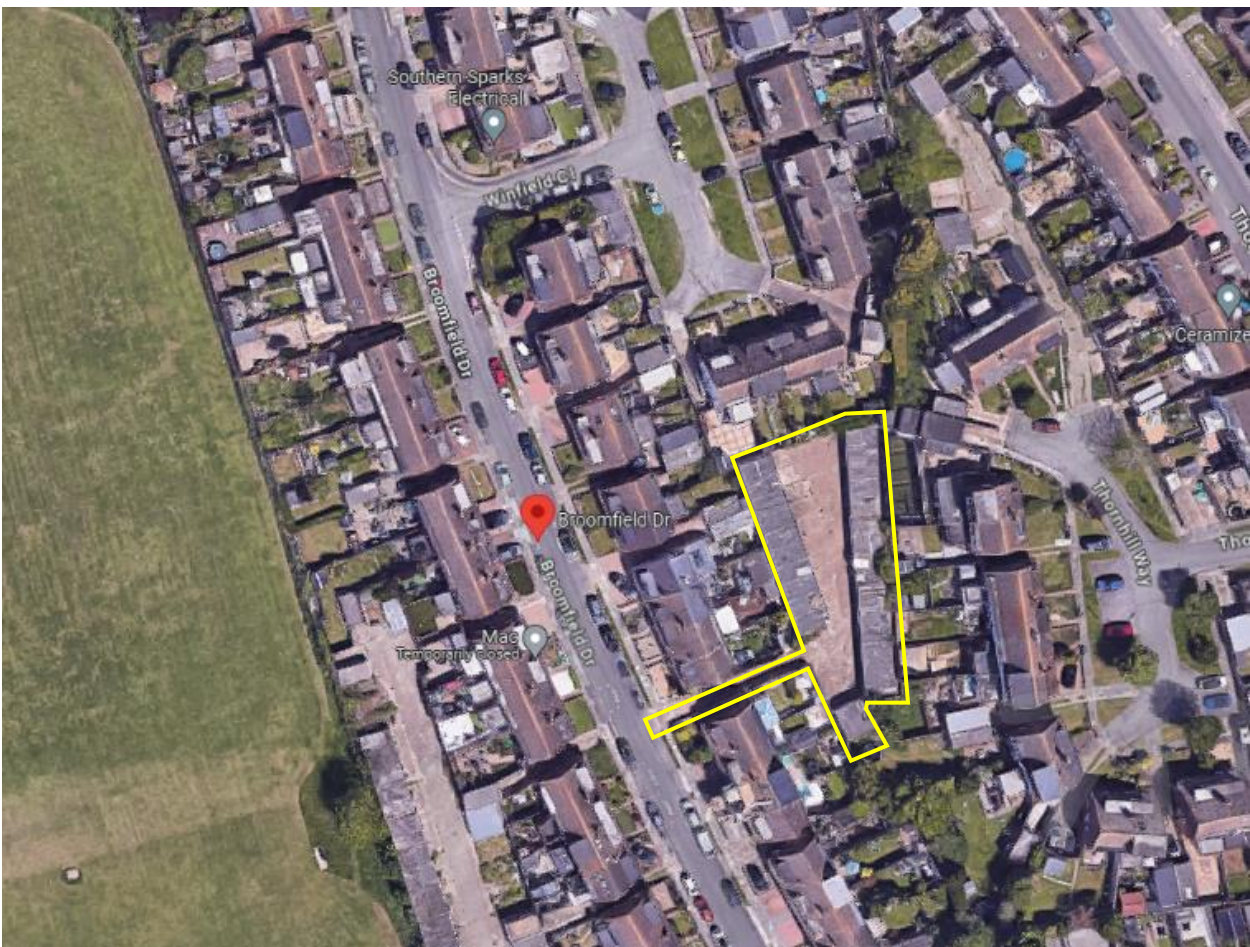


## Planning Statement

Site address: Garages at 14-28 Broomfield Drive, Portslade, BN41 2YU



Application for Full Planning Permission

On behalf of Highcroft Construction

February 2023



**RTPI**

mediation of space - making of place

**Client:** Highcroft Construction

**Site Location:** Garages to the rear of 14 to 28 Broomfield Drive, Portslade, BN41 2YU

**Job History:**

<b>Version</b>	<b>Date</b>	<b>Author</b>	<b>Checked</b>	<b>Notes</b>
Draft v1	20/11/23	STB	STB	Sent to clients
Final	21/02/24	STB	STB	

