

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

Our ref: PR02485

Date: 21<sup>st</sup> July 2025

**Sent via e-mail**

Dear Sir/Madam,

**Town and Country Planning Act 1990**

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

**Erection of a detached bungalow in rear garden**

I write on behalf of my client, Mr [REDACTED], to apply for the erection of a detached two-bedroom single-storey dwellinghouse, to the rear of the existing property. The applicant 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 1<sup>st</sup> July 2025. 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;
- proposed floor plans (rev A);
- proposed elevations (rev A);
- existing and proposed streetscenes (rev A);
- existing site plan (rev A);
- proposed site plan (rev A);
- Drawing no. 24149-PL07 – site location plan;
- BNG exemption statement;

- 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 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.

A previous application for a detached dwellinghouse in the rear garden, together with an attached dwellinghouse to the host dwelling was refused in April 2024. (ref: 23/00867/F). A subsequent S62A application, for the attached 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. Following submission of a revised scheme which addressed the highways issues and

reduced the width of the dwelling, permission was granted for an attached dwellinghouse to the host dwelling in January 2025 (ref: S62A/2024/0064)

## **Proposal**

My client now seeks to erect a bungalow in the rear garden of the host dwelling, fronting Crossways Road. The existing garage would be demolished, and the front elevation of the bungalow would broadly align with the side elevation of the approved dwelling to the side of 87 Queenshill Road.

The bungalow would have a simple square plan form, contemporary design and low profile, with a front bay window and hipped roof, measuring 2.6 metres to the eaves and 4 metres to the ridge. A palette of white render, black standing seam cladding to the front bay, grey Marley roof tiles and grey upvc windows. A single car parking space is proposed to the side of the new dwelling.

The dwelling would provide one double bedroom (11.7sqm, including built-in wardrobe, exceeding the minimum 11.5sqm requirement), one single bedroom (8.2sqm) and 63sqm of internal floorspace (in excess of the National Space Standard of 61sqm).

The site has been sectioned off from the rear garden to 87 Queenshill Road already with new boundary treatment (timber fencing). A 600mm high front boundary wall is proposed, and the new dwelling would have a 61sqm rear garden, with closed timber board fencing to replace the existing concrete wall. Refuse and recycling storage is proposed to the front of the property, and secure cycle storage within the rear garden.

