



**Design, Access and Heritage Statement**

Land to the rear of 131 Highridge Road,  
Bishopsworth, Bristol, BS13 8HT

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# True Sustainable Development.

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# 1. Introduction

- 1.1. This design and Access statement has been produced for Millen Homes to support the proposed development of 2no. semi-detached 3 bedroom dwellings on Land to the rear of 131 Highridge Road, Bishopsworth, Bristol, BS13 8HT.
- 1.2. This statement will assess the proposal against the Core Strategy and Development Management Policies to ensure the development meets the aims and objectives of the district and promotes a sustainably planned and developed dwelling.
- 1.3. The proposed development is located on a backland plot that is currently occupied by an existing double garage structure and has an existing access road that is in frequent use adjacent to 131 Highridge Road.
- 1.4. The existing access and a small section of the site is located within the Bishopsworth conservation area, the majority of the site and the location in which the dwelling will be situated currently has not been allocated as either open space or is located within the conservation area. There are no material changes to the access or land within the conservation area.

## 2. Planning Policy

- 2.1. The following planning policies are relevant to the proposed development and provide the criteria and basis for decision making when assessing proposed development applications in Bristol City District.
- 2.2. The relevant planning policies have been taken from the adopted Core Strategy, Development Management Policies and the NPPF.

### **Core Strategy Planning Policies:**

Policy BCS1

South Bristol will be a priority focus for development and comprehensive regeneration.

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Development in South Bristol will primarily occur on previously developed land. However, the delivery of new homes and regeneration will require the planned release of some open space sites which do not need to be retained as part of the area's green infrastructure provision.

#### Policy BCS5

Provision of new homes will be in accordance with the spatial strategy for Bristol set out in this Core Strategy and it is envisaged that 30,600 new homes will be provided in Bristol between 2006 and 2026. Additional provision which accords with the spatial strategy may be appropriate within the plan period.

Development of new homes will primarily be on previously developed sites across the city. Some new homes will be developed on open space which does not need to be retained as part of the city's green infrastructure provision.

#### Policy BCS12

Community facilities should be located where there is a choice of travel options and should be accessible to all members of the community. Where possible community facilities should be located within existing centres.

#### Policy BCS13

Development should contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions.

#### Policy BCS14

Development in Bristol should include measures to reduce carbon dioxide emissions from energy use in accordance with the following energy hierarchy:

1. Minimising energy requirements
2. Incorporating renewable energy sources
3. Incorporating low carbon energy sources

#### Policy BCS15

Sustainable design and construction will be integral to new development in Bristol.

#### Policy BCS16

All development will also be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems (SUDS).

#### Policy BCS18

All new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.

#### Policy BCS20

New development will maximise opportunities to re-use previously developed land.

#### Policy BSC21

New development in Bristol should deliver high quality urban design. Development in Bristol will be expected to:

Contribute positively to an areas character and identity, creating or reinforcing local distinctiveness.

2.3. The following policies relevant to the application are set out in the councils development management policies section of the local plan:

Policy DM1: Presumption in favour of sustainable development

Policy DM23: Transport Development Management

Policy DM26: Local Character and Distinctiveness

Policy DM27: Layout and Form

Policy DM29: Design of New Buildings

#### **NPPF Principles**

The overarching principle of the replacement NPPF remains unchanged and places a clear presumption in favour of sustainable development. In terms of determining applications this means approving development proposals that accord with the

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development plan without delay and granting permission in cases where the development plan is absent or out of date providing the development is in accordance with the policies contained within the NPPF (Para 11)

There is a presumption in favour of sustainable development at the heart of the planning system, which should be central to the approach taken to both plan-making and decision-taking. Local planning authorities should plan positively for new development, and approve all individual proposals wherever possible. Local planning authorities should:

*-Prepare local plans on the basis that objectively assessed development needs should be met, and with sufficient flexibility to respond to rapid shifts in demand or other economic changes*

*-Approve development proposals that accord with statutory plans without delay and*

*-Grant permission where the plan is absent, silent, indeterminate or where relevant policies are out of date Paragraph 38 outlines that LPAs should approach decision taking in a positive and creative way and should work closely and proactively with applicants to secure developments that will improve sustainability of the area. Decision makers at every level should seek to approve applications for sustainable development Paragraph 47 of the NPPF outlines that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Indicating that applications should be determined as quickly as possible.*

Paragraph 54 outlines that an LPA should consider whether otherwise unacceptable development could be made acceptable through the use of conditions, although these conditions should be kept to a minimum and only imposed where they are necessary and relevant to planning and the development. Additionally, conditions that are required to be discharged before development commences should be avoided (paragraph 55).

The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps

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make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

## 3. Planning History

3.1. There have been no previous planning applications on the site for development of the land.

3.2. Adjacent to the application site, two recent proposals for additional residential dwellings have been approved under references:

**17/01813/F**- Erection of a Passive house: sustainable 5-bedroom family home.

**09/04648/F**- Proposed development of six residential units within a courtyard building of one and a half storeys high. Change of use of existing house to one 2-bedroom flat and one 1-bedroom flat. Alteration and extension of existing driveway, provision for car parking and landscaping.

