

JULY 2025

PLANNING STATEMENT

66 CHURCH ROAD, BRISTOL BS5 9JY

ON BEHALF OF: **MADE FOREVER CHURCH**

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1. INTRODUCTION

- 1.1 This Planning Statement has been prepared by Stokes Morgan Planning Ltd on behalf of Made Forever Church. The applicant has chosen to pursue the Section 62 route, and submit the application directly to the Planning Inspectorate.
- 1.2 It accompanies a full planning application for the demolition of the existing buildings on site, and the erection of a three-storey building comprising 6no flats, and 3no. terraced dwelling houses.
- 1.3 The purpose of this statement is to explain the background to the scheme and provide an assessment of the key planning issues set against the context of national and local planning policy and guidance, and any relevant material considerations.
- 1.4 This statement should be read in conjunction with the following supporting information:
- Completed application form;
 - CIL question form;
 - Drawing no. 3839/8 – site location plan;
 - Drawing no. 3839/1 – site plan existing;
 - Drawing no. 3839/2 –existing floor plans and elevations;
 - Drawing no. 3839/3 –existing floor plans and elevations;
 - Drawing no. 3839/4 – proposed floor plans;
 - Drawing no. 3839/5 – proposed elevations;
 - Drawing no. 3839/6 –site drainage plan;
 - Drawing no. 3839/7 –proposed sections;
 - Drawing no. 3839/7 –proposed bin and bike store details;
 - Energy statement;
 - Coal Mining Risk Assessment;

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- BNG Exemption Statement;
- Noise Assessment; and
- Attenuation tank details.

1.5 This document is structured as follows:

- Application Site and Surroundings;
- Authorised Use and Planning History;
- Proposed Development;
- Planning Policy Analysis/Balance; and
- Conclusions.

2. APPLICATION SITE AND SURROUNDINGS

2.1 The 412sqm application site lies to the south of Church Road (the A420, a classified road) and to the east of its junction with Dove Lane. The site is within the defined Bristol Settlement Boundary.



View from Church Road

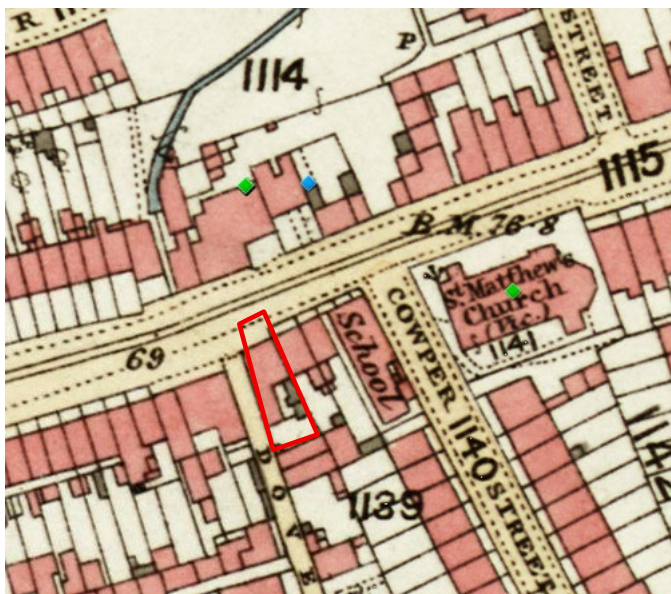
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- 2.2 The site comprises a terraced two storey building and semi covered storage yards, accessed from Dove Street. It is understood the site has been vacant since 2000 and was previously occupied as a retail (car spares) business with residential accommodation above.
- 2.3 The site is in the Easton ward of the city, and the Netham Lower Super Output Area (LSOA). It falls within the adopted East Bristol Article 4 area (restricting permitted development rights (PDR) from C3 to C4), is not within a Conservation Area, there are no Tree Preservation Orders, and no other policy designations apply. The site falls outside of the St George Town Centre boundary and is not designated as shopping frontage.
- 2.4 There is a bus stop 45 metres to the west for inbound bus services to Bristol City centre, with the outbound bus stop 140 metres to the west. Lawrence Hill railway station is located 280 metres to the east. The St George/Church Road (designated) town centre site is within 75 metres. Access to the Bristol/Bath cycle path is within 400 metres of the site. The City Academy (Secondary School) lies 250 metres to the northwest, and Barton Hill Primary School lies 550 metres to the southwest. There are three designated Important Open Spaces within 400 metres; Netham Park, Gaunt's Ham Park and Cobden Street amenity area, and Barton Hill Urban Park (non-designated play space) lies within 200 metres to the southwest.
- 2.5 The surrounding area comprises a mix of uses. There are two vacant (and derelict) retail units (68 and 70 Church Road) adjoining the site to the east, and a vacant site (formerly a school) on the corner of Church Road and Cowper Street, a residential street which the site backs on to. To the east, across Dove Lane, lies a terrace of three-storey townhouses, and Moorfield House, an eleven-storey residential tower block. The Octavius Hunt factory occupies a large site to the south, including buildings in use as workshops, storage and offices with open yard and parking areas. The main access into the Octavius Hunt site is on Dove Lane, abutting the southern boundary of the site. The factory is unrestricted in planning terms.
- 2.6 Directly opposite the site, 87-89 Church Road comprises a three storey building with a pair of retail units, and a pair of large HMOs at rear ground, and upper floor levels.

