

Section 62A Applications Team  
The Planning Inspectorate  
3rd Floor  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6PN

Our ref: PR02485

Date: 30<sup>th</sup> September 2024

**Sent via e-mail**

Dear Sir/Madam,

**Town and Country Planning Act 1990**

**87 Queenshill Road, Bristol BS4 2XQ**

**Demolition of an existing conservatory and the erection of a two-storey dwellinghouse with associated works**

I write on behalf of my client, Mr Paul Rhodes, to apply for the erection of an attached one-bedroom dwellinghouse, to the side of the existing property. The appellant has chosen to take the Section 62A route and submit the proposal directly to the Planning Inspectorate. Notice of this intention was given on the 27<sup>th</sup> August 2024. I can confirm that the development would be liable for CIL. I attach the following documents as part of this application:

- Application forms and certificates;
- Drawing no. 24149-PL01 – existing floor plans and elevations;
- Drawing no. 24149-PL02 – proposed floor plans and elevations;
- Drawing no. 24149-PL03 – existing and proposed streetscenes;
- Drawing no. 24149-PL04 – existing site plan;
- Drawing no. 24149-PL05 – proposed site plan;
- Drawing no. 24149-PL06 - indicated drainage plan;

- Drawing no. 24149-PL07 – site location plan;
- Drawing no. 24149-PL08 – existing block plan;
- Drawing no. 24149-PL09 – proposed block plan;
- 3D visual rendering;
- Energy statement.

### **Site and planning history**

The site comprises a semi-detached dwellinghouse on the junction of Queenshill Road with Crossways Road, in the Knowle ward of Bristol. There is a block paving driveway to the front of the property, and a large lawned rear garden, enclosed by a 2-metre-high concrete wall addressing Crossways Road. There is an existing garage and parking space to the rear (accessed from Crossways Road) and a conservatory to the side of the dwelling.

The surrounding area is largely residential, forming part of the planned Knowle inter-war garden suburb, though there are playing fields to the northwest, and the Knowle Park primary school lies a short distance to the northeast. The section of Crossways Road to the north originally provided pedestrian access through to the Teignmouth Road Recreation Ground, which lies to the west of the site, and through to Teignmouth Road. However, the Council approved a 35-dwelling scheme on the southern section of the field in 2015, which has since been built out and is now known as Paignton Square. The access through to the field remains pedestrian only (though parking is available on this section of Crossways Road), and the vehicular access for Paignton Square is from Teignmouth Road.

The site is not within a Conservation Area, there are no Tree Preservation Orders, and no other policy designations apply. It falls within Flood Zone 1, and is at very low risk from surface water flooding.

There are inbound and outbound bus stops within a short distance (150 metres) to the west on Teignmouth Road), with the 73 service running every 30 minutes and providing a cross-city (north-south) service between Bradley Stoke and Whitchurch via the City Centre. respectively. Further services are available from Broad Walk/Wells Road (designated town centre), 650 metres to the northeast. The site is within 60 metres of the nearest primary school and a convenience shop and Post Office (Morrisons) lies 300m to the east on The Square.

Planning permission was recently refused for a similar proposal, together with a detached dwelling in the rear garden (ref: 23/00867/F). A subsequent S62 application, for the detached dwelling only (ref: S62A/2024/0044) was refused on the 19<sup>th</sup> August 2024, due to the impact of the development on the streetscene, and highway safety.

## **Proposal**

My client once more proposes the erection of an attached dwellinghouse, to the side of the existing dwelling. The existing hipped roof to the host dwelling would be retained, with the proposed dwelling having a similarly hipped roof, subservient to the host dwelling. A single-storey outrigger is proposed to the rear.

The dwelling would provide one double bedroom (12.1sqm, exceeding the minimum 11.5sqm requirement) and 65.8sqm of internal floorspace (in excess of the National Space Standard of 58sqm). A 7sqm study/home office is proposed at first floor level.

The proposed dwelling would be car-free, with two spaces retained for the existing dwelling (with the existing front driveway parking reconfigured accordingly). A 42sqm rear garden is proposed for the new dwelling, with closed timber board fencing to replace the existing concrete wall. The front boundary treatment in front of the proposed dwelling would be reinstated (a 1-metre high fence) and the informal parking space replaced with soft landscaping. Refuse, recycling and secure cycle storage is proposed to the front garden.

## **Planning analysis**

The current proposal seeks to address the previous reasons for refusal attached to planning application S62A/2024/0044, by removing the proposed parking space from the front garden, and reducing the width and height of the extension. As, in all other respects, the proposal was found to be acceptable, it is hoped that this simple revision will result in an approval.

## *Design*

In refusing the previous scheme, the Inspector considered that the dwelling would have disrupted the planned layout of the estate, due to its proximity to the Crossways Road frontage, and that the full height extension would imbalance the semi-detached pair.

The revised design would see the ridge of the dwelling dropped by 300mm, the front elevation stepped back by 800mm, and the side elevation stepped in 2.4 metres from the pavement edge.