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- 7. Conclusions**

## 1.0 INTRODUCTION AND SUMMARY

- 1.1 This statement is submitted in respect of an application for full planning permission for the erection of 4 dwellings on a garage site to the rear of 18 to 28 Broomfield Drive, Portslade
- 1.2 The application is a resubmission of an earlier application (BH2022/01447) for 4 larger dwellings that was refused in November 2022. The Council supported the principle of development, but raised concerns about the scheme's impact on neighbouring residents, outlook, daylight and sunlight for future residents, and the width of the entrance way for future residents.
- 1.3 The current application overcomes the Council's earlier concerns by proposing a different mix and orientation of dwellings, with three of the houses now being positioned with a north-south orientation so that they can be located at the widest part of the site. The fourth dwelling will be a single storey dwelling with south facing garden. A transport report confirms that the access is suitable for the proposed quantum of development.
- 1.4 The amended scheme will not have any harmful impact on the outlook and privacy of neighbouring dwellings, and will provide a good standard of outlook and daylight for future residents. The level of activity associated with the site access will be less than the potential vehicle trips that could be generated by the garages that are currently located on the site. Consequently the current scheme accords with relevant planning policy and makes a positive contribution towards housing supply and so should be supported.
- 1.5 In addition to this planning statement, the planning application comprises the following documents. Proposed Drawings are provided by architects Turner Associates.
- Application forms
  - CIL forms
  - Biodiversity Checklist
  - Sustainability Checklist
  - Transport Report (by Reeves Transport Planning)
  - Survey drawing 02 – Existing Ground Floor

- Survey drawing 03 – Existing Roof Plan
- Survey Drawing 04 – Existing East and West Elevations
- Survey Drawing 05 – Existing North and South Elevations
- Drawing 01A – Location Plan and Block Plan
- Drawing 10B – Proposed Site Layout Plan
- Drawing 11B – Proposed Ground Floor Plan
- Drawing 12B – Proposed First Floor Plan
- Drawing 13A – Proposed Section 01
- Drawing 14B – Proposed Section 03
- Drawing 15B – Proposed Section 04
- Drawing 16A – Proposed Section 08
- Drawing 17A - Proposed Section 04
- Drawing 18B - Proposed Elevation 04
- Drawing 19B – Proposed Elevation 05
- Drawing 20A – Proposed Elevation 06



## 2.0 SITE DESCRIPTION

2.1 The application site comprises a very large car parking area situated to the rear of 14 to 28 Broomfield Drive in Portslade:





*View of access from Broomfield Drive:*



*View of access from site looking back to Broomfield Drive:*





*View of site looking towards the North boundary:*





*View of the site looking towards the south boundary:*





*View of the west boundary (rear of houses in Broomfield Drive):*



*View of the east boundary (rear of houses in Thornhill Way):*



2.3 The application site is not at risk of flooding from rivers or sea:

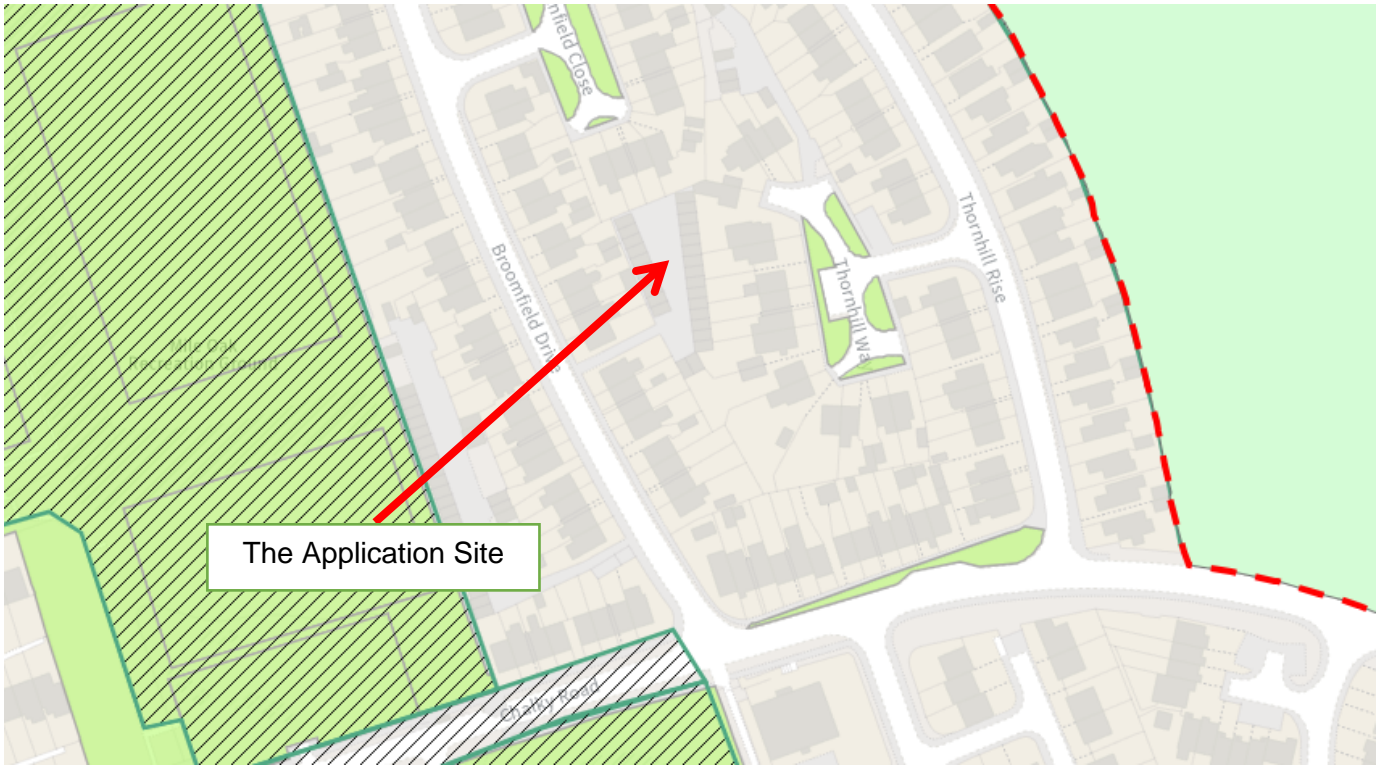


2.4 There is a very low risk of surface water flooding on the site, and a low risk of flooding on Broomfield Drive:





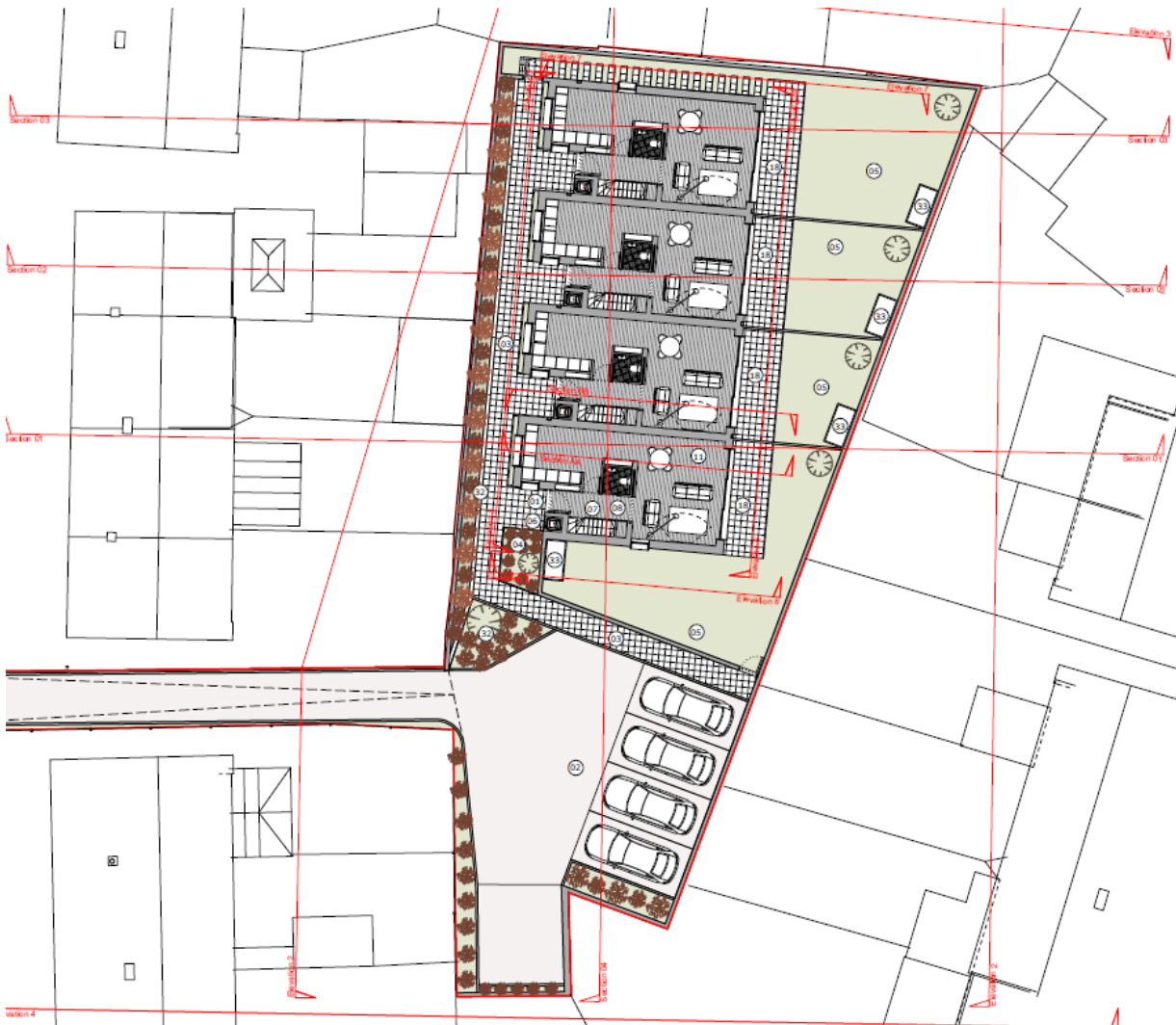
2.5 There are no site specific planning policy allocations affecting the site – as confirmed on the relevant extract from the local plan policies map below:



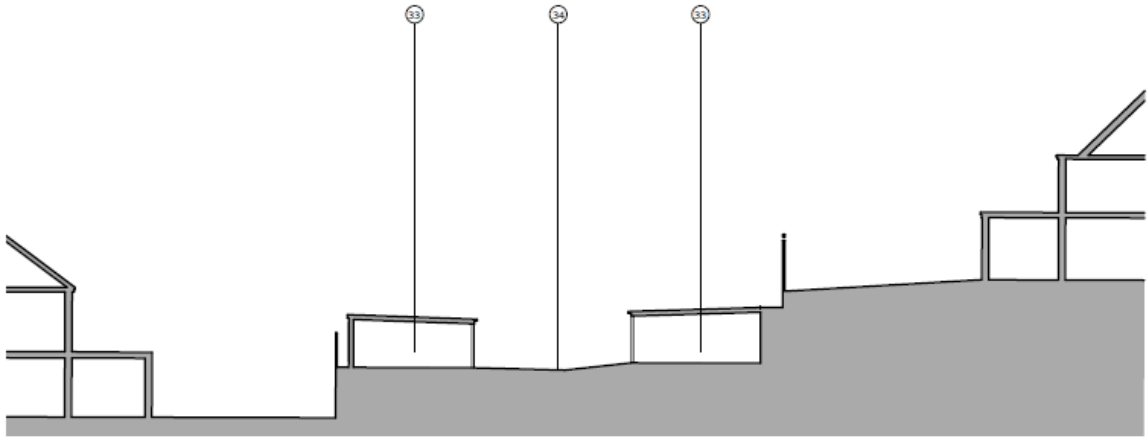
### 3.0 RELEVANT PLANNING HISTORY

3.1 As stated, an earlier scheme for four houses was rejected under planning reference BH2022/01447. The application proposed a very different scheme to that currently being proposed, with the four houses all arranged along the site's west boundary:

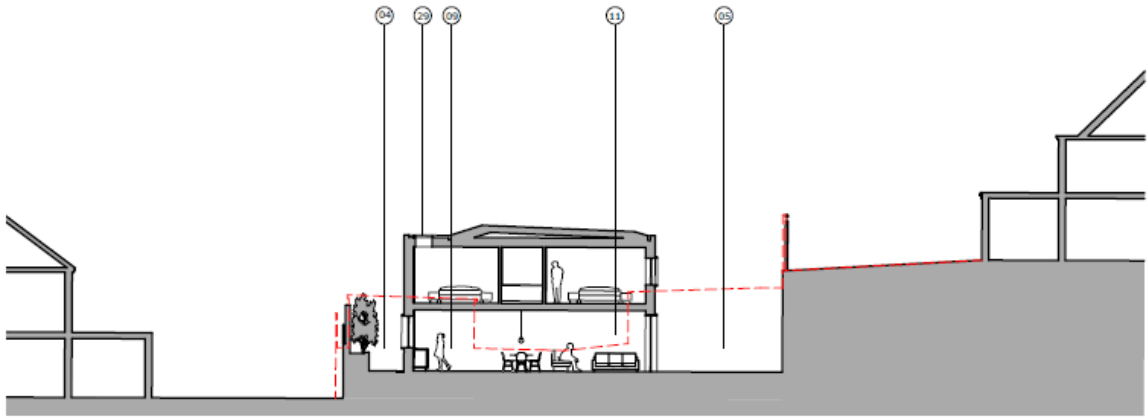
*Previously Proposed Site Layout – note all houses located along the west boundary:*



Previously submitted existing and proposed cross section showing the proposed houses on the west boundary, and with main outlook either to the west boundary or the east boundary. Note that Broomfield Drive houses to the west of the site are on lower ground.



01 EXISTING Cross Section 01  
1:200



02 PROPOSED Cross Section 01  
1:200





## 4.0 PROPOSED DEVELOPMENT

4.1 The current scheme takes a very different approach to the previously submitted scheme. Instead of locating the houses on the west boundary, three 2-storey houses will be located towards the north boundary, and one single storey dwelling will be located towards the south boundary.

*Existing Ground Floor Plan:*



4.2 By locating the two storey houses at the north end of the site, the scheme will result in an improvement to the amenities of neighbours – as they will no longer have the back elevations of garage blocks bordering their rear gardens. For the new houses, outlook will be along the full length of the site, rather than the more restricted width of the site.