To the east of this lies a car sales lot, and to the west, the former Co-operative Funeralcare site, which has been the subject of redevelopment applications for both student and residential accommodation.

3. AUTHORISED USE & PLANNING HISTORY

- 3.1 Historical mapping suggests the building (and wider terrace, including the former school building) was erected in the mid-19th century, and was originally a Public House (the Dove Inn). The use as a public house ceased in the late 1960's.



1844-1888 OS 1st edition (site outlined in red), and historic photo of former pub

- 3.2 Following the cessation of the public house use, the site was in use as retail (car spares), with residential above, though this use also ceased, in 2000, since which the property has stood vacant.
- 3.3 Planning permission was granted in October 2022 (ref: 21/04754/F), for the redevelopment of 66-70 Church Road, to provide a three-storey mixed use development comprising Class E uses at ground floor level fronting Church Road, and 5no. self-contained flats and 3no. houses, accessed from Dove Lane. This permission remains extant, though it expires in three months. For clarity, 68 and 70 Church Road are in separate ownership to 66 Church Road.

- 3.4 An earlier scheme, relating to just 66 Church Road (ref: 17/04072/F) was refused on highway safety, impact on amenity of existing residential development, poor quality living environment for future residents, layout and form, and impact on adjacent industrial site.
- 3.5 Prior to this, planning application 16/01852/F, which proposed a four-storey building fronting Church Road, and 4no three-storey townhouses fronting Dove Lane was refused on the grounds of loss of employment land, unacceptable design and contextual response, harm to amenity of existing development on Cowper Street, harmful living environment for future occupiers of the development and highway safety grounds.

4. PROPOSED DEVELOPMENT

- 4.1 The proposed description of development is as follows:

"The demolition of the existing buildings on site, and the erection of a three-storey building comprising 6no flats, and 3no. terraced dwelling houses."

- 4.2 The proposal in essence seeks to replicate the extant scheme for the wider site, insofar as it relates to 66 Church Road. A three-storey building is proposed to the corner of Church Road and Dove Lane, comprising 6no. self-contained flats (two per floor), before the building drops down to two-storey, to create a terrace of 3 dwellinghouses addressing Dove Lane.
- 4.3 The ground floor of the corner building would be faced in rubble stone, topped with a stone band course. The upper floors would be finished in vertical bands of Ibstock antique brick and reconstituted stone, with zinc cladding between first and second floor windows, and Redland burnt red concrete tiles.
- 4.4 The houses would be similarly finished in antique brick, with reconstituted stone columns either side of the ground and first floor windows to the right-hand of each house, zinc cladding between the windows, and Redland burnt red concrete tiles.

Upvc doors, (light green), windows (black) and rainwater goods (black) are proposed.

- 4.5 A zero-parking development is proposed, with a communal bike store for the flatted development (8 spaces), and space for two bikes each within the hallways of the houses. A communal refuse store is proposed for the flats (accessed from the street), and individual stores for the three houses (also accessed from the street).
- 4.6 The three houses would each have rear gardens. No amenity space is proposed for the flats.
- 4.7 Air source heat pumps and photovoltaic panels would provide heating and hot water.

