



Appeal Decision

Site visit made on 28 May 2024

by G Roberts BA (Hons) MRTPI

an Inspector appointed by the Secretary of State

Decision date: 19 June 2024

Appeal Ref: APP/P0119/W/24/3339549

180 Whittucks Road, Hanham, South Gloucestershire, BS15 3PY

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Gemma Gibbings against the decision of South Gloucestershire Council.
 - The application Ref. P23/03075/F dated 1 November 2023 was refused by notice dated 31 January 2024.
 - The application is for proposed extension and alteration of existing house and the erection of detached four bedroom dwelling.
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Decision

1. The appeal is allowed and planning permission is granted for proposed extension and alteration of existing house and the erection of detached four bedroom dwelling at 180 Whittucks Road, Hanham, South Gloucestershire, BS15 3PY, in accordance with the terms of the application, Ref. P23/03075/F, dated 1 November 2023, and subject to the conditions listed below.
 - 1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: drawing No's 23.016-001; 23.016-010; 23.016-014; 23.016-012; 23.016-011; 23.016-013; 23.016-015.
 - 3) No development shall commence until surface water drainage details including SUDS (Sustainable Drainage Systems e.g., soakaways if ground conditions are satisfactory) for flood prevention, pollution control and environmental protection, have been submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details. A detailed development layout plan showing the location of surface water proposals is required along with results of percolation tests and infiltration calculations to demonstrate that the proposal is suitable for this site.
 - 4) Prior to the first occupation of the dwellings hereby permitted, the car parking and access arrangements shall be provided in accordance with the submitted details shown on the Proposed Block Plan, drawing No. 23.016-010, and thereafter retained for that purpose.

- 5) Prior to the first occupation of the dwellings hereby permitted, a plan detailing covered and secure cycle parking for each dwelling shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and thereafter retained for that purpose.

Preliminary Matters

2. I have adopted the description of development as it appears on the Application Form. Whilst I have noted the Council's revised description of development, I understand that this was not agreed to by the Appellant. Although I also note the Council's point about the original description, whatever description is used does not, in my view, affect the issue raised by this appeal.

Main Issue

3. The main issue is the effect of the proposed development on the character and appearance of the area.

Reasons

4. The appeal site is located on Whittucks Road and comprises a detached single storey bungalow within a spacious plot. The width and extent of the plot exceeds that of adjoining properties on the northern side of the road. The existing bungalow is also unique, in that the surrounding area comprises predominantly two storey semi-detached and detached properties. A number of these properties have been altered or extended and there are also examples of modern infill and backland development. Overall, the area has no uniform character, with properties varying in terms of their layout, form (including roof form), age, scale, detailing (including fenestration) and pallet of materials.
5. The appeal proposal essentially involves the construction of two detached two storey dwellings. Both would include integral garages with further space for parking on the frontage and generous rear gardens.
6. To the west of the appeal site are pairs of semi-detached two storey properties with hipped roofs, projecting bays and a mixture of facing brick and render. To the east are pairs of semi-detached two storey properties with pitched roofs and frontages with a mix of tile hung and render. To the south and on the opposite side of the road are old and new detached two storey properties, with the design of the modern housing including prominent two storey rendered front gables. Within this context, I accept that the proposal would result in change, but even so, I am satisfied that the proposed dwellings would relate well to the built rhythm and varied character of the road.
7. The resulting plot sizes would be similar and, in some cases, wider than existing and there would remain reasonable gaps between the new properties and their neighbours, to the west and east. The proposed ridge heights would broadly reflect existing, as would the proposed use of hipped roofs. The new dwellings would maintain the established front building line, with their frontages incorporating block paved drives and new tree planting, reflecting the layout of surrounding properties. As such, the proposal would not be out of keeping with the character of the area or visually prominent within the streetscene. That finding is supported by the design of the development, which draws on some of the detailing and pallet of materials found within the area. Whilst the design also includes the use of grey plank boarding at first floor

level, this type of material is commonly used successfully on modern dwellings and would provide interest and detailing to the new elevations in a similar way to the tile hung on the properties to the east.

8. Moreover, as well as the ability to accommodate garaging and off-street parking, together with areas for new planting on the frontage, the layout also includes sufficient space for refuse and cycle storage, EV charging facilities, side access and as I indicated earlier, generous rear gardens. The Council have not raised any objections to the proposed layout in these respects. The proposed layout also shows that a good amount of space being retained around the new dwellings. For the above reasons, the proposal would, in my judgement, sit reasonably comfortably on the appeal site, and the development would not appear incongruous, jarring or cramped or result in any harm to the character and appearance of the area or to the wider streetscene.
9. The Council have referred to policy CS1 of the South Gloucestershire Local Plan: Core Strategy (December 2013) (SGCS) and policies PSP1 and PSP38 of the South Gloucestershire Local Plan: Policies, Sites & Places Plan (November 2017) (SGPSP). These policies seek to ensure that, amongst other matters, new development: is of a high quality design; that its siting, form, scale, height, massing and materials are informed by, respect and enhance local character and distinctiveness; that its density and layout is well integrated with existing development; and that where new extensions or new dwellings are proposed within existing residential curtilages, that the proposal respects the form, scale, proportions, building line and detailing of the street and wider area. For the reasons set out above, I am satisfied that the proposal would secure a high quality design that would integrate well with the varied character of the area. It would also, in my view, enhance the area by replacing the existing bungalow that is not of any quality or merit with a well-designed and high quality development.
10. In support of the above findings, it is important to emphasise that the SGCS and the SGPSP predate the policies in the National Planning Policy Framework (December 2013) (Framework). Whilst paragraph 135 of the Framework refers to new development being sympathetic to local character, it also states that this should not prevent or discourage appropriate innovation or change. The National Design Guide (NDG) (January 2021) reinforces the Framework, for example, at paragraph 44 by emphasising that well designed places do not need to copy their surroundings and that it is appropriate for new development to include innovation and change to reflect how we live today. Paragraph 123 of the Framework also states that planning decisions should promote the effective use of land in meeting the need for housing.
11. Accordingly, I find that the appeal proposal would not impact harmfully on the design, character or appearance of the immediate and wider streetscene and would on the contrary make a positive contribution to the area in accord with policy CS1 of the SGCS, policies PSP1 and PSP38 of the SGPSP and the corresponding policies in the Framework and NDG.

Other Matters

12. Concerns have been raised regarding road safety, impact on living conditions, trees and drainage. There is no detailed evidence before me to suggest that any of these concerns would result in material harm. I also note that these matters were addressed and found to be acceptable in the Council's Delegated

Report and in their Statement of Case, and are, therefore, not matters that the Council have raised in their objection to the proposed scheme. Based on the submitted evidence and my observations on site, I concur with the Council's findings in this respect.

Conditions

13. I have considered the Council's suggested conditions against the advice in the Framework and the Planning Practice Guidance (PPG) chapter on the use of planning conditions. I have also had regard to the Appellants Final Comments dated 3 May 2024 which raised no objections to the suggested conditions.
14. Conditions requiring details of drainage and cycle parking to be submitted and approved are reasonable and necessary in the interests of ensuring that the site is properly drained and in promoting alternative modes of transport. I am also satisfied that a condition requiring the development to be carried out in accordance with the approved plans is necessary and reasonable to secure a high quality development. A condition requiring the car parking and access to be provided, as shown on the submitted plans, is also necessary in the interests of highway safety.

Conclusion

15. For the reasons given above and having taken all the matters raised into account, I conclude that the appeal should be allowed.

G Roberts

INSPECTOR