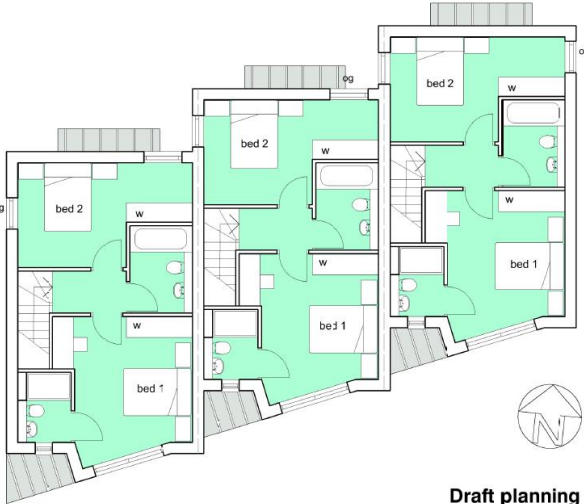
View towards the 2-storey houses at the north end of the site:



Floor Plans for the 2-storey houses:



Proposed ground floor plans Scale 1:100 @A3



Proposed first floor plans Scale 1:100 @A3

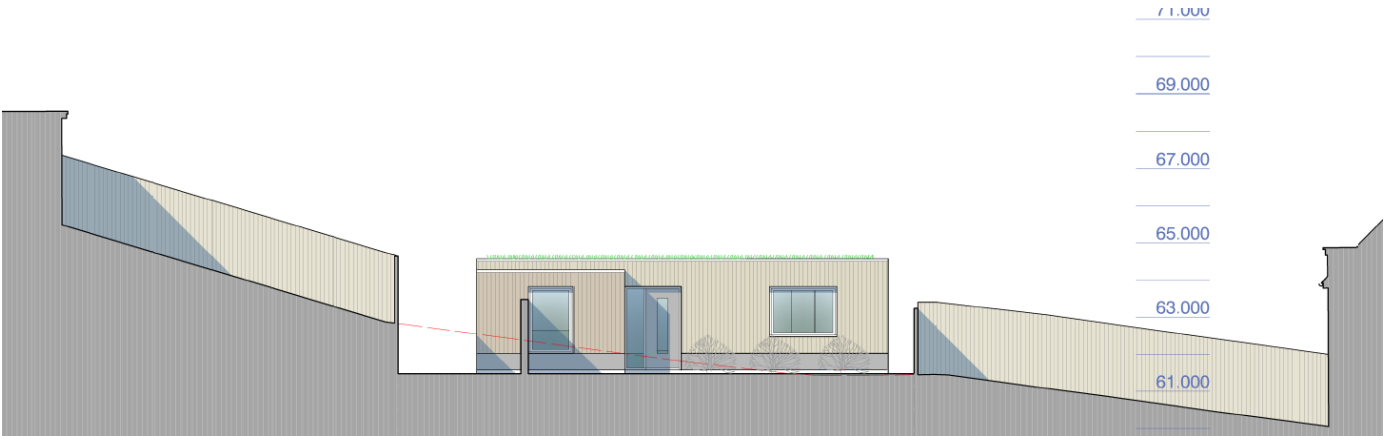
**Draft planning**  
B 251023 Minor amer  
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These drawings should be approved by local authority. No drawings to be used from this drawing, all drawings on site. This drawing is copyright and is reproduced without the permission of the architect.

client: Highcroft Constructi

project: 18 Broomfield Drive  
Portslade

4.3 The single storey dwelling will be located at the south end of the site:





## 5.0 RELEVANT PLANNING POLICIES

### 5.1 Relevant planning policies from the City Plan include:

CP1: Sets out the Council's housing supply requirements – which are not currently being met.

CP8: Water and energy efficiency standards for new dwellings.

CP10: Creation of biodiversity net gain where possible.

CP12: Urban design.

DM1: Quality of new housing, including need to meet with national space standards.

DM18: Which promotes good design.

DM19: Which promotes efficient use of sites.

DM20: Which seeks to ensure no “unacceptable” impact on residential amenities.

DM21: Controls development involving extensions to existing buildings.

DM22: Landscape design.

DM33: Sustainable Travel.