5. PLANNING ANALYSIS/BALANCE

- 5.1 The key policy tests and material considerations to be assessed in the determination of this proposal, are:
- Is the principle of development in this location acceptable?
 - Would the development provide an appropriate housing mix?
 - Would the development be out of scale or incompatible with the surrounding area?
 - Would the development harm the residential amenity of neighbours?
 - Would the development provide adequate living and amenity space for future occupiers?
 - Would the proposal adequately meet objectives of sustainability and climate change?
 - Would the proposal impact on highway safety or parking?
 - Does mandatory biodiversity net gain apply to the site?
 - Planning balance.
- 5.2 These considerations are addressed separately below.

Key Considerations

Is the principle of development in this location acceptable?

- 5.3 It is a material consideration that the site has an extant consent (albeit one which encompasses 68 and 70 Church Road also), that was approved under the current local plan. As such, the principle of residential development in this location has been accepted in this location. The proposal would once more make a more efficient use of land in an accessible location, which is not of high environmental value, and achieve a density of 225dph, thereby achieving compliance with the 50dph requirement detailed within Policy BCS20.
- 5.4 When compared with the extant scheme, the proposal would result in the loss of commercial floorspace. An argument could be made that as the site has stood vacant for 25 years, the previous Class E use has been abandoned, particularly given the physical condition of the building, and the lack of intent to recommence the existing commercial use (as evidenced by the planning history); two of the four tests of abandonment (*The Trustees of Castell-y-Mynach Estate v Taff-Ely BC* [1985]).
- 5.5 However, should the Inspector consider that the use has not been abandoned, BCS7 states that single shops away from the identified centres should be retained where it remains viable and provides an important service to the local community. However, given the proximity of the town centre, the loss of floorspace would have minimal impact on the local community, and would not as a result conflict with planning policy. Furthermore, that the building could be converted to residential under Part 3, Class MA of the GPDO, is a material consideration.
- 5.6 On this basis, the principle of residential development, and the loss of commercial floorspace, would both be compliant with local and national planning policy.

Would the development provide an appropriate housing mix?

- 5.7 Policy BCS18 requires all new residential development to maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation

of mixed, balanced and inclusive communities; contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists; and respond to the requirements of a changing population.

- 5.8 The supporting text states that evidence provided in the Strategic Housing Market Assessment (SHMA) suggests that new developments should provide for more accommodation for smaller households. The SHMA was updated in February 2019 for the wider Bristol area. This states that single person households are expected to represent 40% of the overall household growth: an increase of 34,000 from 2016 to 2036. The proportion of single person households is therefore predicted to increase from 31.7% to 33.3%, whilst households with children are predicted to remain constant, at 26.2%.
- 5.9 The 2019 SHMA states that, “whilst there is projected to be an increase of 34,000 extra single person households, only 14,600 extra dwellings have one bedroom (5,000 market homes and 9,600 affordable homes). This reflects that many single person households will continue to occupy family housing in which they already live” (para 2.20). The SHMA predicts that the need for 1-bed accommodation will increase by 16.8% over the period, whilst the need for 3-bed houses will increase by a broadly similar figure (17.6%).
- 5.10 Further to the 2019 SHMA, the LPA 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%), couples without dependent children will represent almost a further third of the growth (13,600, 29%), whilst families with dependent children will make up approximately one fifth of the overall household growth (9,000, 19%).
- 5.11 On the 9th July 2025, the *Bristol Post* website carried a report¹ that despite the population of the city exceeding 500,000 for the first time ever, “the falling birthrate and an exodus of families with young children out of the city means there will be

¹ [Bristol schools crisis as 1,000 Reception places empty for September | Bristol Live](#)

almost a thousand empty places in Bristol's primary school Reception classes for a second year running this September."