## **Planning analysis**

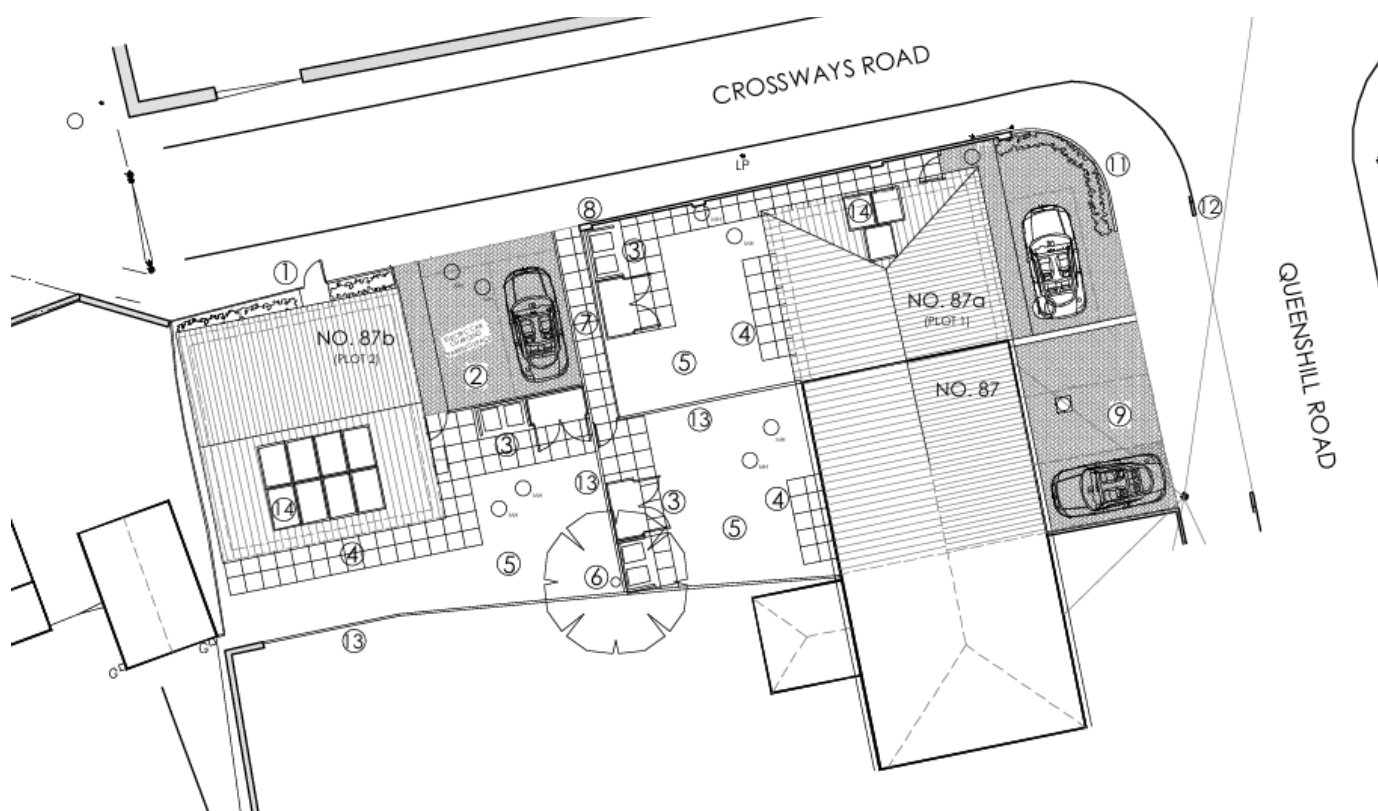
The current proposal seeks to address the previous reasons for refusal attached to the 2023 planning application for two dwellings, albeit this proposal only relates to the rear dwelling (the front dwelling having been approved). The three reasons for refusal related to design, neighbour impact and highways. Commentary is provided below, with reference to the LPA's delegated report. 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 2023 scheme, the LPA stated, "The proposed dwelling 87B, set in the in the rear garden of the host dwelling, would not appear in keeping by virtue of its bulk and built form, and would not be visually subservient which is important in the context of backland development. It is noted that Policy DM21 states that development of private gardens would be acceptable where the proposals would represent a more efficient use of land in area that higher densities are more appropriate, however, the proposed level of built form proposed by this application is not considered acceptable in this case, given the resulting overdevelopment of the site and the detrimental impact on the character of the area and host dwelling."

For the avoidance of doubt, the principle of backland development was accepted, and it is common ground that the site is in a sustainable location where higher densities are appropriate.