DM44: Energy efficiency in new development

### 5.2 The above policies generally reflect the policies set out in the National Planning Policy Framework (NPPF), which is also a material consideration in the determination of planning applications. The NPPF includes the presumption of sustainable development, including for situations where an LPA cannot demonstrate a five year supply of housing land.

## 6.0 PLANNING ASSESSMENT

6.1 The main issues to consider in determining the application are:

- The principle of development
- The scheme's visual impact
- Quality of proposed accommodation
- The scheme's impact on residential amenities
- Highways matters
- Sustainability and Biodiversity

6.2 These matters are considered in greater detail below.

### **The principle of development**

6.3 The application site comprises previously developed land benefitting from a sustainable location. The redevelopment of such land is acceptable in principle and makes a positive contribution to the Council's housing land supply requirements set out in City Plan policy CP1.

6.4 The Council cannot currently demonstrate a five year supply of housing land, and so the tilted balance (as set out in the National Planning Policy Framework definition of the presumption in favour of sustainable development) must be implemented in determining the application. This means that planning permission for the scheme must be granted unless the benefits of new housing are *demonstrably and significantly* outweighed by disadvantages. As confirmed in the subsections below, there are no disadvantages that significantly and demonstrably outweigh the benefits of new housing.

### **The scheme's visual impact**

6.5 The scheme has been designed to a high standard and will assimilate well with the mid 20<sup>th</sup> century housing that surrounds the site.

- 6.6 The proposed houses display a modern design ethic, and will be highly articulated – with the houses being arranged in a staggered line and further articulated with projecting bay windows. Green roofs will be installed, so that views from neighbouring windows on higher ground will be onto greenery rather than unsightly garages with concrete apron.

*Existing Site:*



*Proposed Site – with the inclusion of green roofs, the site will have a verdant appearance when viewed from higher land. Note also the staggered arrangement of dwellings – which aids articulation:*





*Proposed Ground floor for the 3 houses – note articulated plan layout (front and rear):*



*Proposed Plan Layout for the single storey house – again, highly articulated:*

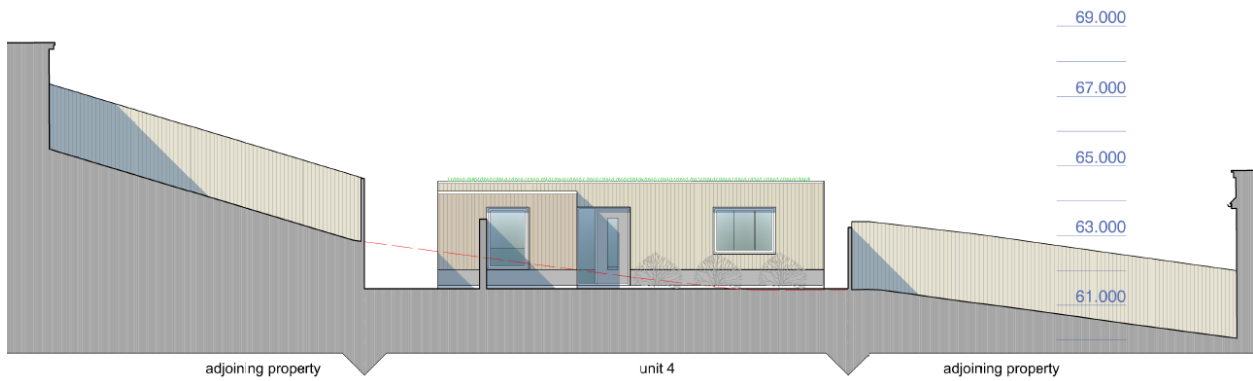


*Proposed Elevations – main 3 units:*



:

*Proposed Elevations – single storey unit:*



6.7 The scheme is designed to a high standard, results in a spacious and verdant site layout, and is correctly scaled for its surroundings. The scheme therefore complies with the Council's adopted policies on design and visual impact.