- 5.12 The scheme would provide 4no. one-bedroom flats, 2no. two-bedroom flats, and 3no. two-bedroom houses. By way of comparison, the extant scheme, in relation to this part of the site, was approved with the same 3no. two-bedroom houses to Dove Lane, and 2no. two-bed and 1no. one-bed flats to the corner building (plus commercial floorspace).
- 5.13 The 2021 Census data reports that in the Easton ward, houses comprises 78.4% of the total stock of residential accommodation (75.6% at LSOA level). The city-wide figure is 67%.
- 5.14 At ward level 44.4% of dwellings were three bedroom or more, 41% two bedroom, and 13.6% one bedroom. This compares with city-wide figures of 55.4%, 28.4% and 16.2% respectively. At the LSOA level, 35.3% of dwellings were three bedroom or more, 51% two bedroom, and 13.7% one bedroom. The predominance of two-bedroom dwellings reflects the character of the area (both within the LSOA and ward), which is of smaller terraced dwellings.
- 5.15 Whilst the need for family-sized dwellings is acknowledged, three-bedroom houses could only realistically be achieved through three-storey development to Dove Street, and such development has previously been refused on design and amenity grounds (the 2016 application). Three-bedroom flatted development could be achieved, but given the lack of amenity space and main road location, its attractiveness to families would be in question. The focus on one and two-bedroom accommodation is therefore logical and pragmatic.
- 5.16 Furthermore, given the relative shortfall in one-bedroom accommodation locally, and the need for such accommodation identified in the SHMA, the 4no. one-bed flats proposed would contribute towards the identified need for smaller units suited for single people.
- 5.17 The 5no. two-bedroom dwellings would be suitable for both single people, and couples without dependent children (the two biggest predicted areas of growth),

and also friends seeking to share accommodation but not wanting to live in HMOs, whilst making the most efficient use of the land in terms of overall numbers.

5.18 As such, the aims of BCS18 would be met.

Would the development be out of scale or incompatible with the surrounding area?

5.19 Policy BCS21 states that new development should contribute positively to an area's character and identity, whilst policy DM29 states that the design of new buildings should be of high quality adaptable design, incorporating well-proportioned elevations with high quality detailing and durable attractive materials that contribute positively to the character of the area. In a similar vein, policy DM26 requires development to respect the local pattern and characteristics, and to respond to the height, scale, massing, shape, form and proportions of existing buildings. Finally, policy DM27 requires development to respect the layout and form of existing development.

5.20 As the images below show, the proposal largely seeks to replicate the extant scheme. The main differences in terms of scale are an increased roof pitch to the dwellinghouses (and a change to an asymmetrical roof), the continuation of the third storey through to Dove Lane, and a pitched roof to the three-storey building. To manage to the transition from three to two-storey, the additional three-storey element has wall dormer windows, to allow the ridge heights to step down towards the Dove Lane dwellings.

5.21 In design terms, the materials have been updated, in part due to the removal of the ground floor commercial elements, and in part to better reflect the local vernacular. The use of rubble stone and reconstitute stone detailing is in keeping with elements of this side of Church Road, including the converted church to the east (at the junction of Cowper Street) and the terrace of three Victorian townhouses beyond this, plus the existing boundary wall to Dove Lane. Similarly, the use of red brick acknowledges the commercial/industrial development to the rear of the site, on the continuation of Dove Lane, and the flanks of the contemporary

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development to the west, whilst the zinc panelling would provide vertical emphasis and create a bay window effect.



Approved Dove Lane elevation

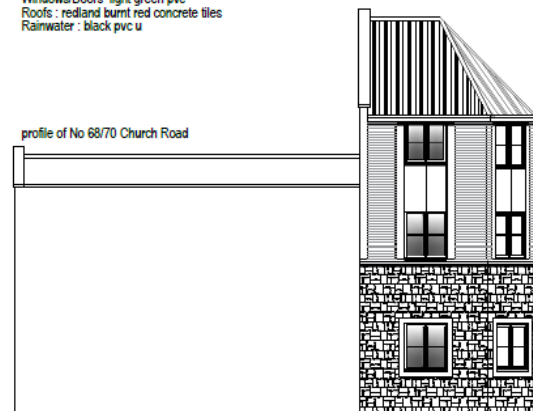


Proposed Dove Lane elevation



Materials: brickwork - light green pvc
Roofs : redland burnt red concrete tiles
Rainwater : black pvc u