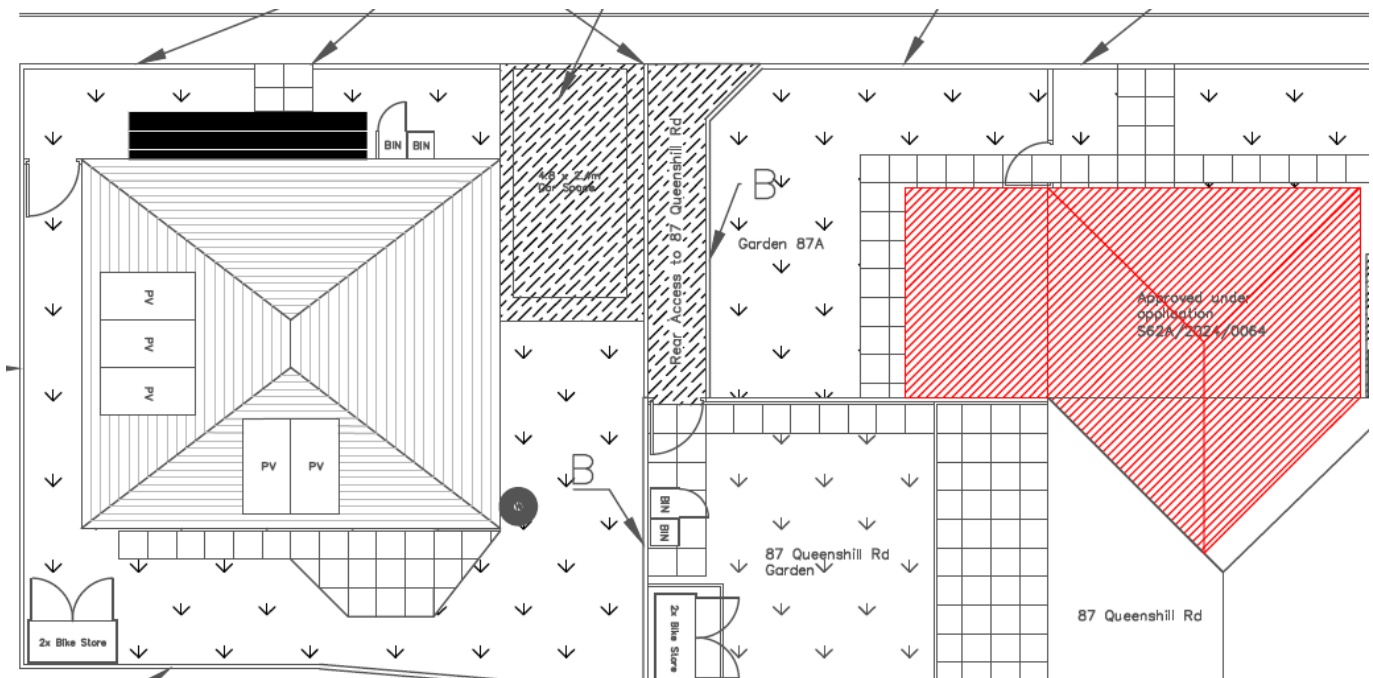
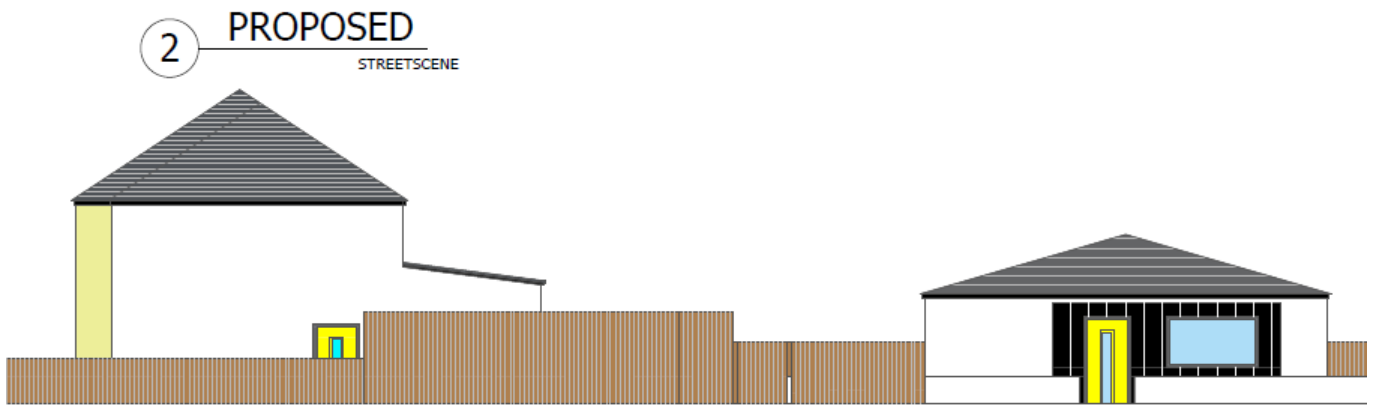
The refused scheme proposed a two-storey dwelling, tight to the boundary with Crossways Road, with a gabled roof at the same height as the hipped roof to the host dwelling (which was to be replicated on the side extension/attached dwelling).



