

NICHOLAS MORLEY ARCHITECTS

PLANNING APPLICATION FOR CONSTRUCTION OF AN ATTACHED TWO AND SINGLE STOREY EXTENSION TO FORM A DWELLING AT NO.79 MURFORD AVENUE, HARTCLIFFE, BRISTOL, BS13 9JY

RESUBMISSION OF APPLICATION 22/0153/F FOR VERTICAL EXTENSION TO APPROVED DWELLING

DESIGN, ACCESS AND PLANNING STATEMENT (revised 15th May 2022)

1.0 - Introduction

This Planning, Design and Access statement has been written to accompany the planning application for a revision to the new dwelling on land adjacent to No.79, Murford Avenue, Hartcliffe, Bristol. Construction has been started in April 2021 and was originally approved under application 19/00474/F which was varied and approved under application 20/01186/X. The application 22/00153/F was refused in error for this is a resubmission to correct the matter.

A review has been made of the original single storey element of the approval. By extending vertically it is possible to create a two bedroom dwelling as opposed to a one bedroom dwelling. This is the reason for this new application. The extension to the approved single storey element is still stepped down from the main element.

This Planning, Design and Access Statement is to be read in accompaniment with the following drawings;

- PL01 Existing Ground Floor Plan
- PL02 Existing First Floor Plan and Location Plan
- PL03 Existing Site Plan
- PL04 Existing Front Elevation
- PL05 Existing Rear and Side Elevation
- PL06A Proposed Ground Floor Plan
- PL07 Proposed First Floor Plan
- PL08 Proposed Site Plan
- PL09A Proposed Front Elevation
- PL10A Proposed Rear and Side Elevation

The proposed works have been considered in line with the Bristol Core Strategy (Adopted 2011) as well as the following supplementary documents;

- Bristol Local Plan Site Allocations and Development Management Policies - Adopted July 2014
- Space Standards Practice Note (July 2011)
- Climate Change and Sustainability Note (July 2011)

2.0 - Description of Proposed Works

It is proposed that a two storey extension is constructed to the side of the existing property to create a new two bedroom dwelling. No.79 has a large garden to the side and rear with sufficient space for the proposal. No.79 is an end of terrace property (2 bedroomed) so has a larger garden than surrounding dwellings.

3.0 - Existing Site Description

The development site is currently occupied by a driveway, detached store building and a grassed area. The site is bounded by a hedge along Murford Avenue and Meriet Avenue. There is also a blockwork wall demarking the boundary between No.79 and No.1 Meriat Avenue.

The site is generally level, although it slopes upwards away from No.79 to Meriet Avenue.

The local area is suburban in character consisting predominantly of two storey terraced and, semi-detached residential properties.

The properties in the locality date from 1950-70s and are typical of that era. They are predominantly finished in painted render. Roofs are generally brown or dark grey double roman tiles.

No.79 has a driveway accessed from Murford Avenue with tandem parking for two cars. Pedestrian access is via a separate gated access.

The approved dwelling is currently under construction.

4.0 - Materials and Elevations

The proposed dwelling has two storeys (one is stepped down) which reflects the property opposite. The external door and window levels match No.79, as does the roof ridge level of the two storey element. The new dwelling is set at the same ground floor level as the existing property. The revised two storey element as it is stepped down also reduces the impact of the proposal to Meriet Avenue.

The new dwelling is finished in light coloured render in keeping with existing properties in the locality. The roof is brown double roman tiles. The window and external door frames are white uPvc.

5.0 - Parking, Cycle Storage, Bins and Access

The new dwelling is provided with 2 No. Cycle storage space.

Bins are stored to the front of the dwelling for easy and non-disruptive collection.

It is proposed that the new dwelling is served by one off-street parking accessed from Murford Avenue in same location as the existing driveway. No.79 will be provided a new parking space also accessed from Murford Avenue via a new dropped kerb.

6.0 - Internal Layout

The proposal is to provide a dwelling set over two storeys.