profile of No 68/70 Church Road



Approved and proposed Church Road elevations

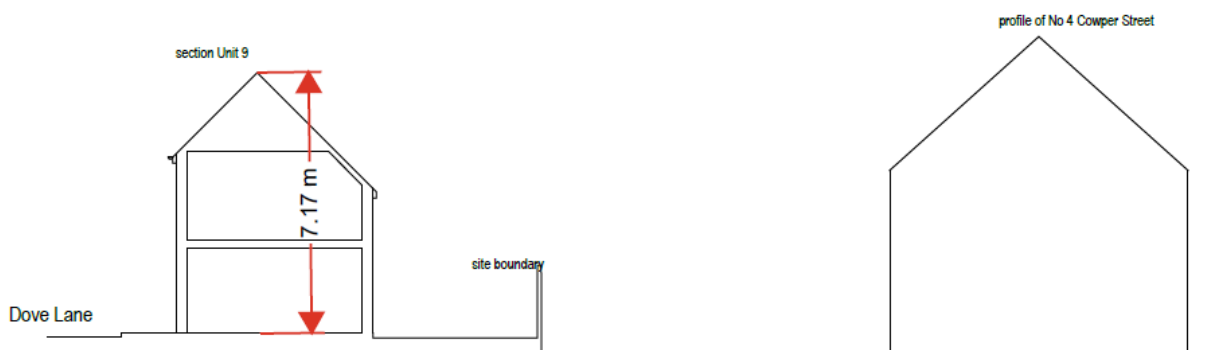
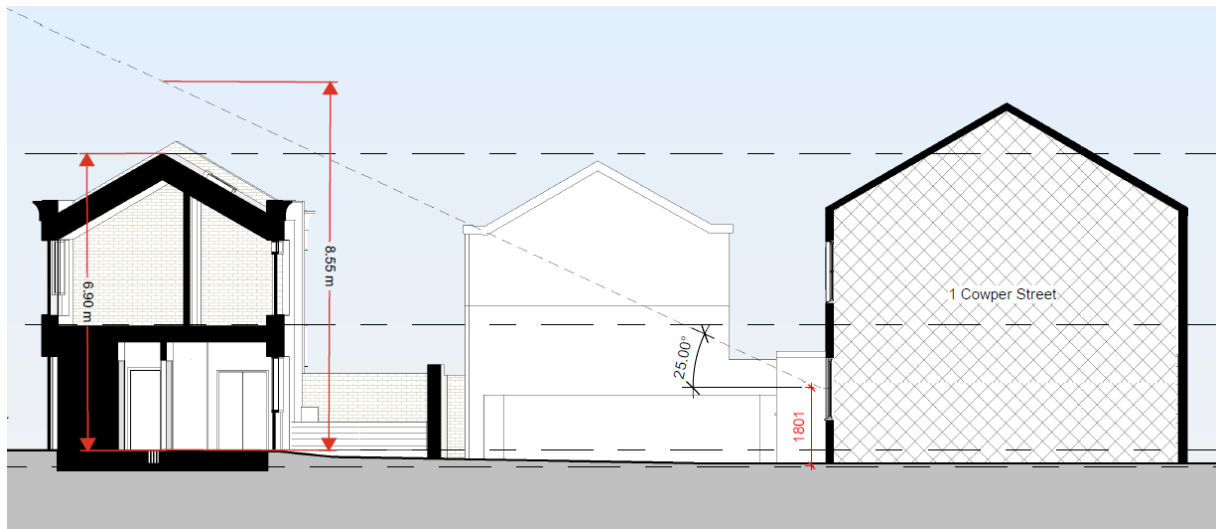
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- 5.22 The fenestration has also been updated; triple-casement windows with transom bars are now proposed for the corner part of the of the development, and to the right-hand side of the Dove Lane houses, as such windows are generally more common in the vicinity than double-casements.
- 5.23 The changes to the materials and fenestration are considered to represent an improvement on the approved scheme, both in terms of tying together the different element of the local street scene, and in terms of delivering a more interesting building, on what is a prominent corner site which forms part of the gateway into the St George town centre.
- 5.24 Both policies DM26 and DM27 require proposals to ensure that the future development of adjoining sites is not prejudiced, and this is particularly important in this instance, given that the site has previously been consented in conjunction with 68 and 70 Church Road. 87 and 89 Church Road (opposite) is also three storey, and whilst a two-six storey redevelopment of the Co-op Funeralcare Home to the north was dismissed at appeal in part on grounds of scale it is likely that this site will be redeveloped in time as an 'amplified height' scheme (defined in the Urban Living SPD as one which is modestly higher than the prevailing building height, i.e. *up to 2x prevailing height*), of three-four storey.
- 5.25 This side of Church Road comprises three-storey development (plus hipped roofs) from Moorfield House through to Byron Street, and so future development of 68-70 Church Road would likely need to be at a similar scale (as has previously been approved, albeit with a flat roof). The west elevation of the proposed development has therefore been gabled, to allow future development of the adjoining site to be built off of this wall at the same scale. A three-storey scheme could be developed on this site without prejudicing the amenity of neighbours (through overshadowing or overlooking), and as such the proposal would not prejudice the future development of 68-70 Church Road.
- 5.26 The proposal is therefore considered to be of an appropriate design which would respect the character of the area and the host dwelling, and meet the requirements of policies BCS21, and DM26-DM29.

