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From: Paul Francis [REDACTED]

Sent: Wednesday, June 5, 2024 7:32 PM

To: Section 62A Applications Non Major <section62anonmajor@planninginspectorate.gov.uk>

Subject: CW road no 20 HMO

Section 62A Planning Application: S62A/2024/0041

20 Conway Road, Brislington, Bristol City, Bristol, BS4 3RF

Dear Sir/Madam

I would like to object to the planning application noted above. I believe the application should be rejected for the following reasons:

1. A large HMO at number 20 Conway Road would result in the unacceptable sandwiching of two single residential properties (18 and 21 Conway Road) and create a harmful concentration of HMOs within the immediate locality. This is contrary to local planning policy.
2. There is not sufficient on street parking on the road (or the surrounding area) to support a large (i.e. 7 person) HMO. The property is currently vacant having previously been singly occupied and it is already difficult to find parking on the road at the end of the working day. The plans feature 7 double rooms so that's potentially 14 extra cars plus visitors in a cul de sac. The plans for bike storage are erroneous too as there is no back lane access.
3. A large HMO at number 20 would exacerbate unacceptable traffic and highway safety conditions. The road is a cul de sac and an increase in parked cars and traffic will increase the number of cars that are forced to reverse down the road and onto Bloomfield Road, which is itself a significant through road. Access to the road is via Churchill Road which is already congested meaning cars are forced to reverse onto Bloomfield Road to allow oncoming traffic to pass.
4. The plans themselves are disproportionately for the size of the property and the motives behind the plans are commercially motivated rather than with the aim to provide fit for purpose housing benefitting the area. Therefore it is suggested the plans do not demonstrate that the proposed development would not result in harm to the amenities of the local area and not exacerbate unacceptable traffic and highway safety conditions by reason of the density of development, site context and likely increase in demand for on-street parking in an area which has limited in accordance with the 'Managing the development of houses in multiple occupation' Supplementary Planning Document (2020); Core Strategy (2011) Policy BCS10; Site Allocations and Development Management Policy (2014) DM23 and DM35 and the National Planning Policy Framework (2023).

KR

Paul