The ground floor contains an open plan kitchen/dining room and living room along with a WC, and storage cupboard. The first floor contains two bedrooms and a bathroom.

7.0 - Landscaping

It is proposed that the existing dense foliage boundary planting is to be retained. A small area of this planting will have to be removed to provide the new parking space for No.79. The new parking areas will be in permeable paving that falls away from the highway. New fencing will divide the existing and new property.

8.0 - Planning Statement

The following chapter reviews the Bristol City Council policies which are relevant to the proposed development and responds a necessary.

Bristol Core Strategy (Adopted 2011)

BCS1 – South Bristol Regeneration

This policy supports the diverse neighbourhoods of Bristol. The proposal is in a sustainable location and adds to the mix of the area.

BCS5 – Delivery of new homes

This policy is seeking an additional 26,400 new homes within Bristol from 2006-2026. The proposed new dwelling accords with this policy.

BCS13, 14, 15 and 16 – Climate Change

This policy describes how developments should contribute to both mitigating and adapting to climate change. A sustainability statement and Energy Strategy has been submitted with this planning application. It is intended that any new construction takes full regard to energy and thermal efficiency.

BCS18 – Housing Type

This policy describes Housing Mix within communities

The Bristol Core Strategy now refers to the Department for Communities and Local Government – Technical housing standards-nationally described space standard. The accommodation proposed is 1 no. 2 bedroom dwelling of 92m² and therefore complies with BCS18.

BCS21 – Quality in Urban Design

The properties in the locality date from 1950-70s and are typical of that era. They are predominantly finished in render or brick elevations. Roofs are typically finished in red/brown tiles. The proposed dwelling will reflect this architecture, and therefore complies with this policy. The proposal also reflects the building line of the opposite property No.56.

Policy DM1: Presumption in favour of sustainable development

2.1.1 The Bristol Core Strategy provides a positive and flexible framework for meeting the development needs of the city. It is supported by a set of Development Management policies which help to ensure new development is compatible with the core planning principles set out in the National Planning Policy Framework.

When considering development proposals a positive approach will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Bristol City Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the city.

Planning applications that accord with the policies in the Bristol Local Plan and, where relevant, with policies in Neighbourhood Development Plans will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then planning permission will be granted unless material considerations indicate otherwise taking into account whether:

Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or Specific policies in that Framework indicate that development should be restricted.

The proposal complies with this policy.

Policy DM21: Development of Private Gardens

2.21.1 Private residential gardens make an important contribution to the city's green infrastructure and to the character of its residential areas. This policy aims generally to retain private residential gardens in the city whilst setting out the limited circumstances where their development may be acceptable.

2.21.2 The Core Strategy sets out the approach to providing new homes to 2026. Delivery of the new homes can mainly be secured through the development of a mix of sites across the city and has not been based on the assumption that development of significant amounts of garden land will be required. However, development of garden land may be appropriate where it would contribute to sustainable forms of development. Where such developments occur they can make a limited but useful contribution to the overall supply of new homes. Development involving the loss of gardens will not be permitted unless: i. The proposal would represent a more efficient use of land at a location where higher densities are appropriate; or ii. The development would result in a significant improvement to the urban design of an area; or iii. The proposal is an extension to an existing single dwelling and would retain an adequate area of functional garden. In all cases, any development of garden land should not result in harm to the character and appearance of an area. Development involving front gardens should ensure that the character of the street is not harmed and that appropriate boundary treatments and planting are retained.

The proposal will make a more efficient use of the site, whilst still retaining a good sized garden to the existing house and new dwelling. In this location due to the width of the site it is possible to provide an attached two extension to form a new dwelling. The proposed dwelling is designed to reflect property in the area and will not harm the character.

Policy DM23: Transport Development Management

2.23.1 This Development Management policy sets out the transport and traffic considerations that development proposals should address.

This includes parking standards for residential and non-residential development. It also seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport. It therefore helps to implement Core Strategy policy BCS10. This policy applies across the city except the city centre. Separate policies for parking and movement in the city centre are set out in the Bristol Central Area Plan

There is 1 car parking space provided for the new and existing dwellings, and one cycle space for the new dwelling.