Would the development harm the residential amenity of neighbours?

- 5.27 Policy DM29 requires extensions to proposals to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. Policy BCS21 states that new development should safeguard the amenity of existing development. Policy DM27 expects that new development will "enable existing and proposed development to achieve appropriate levels of privacy, outlook and daylight."
- 5.28 Previous refusals on the site have referenced harm to the amenity 1-4 Cowper Street, to the southeast of the site, though this was eventually successfully addressed through the extant scheme, with officers concluding that the development would therefore have no harmful overbearing or overshadowing impact on 1-4 Cowper Street, or any other properties on Cowper Street given the separation distance, design and scale of development.
- 5.29 To preserve the amenity of neighbours in terms of overlooking, the extant scheme's first floor bedrooms had dressing areas to the rear which would only be served by high level windows and rooflights. For the proposed scheme, the bedrooms are served by windows fronting the street, and rooflights to the rear, to similarly to ensure that amenity is preserved.
- 5.30 The approved scheme had a ridge height of 6.9 metres to the Dove Lane dwellings, which has been slightly increased to 7.17 metres on the proposed scheme. The site sections for the approved scheme showed that the 25-degree site line from the ground floor windows to Cowper Street (to provide an unobstructed vertical angle view of the sky) would clear the roofs by 1.65 metres. As the ridge height has only been increased by 270mm, there would be no additional harmful overbearing from the proposed scheme.

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Site Section 3

Approved and proposed sections

5.31 With regards to the additional height to the flatted element, as this would not be directly in line with the dwellings on Cowper Street (it backs on to the sub-station and beyond this the car parking area to Cowper Street), it raises no further issues. Furthermore, as no openings are proposed to the elevation, it would not prejudice future development of the car park.

5.32 In conclusion, the proposals would preserve the amenity of neighbouring properties.

Would the development provide adequate living and amenity space for future occupiers?

- 5.33 The NPPF states that policies and decisions should ensure, inter alia, a high standard of amenity for future and existing users. It advises that policies may also make use of the nationally described space standards, where the need for an internal space standard can be justified.
- 5.34 Policy BCS18 requires development to provide sufficient space for everyday activities, which should be flexible and adaptable, by meeting appropriate space standards, though it does not formally adopt the National Space Standard (NDSS). It also states in the supporting text that building to suitable space standards will ensure new homes provide sufficient space for everyday activities, and that homes can also be used more flexibly and adapted more easily by their occupants to changing life circumstances. Policy DM29 requires development to be clearly organised in terms of their form and internal layout and circulation.
- 5.35 The NDSS requires 39sqm for a one-bedroom, one bedspace (1b1p) flat, 50sqm for a one-bedroom, two bedspace flat, and 61sqm for a two-bedroom, three bedspace flat.
- 5.36 Flat 1 is proposed as a 1b1p flat, with a 10.23sqm single bedroom, and 42sqm of floorspace. Flats 2, 4 and 6 are proposed as 1b2p flats, with 11.85sqm double bedrooms and 50sqm of floorspace. Flats 3 and 5 are proposed as 2b3p flats, with 11.58sqm master bedrooms, 10.66sqm second bedrooms, and 62sqm of floorspace. As such, all flats would be NDSS-compliant.
- 5.37 For the houses, these are proposed as 2b3p dwellings, with 13.73sqm master bedrooms, 10.85sqm second bedrooms, and 71sqm of floorspace, in excess of the 70sqm NDSS requirement.
- 5.38 The corner flats would be dual-aspect, whilst flats 2, 4 and 6 would be single aspect, given the constraints of the site. However, the layout has been designed so that the bathroom, kitchen and storage areas are to the rears of the flat, and the bedrooms and lounges would be served by good-sized, south-facing windows. As such, single-aspect flats are considered to deliver an appropriate level of residential amenity.