3.3. The adjacent approved development was located in an area identified as open space, however was assessed to have limited ecological, landscape or community value. The proposed application site has not been identified under the same open space classification.

## 4. The Proposal

### Principle of Development

4.1. The area the site is located within is part of the larger area of South Bristol. The area has been designated a residential development allowance of 8,000 houses over the plan period. Policy BSC1 also aims to focus development on previously developed land within the South Bristol area.



- 4.2. The proposal is located within a residential area of Bristol and should be considered appropriate in principal.
- 4.3. The site currently has an existing permanent double garage structure and under the NPPF could be considered as previously developed land.
- 4.4. The recent approval and subsequent development of the adjacent building plot provides a suitable analysis of the area and sets a precedent for development of this backland plot alongside 119A and 119B Highridge Road.
- 4.5. Putting the above in context with the proposed development site it is suggested that the location of the site would provide a suitable residential development plot that utilises previously developed land in a primarily residential area of South Bristol in line with the Core Strategy for Bristol.
- 4.6. The area benefits from good links to public transport, the application site is within walking distance (400 metres) of the Highridge Common bus stop which has regular bus service to Cribbs Causeway, Patchway, Filton, Gloucester Road, City Centre, Bedminster, Withywood, Hartcliffe and Hengrove Park. Given the development is within walking distance of a main public transport route and in the South Bristol area the locational sustainability of the site should be considered acceptable.
- 4.7. The site is not within a rural area or the Green Belt, the access of the site is currently located within the Bishopsworth and Malago conservation area, however as the access is already in frequent use and already established there would be no harm to the conservation area.
- 4.8. The access road is also currently occupied by a large metal black gate and the road has not been properly paved and therefore the re-development of the access would, in the applicants view, improve the current character of the road and provide a more suitable aesthetic in-keeping with the current residential character.
- 4.9. The principle of development in this location should be deemed acceptable as the proposal does not compromise the existing settlement pattern nor the important settlement characteristics whilst providing an additional dwelling in a primarily residential area that is within the main area targeted for additional housing.

## Character and Appearance

- 4.10. Development management policies DM26, DM27 and DM29 focus primarily on the design and layout of new dwellings to ensure that the existing settlement patterns and characteristics of the area are not harmed through the design, layout and quality of new residential development.
- 4.11. Policy DM26 states that proposals must ensure that development consolidates existing settlement patterns. The site would be situated to the rear of 131 Highridge Road and examples of backland development already exist on Highridge Road (135, 119A, 119B). In particular, the recently approved development to the West to the rear of 135.
- 4.12. Although the dwellings would sit slightly behind the existing building lines of 119B, 119A and 135 it is still suggested that the layout of the dwelling can be deemed appropriate in the location due to the existing access and screening of the site from current views from Highridge Road.
- 4.13. Considering the visual aspect of introducing a new dwelling on this land, there is already the benefit of mature screening along the boundaries of the site and the existing dwellings on Highridge Road would suitably screen the dwelling from the existing highway. The existing access is already open and the additional of dwellings to the rear would not compromise the views through to the site as the development would be situated to the East of the access road and would not be significantly visible following suitable landscaping additions.

## Heritage

- 4.14. The proposal will not alter the street scene of the Conservation Area and views onto the site will only be from private areas. It is considered the harm to heritage assets is neutral.

## Highways, Parking and Access

- 4.15. Access will be taken from an existing access track alongside 131 Highridge Road. The access is already in frequent use and existing planting already separates the existing access from the property 131. The access would be re-developed to provide a more suitable paved surface and landscaping measures that would provide a more suitably looking access for a dwelling.

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4.16. The material of the access will be block paving to ensure noise is minimised as the access would be in daily use.

4.17. There would be no material increase in vehicular movements on the access.

4.18. Suitable visibility splays are acceptable in either direction.

## Biodiversity

4.19. The site is currently occupied by existing structures and has not been allocated as important open space in comparison to the adjacent land surrounding the site.

4.20. The area in which the building would be located does not have any trees or vegetation on it and the existing trees surrounding the boundaries of the site are all to be retained to maintain suitable screening and green aesthetic.

4.21. No loss of vegetation will occur through the creation of the access as the existing access is already in frequent use.

4.22. Extensive landscaping has also been proposed to increase the levels of biodiversity on the site and not compromise the green aesthetic of the surrounding open space.

## Sustainability

4.23. The building will be built to the council's sustainability requirements and various implementations are proposed to ensure the building is sustainable. The buildings will incorporate solar panels, rainwater harvesting, sustainably sourced FSC timber, triple glazed windows and energy efficient floor, roof and walls.

4.24. The location of the dwelling should be considered sustainable as the transport links and surrounding facilities are within a suitable distance to the site.

## 5. Conclusions

5.1. The dwelling has been designed to ensure that the materials, scale and plot size are comparable with those existing in the area already to ensure the important characteristics of Highridge Road are not compromised.

5.2. The site is in an already sustainable location and transport links in the area reduce the need to travel via private vehicle for daily errands and movements.

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5.3. The delivery of small sites is promoted by the NPPF as they can be built out in a short-time frame and make effective use of land in the district.

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