Policy DM26: Local Character and Distinctiveness

2.26.3 Policy BCS21 of the Core Strategy states that development should contribute positively to an area's character and identity, creating or reinforcing local distinctiveness. This policy expands upon this requirement by setting out the criteria against which a development's response to local character and distinctiveness will be assessed.

The design of development proposals will be expected to contribute towards local character and distinctiveness by:

Responding appropriately to and incorporating existing land forms, green infrastructure assets and historic assets and features; and

Respecting, building upon or restoring the local pattern and grain of development, including the historical development of the area; and

Responding appropriately to local patterns of movement and the scale, character and function of streets and public spaces; and

Retaining, enhancing and creating important views into, out of and through the site; and

Making appropriate use of landmarks and focal features, and preserving or enhancing the setting of existing landmarks and focal features; and

Responding appropriately to the height, scale, massing, shape, form

And proportion of existing buildings, building lines and set-backs from the street, skylines and roofscapes; and

Reflecting locally characteristic architectural styles, rhythms, patterns, features and themes taking account of their scale and proportion; and

Reflecting the predominant materials, colours, textures, landscape treatments and boundary treatments in the area.

Development will not be permitted where it would be harmful to local character and distinctiveness or where it would fail to take the opportunities available to improve the character and quality of the area and the way it functions.

Development should retain existing buildings and structures that contribute positively to local character and distinctiveness. Where the loss of an existing building or structure is acceptable due to the wider planning benefits of a

development proposal, opportunities should be sought to reuse any materials that contribute to local character and distinctiveness.

The proposal is of a similar scale and design to the residential properties in the area and complies with this policy

DM27: Layout and Form

2.27.1 This policy is concerned with the successful arrangement and form of buildings, structures and spaces. The layout of the built environment makes a key contribution to creating quality urban design as required under the Core Strategy, and as such the policy relates to all aspects of Core Strategy policy BCS21. The layout, form, pattern and arrangement of streets, open spaces, development blocks, buildings and landscapes should contribute to the creation of quality urban design and healthy, safe and sustainable places. It should make efficient use of land, provide inclusive access and take account of local climatic conditions. Proposals should not prejudice the existing and future development potential of adjoining sites or the potential for the area to achieve a coherent, interconnected and integrated built form. Where such potential may reasonably exist, including on sites with different use or ownership, development will be expected to either progress with a comprehensive scheme or, by means of its layout and form, enable a co-ordinated approach to be adopted towards the development of those sites in the future.

Streets and Spaces Development will be expected to:

- i. Create or contribute towards a simple, well-defined and inter-connected network of streets and spaces that allows for convenient access to a choice of movement modes and routes, as appropriate to the size of the development and grain of the surroundings, without compromising the security of the development; and*
- ii. Provide direct, clear, safe and attractive links to existing routes, local and wider services, amenities and facilities including public transport;*
- and iii. Ensure that the layout, scale and enclosure of streets and spaces are appropriate to their function, character, capacity, hierarchy and local climatic conditions;*
- and iv. Incorporate existing and new green infrastructure to reinforce the character of streets and spaces.*

Opportunities for new street linkages will be sought where the existing permeability of the area is poor, desire lines exist or where historic routes can be reinstated.

Blocks and Plots The layout and form of development, including the size, shape, form and configuration of blocks and plots, will be expected to:

- i. Achieve continuity of development edge that encloses and clearly defines the public realm whilst physically securing the private realm;*
- and ii. Create distinct public fronts and private backs with clear and obvious ownership and responsibility for external spaces provided;*
- and iii. Enable active frontages to the public realm and natural surveillance over all publicly accessible spaces;*

and iv. Establish a coherent and consistent building line and setback that relate to the street alignment;

and v. Respond appropriately to local climatic conditions including solar orientation and prevailing winds to maximise the opportunities for energy efficient design, renewable energy generation and access to sunlight within the development, while minimising the negative effects of wind including wind turbulence and funnelling;

and vi. Enable existing and proposed development to achieve appropriate levels of privacy, outlook and daylight;

and vii. Be flexible to accommodate alternative but appropriate building types, plot types and uses which could adapt or change independently over time, taking into account the possibility for future extension; and viii. Enable the provision of adequate appropriate and usable private or communal amenity space, defensible space, parking and servicing where necessary.