- 5.39 For the dwelling, dual-aspect through lounges are proposed, and the bedrooms would be served by both south-facing windows and north-facing rooflights.
- 5.40 All ground floor properties would directly address the pavement (which would be reinstated as part of the scheme – see highways section below). The Council's preference for defensible space is noted, however the site layout is as per the extant scheme, which also included the three houses directly addressing the pavement. It is further noted that this is not an uncommon feature along this section of Church Road, and given the low levels of footfall along Dove Lane (a cul-de-sac which otherwise serves the Octavius Hunt site only), overall levels of amenity would remain acceptable, and the additional ground floor flats would have the same levels of amenity and privacy as the approved dwellings.
- 5.41 The Council's Urban Living SPD states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings, with an extra 1sqm for each additional person. It goes on to state that this can be provided as private balconies, roof terraces or communal gardens.
- 5.42 No private amenity space is proposed to the flats (as per the extant scheme). The houses would each have circa 30sqm of rear garden space, again, as per the extant scheme. Furthermore, as noted earlier in this statement, the site is also within easy walking distance of a variety of designated Important Open Spaces.
- 5.43 In summary, the proposals would provide a good standard of accommodation, in accordance with BCS18 and DM29.

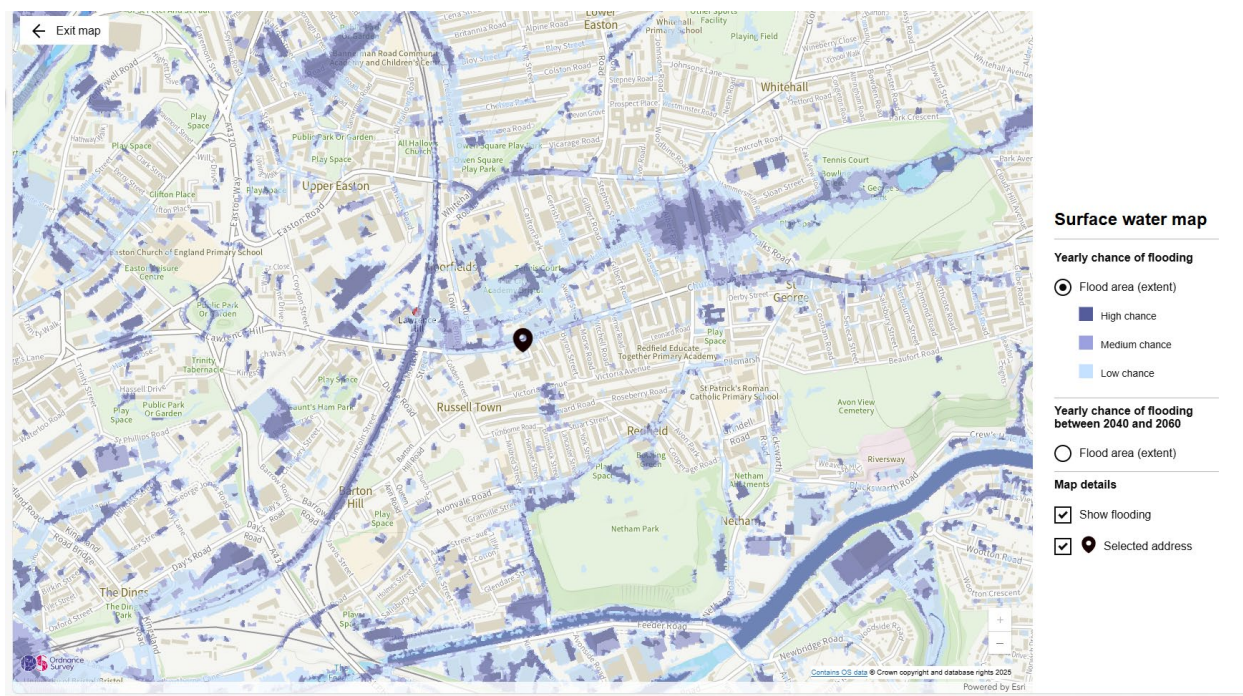
Would the proposal adequately meet objectives of sustainability and climate change?

- 5.44 Policies BCS13 requires proposals to mitigate and adapt to climate through their design and construction. Policy BCS14 requires proposed development to reduce carbon dioxide emissions from residual energy use by at least 20%. Policy BCS15 requires design and construction to be sustainable, with residential development expected to meet Level 6 of the Code for Sustainable Homes assessment. This Code however was abolished in 2015, and the relevant elements incorporated into the

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Building Regulations, and set at an equivalent to CSH Level 4. Policy BCS16 requires all development to incorporate water management measures to reduce surface water run-off to ensure that flood risk is not increased elsewhere, including the use of sustainable drainage systems.