Refused site plan (23/00867/F)



Refused streetscene (23/00867/F)



Current scheme

The revised scheme seeks to erect a dwelling more akin to a rear annexe or converted double garage in design and appearance, whilst at the same time providing a street-fronting presence (aided by the front bay). The front building line would be broadly in line with the approved attached dwelling, with the bay window projecting beyond this. The low eaves height proposed, together with the low roof profile, would ensure visual subservience, whilst breathing space has been provided between the two dwellings, and around the proposed bungalow, to ensure that there would be no perception of overdevelopment.



*3D visual render of approved dwelling*

The applicant previously commissioned a 3d-visual render of the approved dwelling, and as can be seen from this image (included again above), the approved dwelling would be viewed against the backdrop of, and subservient to, the three-storey flatted development on Paignton Square, which would remain prominent. Similarly, as the Paignton Square development has been built to the edge of the footpath (and kicks out beyond the pavement to Crossway Road), the small projection of the proposed dwelling beyond the building line of the approved dwelling

would be seen in this context, and the staggered building line is an appropriate design approach in this context.

These changes, together with the reduced width of the approved dwelling, would ensure that in combination, the two schemes would respect the character and appearance of both the host dwelling and the wider streetscene, in compliance with the LPA's suite of design-based policies.

#### *Neighbour amenity*

The second reason for refusal for the 2023 scheme related solely to the detached dwelling and stated *"The scale, form, mass and proximity of the proposed dwelling in the rear garden of the host dwelling (87B) would result in detrimental harm to the quality of outlook to neighbouring properties, including 85 Queenshill Road, and the host property. The proposal would also have a detrimental impact on the quality of outdoor amenity space for the flats at Paignton Square by way of overbearing impact and additional shadowing. The position of the first floor windows of 87B would furthermore lead to a sense of perceived overlooking and loss of privacy for the amenity space of 85 Queenshill Road. The proposal is therefore contrary to guidance contained within National Planning Policy Framework (2023); Core Strategy (2011) Policy BCS21 and Site Allocations and Development Management Policies (2014) DM27 and DM30."*

As a single-storey dwelling, the current proposal would not result in any loss of privacy to adjoining properties. In respect of the amenity space to the side of the flats at Paignton Square, the reduction to a single storey, and the proposed pitched roof (as opposed to a gable end facing Paignton Square) would ensure that no harm overshadowing resulted from the proposed development. As such, the revised scheme successfully addresses the previous amenity reason for refusal.

#### *Highways and parking*

The previous scheme was refused on the basis of an over-provision of parking, and inadequate cycle parking. The new attached dwelling has since been approved with zero parking, and the host dwelling has retained 2no. forecourt parking spaces.

1no. parking space is proposed to the side of the new dwelling, and therefore the proposal would not exceed the 1.5 maximum spaces permitted for a two-bedroom dwelling under DM23. Cycle parking for two bikes is proposed to the rear garden, together with policy-compliant refuse storage for one set of bins in the front garden. A 600mm high front boundary wall, and a 600mm



high side boundary wall (to the rear access to 87 Queenshill Road) is proposed, to ensure that vehicles exiting the site would have suitable visibility splays. This would be an improvement on the current situation in highway safety terms; there is gated vehicular access to the rear garden and garage, with a 1.8 metre-high blockwork wall precluding views down Crossways Road.

As a result, the proposal would not result in unacceptable highways impacts.

#### *Other issues*

The dwelling would have multiple aspects and comply with National Space Standards. Whilst the double bedroom would look out on to the boundary wall to Paignton Square, a rooflight is proposed to provide additional daylight, and overall the dwelling would provide acceptable levels of outlook, with a triple-aspect lounge/kitchen/diner proposed to the rear of the building, including bifold doors out on to the rear garden.

The accompanying energy statement confirms that a policy-complaint 20% reduction in carbon emissions can be achieved, through the provision of an air source heat pump.

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 garage, outbuilding and concrete (sealed surfaces), with only a small area of scatter planting affected, 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 two-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 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**