



City Transport

Transport Development Management

Application Response

To: Donya Akbar-Zadeh, South Area Planning Team
From: Will Feakes, Transport Development Management
Date: 27 June 2024
Address: 87 Queenshill Road Bristol BS4 2XQ
Application No: 24/02222/PINS
Proposal: Erection of 2-bedroom dwelling in garden of existing
Response: Initial
Recommendation: Refuse

Principle / Property History

The application is for the erection of a 2-storey 2-bedroom dwelling in the garden of the existing dwelling at the site.

Related applications include nos. 23/00867/F, for a 2-bed dwelling in the same position as currently proposed, and a 4-bed dwelling in the rear garden of no.87, which was refused on highway safety grounds, among others; and 17/03726/F, for a 2-bed dwelling in the garden of an existing dwelling at 68 Queenshill Road, which was granted.

The applicant states erroneously on the application form that no residential units exist at the site, indicating that only 1x 2-bed units is proposed within the red line boundary.

Access & Car Parking

1. The existing site plan (dwg no. 24149-PL04) shows 3x off-street car parking spaces at the alongside Queenshill Road and vehicle crossovers from Queenshill and Crossways Roads, in contrast to the existing site plan submitted with the previous application (23/00867/F), which showed none of the above.
2. TDM avers the 'supporting photos' submitted with the application demonstrate that the purported off-street parking space adjacent to the proposed dwelling (no.87a) is not served by a formal dropped kerb vehicle crossover from Crossways Road, which requires a Licence (S171/184) issued by the Council. It is not clear whether a formal vehicle crossover at Queenshill Road serves the off-street spaces at the existing dwelling.

Proposed dwelling

3. As stated in our response to the previous application at the site, the position of the off-

street parking space shown on the proposed site plan adjacent to the proposed dwelling (no.87a) is unacceptable. A vehicles exiting the parking space would, on account of its orientation when parked and the 1.1m-tall fence (in excess of 0.6m), lack adequate visibility of vehicles approaching NB along Queenshill Road. The proposed layout also introduces vehicle movements over a footway forming part of a key pedestrian route to local schools and open green space. Moreover, the narrow width of the Crossways Road carriageway (approx. 3.9m) indicates that manoeuvring into the off-street space could be difficult without overrunning the footway at the junction and entering the carriageway at a point other drivers would not expect, increasing the risk of collision.

4. The applicant refers at p.12 of the Planning Statement dated 14 May 2023 to the development (17/03726/F) at 68 Queenshill Road, which was approved following the relocation, at TDM's request, of the proposed off-street parking to at least 11m from the Crossways/Queenshill Road junction. TDM considers the same distance should apply in this case.
5. TDM therefore considers that off-street vehicle parking at the proposed dwelling (no.87a) in close proximity to the junction of Crossway Road/Queenshill Road gives rise to unacceptable detriment to pedestrian and highway safety.

Existing dwelling

6. TDM accepts that local examples set a precedent for off-street vehicle parking directly accessible from Queenshill Road, however, and as stated in TDM's memo dated 22 November 2023 in response to application no. 23/00867/F, the 2x parking spaces shown on the proposed site plan (dwg no. 24149-PL05) in front of the existing dwelling at no.87 do not meet the minimum dimensions for a parking space (2.4m x 4.8m + 0.5m buffer adjacent to structures). As such, there is likely insufficient space for the number of parking spaces shown and it is likely that vehicles would overhang the adopted footway, which would, contrary to the applicant's claim at p.11 of the Planning Statement, be to the detriment of pedestrian movement and safety.
7. The proposed site plan shows a total of 3x parking spaces serving the existing dwelling at no.87 (2x at Queenshill Road and 1x in the rear garden at Crossways Road). Assuming 3x bedrooms at the existing dwelling, the maximum quantum of 1.5x car parking spaces permitted by the Local Plan parking standards could, in TDM's view, and given the site's location and local highway conditions, be adjusted to a maximum of 2x spaces. TDM therefore considers that 3x parking spaces for the existing dwelling is excessive.
8. Considering the reduction in the scale of development in comparison with the previous application at the site, TDM agrees that no parking survey is necessary.

Cycle & Refuse Storage

9. The applicant proposes cycle and refuse in the rear gardens of the existing and proposed dwellings. The proposed access to each storage unit is acceptable.

Recommendation

10. Having regard to submitted details of the proposed property layout and associated facilities, TDM avers the development would, as a result of inadequately accessible and useable off-street car parking spaces at both the existing and proposed dwellings, give rise to unsafe highway conditions with an unacceptable impact on highway safety, particularly that of pedestrians. Moreover, the development would, by means of the overprovision of vehicle parking spaces, give rise to overreliance on travel by private car and therefore fail to promote the use of sustainable transport modes, such as walking, cycling and public transport.
11. It is therefore unlikely that the development as proposed will comply with the provisions of Policy DM23, BCS10, and NPPF Part 9.

This development is considered unacceptable and TDM therefore recommends refusal of the application.

WITHOUT PREJUDICE

Should the Planning Inspector see fit to approve the proposals, TDM would recommend securing details of the following by pre-occupation condition:

Pre occupation conditions

- a. Further details of Refuse Storage and Recycling Facilities before occupation

No building or use hereby permitted shall be occupied or use commenced until detailed designs of the following have been submitted to and approved in writing by the Local Planning Authority:

- Dedicated, suitably screened, ventilated and secure storage for each dwelling of a 180L refuse bin, two dry-recycling boxes (44L & 55L), a kitchen waste bin (23L) and a cardboard waste sack (90L) that complies with the Council's [Waste & Recycling Guidance](#).

The detail thereby approved shall be carried out in accordance with that approval, and thereafter all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the buildings that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises; protect the general environment; prevent any obstruction to pedestrian movement and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

- b. Further details of Cycle Parking Provision before occupation

No building or use hereby permitted shall be occupied or use commenced until

detailed designs of the following have been submitted to and approved in writing by the Local Planning Authority:

- The intended location, dimensions, layout, and capacity of cycle storage for at least 2x cycles per dwelling, using the preferred 'Sheffield stand' design or metal cycle lockers, in compliance with the Council's [Guidance on Cycle Storage](#).

The detail thereby approved shall be carried out in accordance with that approval, and thereafter be kept free of obstruction and available only for the parking of cycles.

Reason: To ensure the provision and availability of adequate cycle parking.

- c. Further details of Drainage provision at the proposed accessway before occupation

No building or use hereby permitted shall be occupied or use commenced until detailed designs of the following have been submitted to and approved in writing by the Local Planning Authority:

- Plans showing drainage provision at the points of vehicular access to the development from the adopted highway.

The detail thereby approved shall be carried out in accordance with that approval.

Reason: To minimise the discharge of surface water onto the adopted highway.

- d. Completion of Pedestrians/Cyclists Access – Shown on Approved Plans

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

- e. Installation of vehicle crossover – Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until drop kerbs has been installed at the carriageway edge and a vehicle cross-over constructed across the footway fronting the site in accordance with the approved plans and retained in that form thereafter for the lifetime of the development.

Reason: In the interests of pedestrian safety and accessibility.