- 5.45 The accompanying energy statement confirms that the development would exceed the 20% reduction required, with air source heat pumps and photovoltaic panels proposed.



EA surface water flood risk map

- 5.46 With regards to surface water run-off, the site and adjoining highway is shown to be at low-to-very low risk from surface water flooding. The existing site is currently mostly hard surfacing, and therefore the provision of areas of soft landscaping and attenuation tanks to the rear gardens would provide additional drainage and help to improve the situation in the local area more generally.

Would the proposal impact on highway safety or parking?

- 5.47 Policy BCS10 requires development to be located where sustainable travel patterns can be achieved, whilst policy DM23 requires development to provide safe and

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adequate access on to the highway network and provide the appropriate level of parking. Policy DM32 relates to recycling and refuse storage, and requires sufficient space to be required, and safe and convenient access to be provided for both occupants and operatives. Parking standards are based on a maximum provision with no minimum standard specified.

- 5.48 As outlined in section 2 above the site is in a sustainable location, close to bus stops, local schools and services.
- 5.49 A communal bike store is proposed for the 6 flats, with 8 spaces provided (1 per bedroom), accessed from the street and via a 1200mm wide corridor. The houses would have cycle storage for two bikes each within the hallways, which is considered more appropriate and accessible than providing external storage to the rear gardens.
- 5.50 A communal refuse and recycling store is also proposed for the flats, accessed from Dove Lane, comprising 1 set of bins per flat. The reinstated pavement would allow for space for these to be brought out on to the highway for collection day, and a waste management plan could be secured by condition if necessary. The houses would have integral stores, accessed directly from the street.
- 5.51 A zero-parking scheme is proposed, as per the extant scheme, which is considered appropriate given the highly sustainable location.
- 5.52 In conclusion, the development would continue to be acceptable on highway safety or parking.

Would any issues arise with regards to unstable or contaminated land?

- 5.53 Policy DM34 requires development to ensure that any existing contamination of the land will be addressed by appropriate mitigation measures, whilst policy DM37 requires proposals in the High-Risk Coal Mining Areas to be supported by a suitable desk-based assessment.

5.54 The accompanying Coal Mining Risk Assessment recommends that further intrusive ground investigations should be undertaken, to obtain evidence of potential unrecorded coal mine workings. In the event that shallow mines are found, mitigation in the form of over-excavation for a minimum of 1m from the foundations and replacement with blinding concrete would be adequate to seal the coal from the atmosphere to prevent spontaneous combustion. Compliance with policy DM34 could be fully ensured with the standard pre-commencement conditions.

Does mandatory biodiversity net gain apply to the site?

5.55 The application site is wholly developed and 100% hard surfacing, and as such would be exempt from mandatory 10% BNG. A BNG Exemption Statement duly accompanies this application. Should the Inspector consider it necessary, a condition to secure the installation of bird and bat boxes, to provide a net gain in biodiversity, could be imposed.

Planning balance

5.56 The Council has a 2.45 year housing supply (established at a recent appeal Ref: APP/Z0116/W/23/3325342), 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.

5.57 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.

5.58 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.

5.59 Environmental benefits would ensue from the provision of energy-efficient dwellings, the visual betterment of the site, and the provision of additional soft landscaping to aid surface water drainage.

5.60 These benefits would not be significantly outweighed, and for this reason, it follows that consent should be granted.

6. CONCLUSIONS

- 6.1 The current vacant corner plot represents an inefficient use of land in a sustainable location. The provision of 9 additional dwellings, would make a more efficient use of the land, and in the context of the Council's current Housing Delivery and Land Supply issues, this should be given significant weight.
- 6.2 The site benefits (in conjunction with the adjoining site) from an extant planning permission which was approved under the current Local Plan policies. The only policy changes since that scheme was approved are a greater emphasis on increasing housing delivery from the new government, reflected in recent updates to the NPPF, Written Ministerial Statements.
- 6.3 The revisions to the approved scheme make more efficient use of the site, whilst raising no additional uses in respect of design, access, or residential amenity.
- 6.4 For these reasons, it is hoped that the Inspector can support this proposal, and grant planning permission.