Height, Scale and Massing The height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces, the setting, public function and/or importance of the proposed development and the location within the townscape. Design solutions should optimise adaptability and energy efficiency and promote health and wellbeing

The proposal is of a small scale and complies with the intent of this policy.

Policy DM29: Design of New Buildings

2.29.1 New buildings should be designed to a high standard with design solutions founded upon a coherent concept and rationale.

2.29.2 This policy implements the requirements of policy BCS21 of the Core Strategy to deliver high quality, adaptable buildings that make a positive contribution to an area's character and identity. The policy also seeks active building frontages that will enable a safe and secure built environment.

New buildings should be designed to a high standard of quality, responding appropriately to their importance and reflecting their function and role in relation to the public realm. Proposals for new buildings will be expected to:

i. Be clearly organised in terms of their form and internal layout and circulation to reflect the hierarchy of function they will accommodate, the uses they will serve and the context they will address;

and ii. Incorporate active frontages and clearly defined main entrances facing the public realm that emphasise corners and reinforce the most prominent frontages;

and iii. Respond to the solar orientation of the building to support energy efficient design while ensuring as far as possible that active rooms face the public realm;

and iv. Provide appropriate natural surveillance of all external spaces;

and v. Ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight;

and vi. Allow for future adaptation or extension to accommodate alternative uses or to respond to the changing future needs or circumstances of occupiers by means of their internal arrangement, internal height, detailed design and construction;

and vii. Provide appropriately for inclusive access and circulation; and viii. Incorporate opportunities for green infrastructure such as green roofs, green walls and green decks that may be accessed and used where appropriate; and ix. Incorporate exteriors and elevations that provide visual interest from a range of viewing distances and are visually organised and well-proportioned; and x. Incorporate high quality detail of an appropriate scale and proportion, arranged in a coherent way that contributes positively to the overall design approach of the building;

and xi. Employ high quality, durable and sustainable materials of an appropriate texture, colour, pattern and appearance that contribute positively to the character of the area. New residential development should provide dual aspect where possible, particularly where one of the aspects is north-facing.

The properties in the locality date from the 1950-1970s and are typical of that era. They are predominantly finished in painted render. Roofs are typically finished in red/brown tiles. The proposed dwelling reflects this architecture, and therefore complies with this policy.

Policy DM32: Recycling and Refuse Provision in New Development

2.32.1 Recycling and refuse storage is a practical requirement common to all development occupied by people. However, poorly sited or designed recycling and refuse storage provision has the potential for considerable adverse impacts on the visual appearance of an area as well as its general amenity, for instance by odours and obstruction of footways. An untidy proliferation of bins in streets and forecourts is often one of the most visible signs of higher residential densities when development is poorly designed, particularly when houses are subdivided.

2.32.2 This policy implements the recycling and refuse-related requirements of policy BCS15 of the Core Strategy and the design principles of policy BCS21 by setting standards for recycling and refuse provision in new development. It seeks to ensure that all new development is accompanied by recycling and refuse provision of sufficient quantity and quality, in order that the visual appearance, amenity and safety of an area is maintained when new development is introduced, including higher density development and residential subdivisions.

The bin and recycling store have been located at the front of the building and comply with this policy.

9.0 - Conclusion

The proposed building is in a sustainable location and the proposal makes better use of the site.

The design is sympathetic to the area and uses traditional materials and details.

1 no. additional property has been made available which complement and enhance the area.

Appendix A - Site Photographs (prior to commencement of construction of new dwelling)



Front Elevation of No. 79



Side Elevation



Side Elevation



Rear Elevation



No.56 Murford Avenue opposite No.79 Murford Avenue