PROPOSED FRONT ELEVATION 1:100  
2 BED, 3 PERSONS: 73m<sup>2</sup>

### *Refused scheme*



PROPOSED FRONT ELEVATION 1:100  
PLOT 1 - 1 BED, 2 PERSONS: 65.8m<sup>2</sup>

### *Current scheme*

The entrance door has been relocated to the side of the dwelling, so that from the front, and from views along Crossways Road, the proposal would read less like a new dwelling and more like a typical two-storey side extension, subservient to the host dwelling, as required by the Council's Householder Design Guide SPD.

The applicant has commissioned a 3d-visual render of the proposed dwelling, and as can be seen from this image, the proposed dwelling would also be viewed against the backdrop of, and subservient to, the three-storey flatted development on Paignton Square, which would remain prominent. The reinstatement of the front boundary treatment, together with proposed soft landscaping, would further soften the development, and help it blend into the streetscene. As such, it is considered that the design reasons for refusal have successfully been overcome.



*3D visual render of proposed dwelling*

To conclude on the design issue, it is a material consideration that the property can exercise full permitted development rights afforded to single dwellinghouses, including incidental buildings. In this case a building could occupy a position 400mm closer to Crossways Road, and include a dual-pitched roof up to 4m in height with 2.5m eaves. Whilst this is a different form of building to that currently proposed, it would nevertheless represent a domestic built form in the currently open side garden, which would be clearly visible from the east, along Crossways Road. Alternatively, the proposed dwelling would maintain more substantial breathing space along its flank and the boundary with the road, maintaining the estate's intended open layout.

#### *Highways and parking*

The previous scheme proposed to utilise the area to the front of the new dwelling for a parking space. The Inspector concluded that such an arrangement would result in conflict with both

pedestrians and other vehicles. No objections were raised to the car parking arrangement for the host dwelling being retained as existing.

A car-free development is now proposed in respect of the new dwelling, with the two spaces in front of 87 Queenshill Road retained, and the boundary treatment in front of the new dwelling reinstated to remove the current informal parking space.

DM23 applies a maximum, rather than a minimum parking standard, to encourage travel by sustainable transport means, and reduce reliance on the private motor vehicle. There are bus stops within easy walking distance, and the site is in close proximity to both local services and the Broad Walk designated town centre, which is easily accessible by both bike and on foot. A one-bedroom dwelling is unlikely to generate significant on-street parking, but in any case, there is ample on-street parking available on Crossways Road and Queenshill Road, and therefore a car-free development would not result in unacceptable highways impacts.

#### *Neighbour amenity*

When compared with the previous scheme, the current proposal includes a 3-metre rear projection on the boundary with 87. Whilst this would breach the 45-degree line from the rear elevation window nearest to the proposed dwelling, the host property has a full-width kitchen-diner across the back of the house, which is also served by 2.8-metre-wide patio doors. The projection would not breach the 45-degree line from these doors (either from the centre line or from the edge nearest to the application site), and therefore overall, the additional built form would not harm the amenity of the host dwelling.

#### *Biodiversity net gain*

As of the 2<sup>nd</sup> April 2024, all sites are required to achieve 10% biodiversity net gain. Exemptions apply, including proposals which do not impact a priority habitat and impacts less than 25 square metres of on-site habitat, or less than 5 metres of on-site linear habitats such as hedgerows. As the new dwelling would replace the existing conservatory, patio and footpaths (sealed surfaces), the proposals would not impact more than 25sqm of on-site habitat, and would be exempt from BNG.

## **Planning balance and conclusion**

The Council has a stated 2.2-2.4 year housing supply, has not met any of the most recent Housing Delivery Test, and has an out-of-date Local Plan. As such, the presumption in favour of sustainable development contained within paragraph 11d of the NPPF is currently engaged.

The proposal would provide economic benefits in the form of construction jobs and local investment, increased local spending, and the inward investment that this invariably attracts.

In terms of social benefits, significant weight should be given towards the provision of housing in an area that has not delivered a sufficient supply of housing in any of the previous four years and has a shortfall of housing land supply of almost three years. Moderate weight should also be given to the contribution the development would make towards the mix and balance of the local area. The Council has recently published the "*City of Bristol Local Housing Needs Assessment Report of Findings*" (November 2023), as a background paper to the new Local Plan. This predicts that, for the period 2020-2040, single person households will represent almost a third of the overall household growth (15,000, 32%), and couples without dependent children will represent almost a further third of the growth (13,600, 29%). The proposed one-bedroom dwelling would meet both of these requirements.

Environmental benefits would ensue from the provision of an energy-efficient dwelling, and the more efficient use of land in a built-up area. These benefits would not be significantly outweighed by any adverse impacts.

This letter demonstrates how the previous reason for refusal has been overcome, and for these reasons, the applicant respectfully requests that permission be granted.

The fee of £568 will be paid directly to the Planning Inspectorate on request. If you have any further queries, then please do not hesitate to contact me.

Yours faithfully,

**Stokes Morgan Planning Ltd**