



Appeal Decision

Site visit made on 22 March 2025

by **A. J. Boughton MA (IPSD) Dip.Arch. Dip.(Conservation) RIBA MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 1 April 2025

Appeal Ref: APP/P0119/D/25/3360243

46 Bell Road Coalpit Heath South Gloucestershire BS36 2SE

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Mr & Mrs Giorgi against the decision of South Gloucestershire Council.
 - The application Ref is P24/0217/HH.
 - The development proposed is Create driveway to the front of the property.
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Decision

1. The appeal is allowed, and planning permission is granted for Driveway to the front of property at 46 Bell Road Coalpit Heath South Gloucestershire BS36 2SE in accordance with the terms of the application, Ref P24/0217/HH, and the plans submitted with it, subject to the following conditions :
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plan: RJAS_46BRD_BP_A.

Preliminary Matter

2. The description of development appearing on the decision notice is 'Creation of 2 No. parking spaces', but omits reference to providing access (for vehicles). It is not known if the appellant agreed the change of description, but whereas the provision of a new access is implicit in the description on the application form from its use of the term 'driveway', the Council's description does not expressly refer to permission for access. At the time of my visit the forecourt area of No.46 was in the process of being block-paved. Bearing in mind a dropped kerb would be required to use the intended parking spaces I have used the description appearing on the application form in the interests of clarity.

Main Issue

3. The Main Issue is the effect of providing access to two parking spaces on highway safety.

Reasons

4. Bell Road is a relatively narrow estate road which, with others, serves an area of mid-twentieth century suburban housing largely provided with modest-sized gardens front and rear. The appeal site, 46 Bell Road (No.46), is a two-storey, formerly semi-detached house which has become terraced by the recent addition of a new, similar house located at a corner of Bell Road where a short cul-de-sac¹ leads to a general parking area within the wider estate. The parking area appears little used providing access to a small number of garages and some overflow parking.
5. The Council's refusal reason refers to direct conflict with a single development plan policy. Policy PSP11 of the South Gloucestershire Council Local Plan, Sites and Places Plan (November 2017) applies to 'development proposals which generate a demand for travel' with a number of criteria to be applied. As the matter to be considered relates to an existing dwelling, this policy has little relevance. The need for parking arises from its relocation as a result of the construction of a new dwelling adjacent that has incorporated what appears to have been the original parking provision for No.46.
6. The Council justify their objection to the change in parking arrangements by reference to the proximity of the junction with Newlands Avenue and a suggested conflict with the Council's dropped-kerb guidance. That, in itself, does not indicate an impact on highway safety. Further, contrary to the Council's comments², many houses near this junction have frontage parking, including 41,43,44 & 45 Bell Road. I have not been provided with evidence which suggests these existing access points have impaired highway safety.
7. As a quiet residential road of limited width, my observations are that users exercise care such that vehicle speeds would be low and, whilst I note the Council's conclusions³, my assessment directs that there is very little actual risk to users and pedestrians from introducing this access. I therefore conclude that regarding Paragraph 116 of the Framework, which indicates that development should only be refused on highway grounds if there is an unacceptable impact on highway safety, that the appeal should be allowed.

Andrew Boughton

INSPECTOR

¹ Newlands Avenue

² At 5.8 of the officer Report which states "Although it is noted that front parking is found at multiple properties along Bell Road, these are directed away from junctions."

³ Noting particularly what is stated in the second part of paragraph 5.8 of the officer report