### Quality of Proposed Accommodation

- 6.8 The proposed houses will provide a high standard of accommodation for future residents. The relocation of the houses to the north and south ends of the site means that the houses will benefit from an open outlook and overcome the Council's earlier concerns about outlook (for houses located on the west boundaries of the site). The single storey dwelling has the potential to accommodate people with mobility issues.

*Proposed Site Plan – all houses have strong levels of outlook, and will not suffer from overshadowing or restricted light:*





- 6.9 All houses benefit from private garden space, and all houses comply with national space standards for dwellings. Units 1 to 3 are 2-Bed 4-Person houses measuring 82m<sup>2</sup> (the national standard is 79m<sup>2</sup>), and unit 4 is a 2-Bed 3-Person single storey dwelling measuring 61m<sup>2</sup> (the national standard is 61m<sup>2</sup>).
- 6.10 Consequently the proposed development provides for a high standard of accommodation for future residents and so accords with City Plan policy DM1.

### **The scheme's impact on residential amenities**

- 6.9 The previously submitted scheme raised concerns regarding the dwellings' impacts on existing housing in Broomfield Drive. This is because the application site is on higher land compared to Broomfield Drive. The current scheme overcomes these objections, and actually results in an improvement in outlook for properties in Broomfield Drive.
- 6.10 The dwellings are now to be located at the north and south ends of the site, away from the western boundary with Broomfield Drive. The removal of the existing garages will then lower the impact of boundary treatments on Broomfield Drive properties.

*Existing Garages are located on the boundary of Broomfield Drive Gardens and on much higher land:*



6.11 The scheme therefore has an acceptable impact on neighbouring amenities in accordance with City Plan policy DM20

### **Highways matters**

6.13 The previously submitted application attracted an objection relating to the width of the access drive into the site. Highways matters are covered in the Transport Report by Reeves Transport Planning. The report notes:

- Whilst some of the existing garages are used for domestic storage, if all garages were occupied by car users, then the daily traffic movements associated with the site would be 54 vehicle movements per day (see 5.6 of the Transport Report).
- The proposed development is likely to result in up to 17 vehicle movements per day (see paragraph 8.4).
- The scheme meets with the Council's maximum requirements for car parking (see paragraph 6.4 of the report). Cycle parking is provided too.
- There will not be any harmful impact on demand for on street parking in the wider area (see paragraphs 6.5 to 6.7).
- That the scheme will have no unacceptable impact on public safety (see section 7 of the report).
- Refuse collection arrangements are acceptable (see 8.8 of the report).

6.14 Consequently it can be seen that the scheme has an acceptable impact on highways.

### **Sustainability and Biodiversity**

6.15 The scheme has been designed to accord with the sustainability recommendations set out in City Plan policies CP8 and DM44. This means a 19% improvement for water and energy use (compared to the 2013 Building Regulations) and the ability to secure and

Energy Performance Certificate rating of “B”. These matters are typically secured by the use of suitably worded planning conditions.

- 6.16 The intention is for the houses to utilise timber frame construction techniques – which is both highly sustainable with regard to embodied carbon, and a much faster form of construction (which will therefore minimize disturbance during the construction phase).
- 6.17 With regard to biodiversity, the site is currently 100% covered by hardstanding and buildings – and so adds very little to the area’s biodiversity. The proposed development, with areas of garden, soft landscaping and green roofs will significantly increase the site’s biodiversity.

## **7.0 CONCLUSIONS**

- 7.1 The application proposes the erection of 4 dwelling houses on land currently used as a garage block, albeit with many of the existing garages being used only for domestic storage.
- 7.2 The scheme is well designed and will preserve the amenities of neighbouring residents.
- 7.3 The scheme will make a significant contribution to biodiversity, with the site offering space for gardens, soft landscaping and green roofs.
- 7.4 The scheme is a great example of sustainable development and accords with adopted planning policy. We therefore trust that the local planning authority can approve the application without delay and in line with the presumption in favour of sustainable development – as set out in national planning policy.