

BACKGROUND

The site is a vehicle repair shop of a 1.5 storey scale situated to the south-western side of Highland Square in Clifton.

The site is located within the Whiteladies Road Conservation Area and is on the edge of the Whiteladies Road Town Centre. The site also lies within the Clifton East residents' parking scheme.

RELEVANT HISTORY

04/02717/F | Extensions over existing commercial garage to form 2 No. self contained, 5 bedroom residential units of accommodation at first and second floor level. REFUSED 11 April 2005

06/00704/F | Re-opening existing window openings and installing new timber windows and installation of new door. GRANTED 2 May 2006

24/02142/F | Demolition of buildings and clearance of site, redevelopment with a retained 4-bed HMO and 5no. Use Class flats in a 3-storey building. Altered access and provision of refuse and cycle storage. PENDING CONSIDERATION

25/14113/PINS Application for Planning permission for Demolition of buildings and clearance of site, redevelopment with a retained 4-bed HMO and 4no. Use class flats in a 3-storey building. Altered access and provision of refuse and cycle storage. PENDING CONSIDERATION

APPLICATION

Demolition of buildings and clearance of site, redevelopment with a retained 4-bed HMO and 5no. Use Class flats in a 3-storey building. Altered access and provision of refuse and cycle storage.

OFFICER NOTE: Following communication of concerns on design and character grounds the proposal was reduced in height with the roof extension elements removed. The number of flats was reduced to 4 units with the 4 bed HMO retained.

RESPONSE TO PUBLICITY

Surrounding residents were consulted by direct neighbour letter and by way of site notice and press advert. Overall expiry 10th July 2024.

8 letters in objection to the scheme and 1 letter in support were received.

Concerns raised relate to impacts during construction, impact to party walls, out of keeping development in terms of appearance, loss of privacy and disturbance owing to the HMO.

COMMENTS ON APPLICATION 24/02142/F

URBAN DESIGN: An urban design officer was verbally consulted and initially raised concern in relation to the incongruous form and appearance of the second floor roof structures. Following positive revision in this regard, a degree of concern was upheld in terms of overly cramped and complicated living spaces, as well as the access through the site representing negative space, and retention of unsympathetic and potentially redundant void spaces beside the entrance at ground and first floor levels. The scheme before Inspectors is the revised scheme without second floor structures.

TRANSPORT DEVELOPMENT MANAGEMENT:

Principle:

The proposal is to demolish the existing buildings, clear the site and develop a new building with a 4-bedroom HMO, two 1-bedroom flats, two 2-bedroom flats, and one 3-bedroom flat. This includes associated cycle and waste storage.

Local Conditions:

The site is located on an unclassified road with a 20mph speed limit. There have been no reported collisions close to the property. The nearest bus stop is located 160m from the site on Black Boy Hill, serviced by routes 1, 2, 2a, 3, 3X, 4 and 77, among others, with regular buses to the City Centre and various other locations within Bristol. Nearby cycling routes and infrastructure are available.

Footway Works:

To remove the existing vehicle crossovers at the front of the site and reinstate the footway, as indicated on site plans, the applicant would need to enter into a minor Section 278 highway works agreement with Bristol City Council. This should be carried out in accordance with 'BCC standard detail drawings.' These works will be secured through a condition on the application, and subsequent highway agreement. To ensure that threshold levels of the buildings are compatible with the new footway levels, this detail will be secured in the standard highway works condition, which will be a pre-commencement requirement.

Due to the topography, the level differences across the site, and the buildings directly abutting the highway, it is likely that there will be some structural elements of the scheme which will be retaining the highway. To ensure the structural integrity of the highway, these structures will need technical approval from the Highway Authority. A standard pre-commencement condition will be required to secure this.

Further information about this process can be found in the 'Works to the highway, Section 278 process' section of the Transport Development Management Guide.

Car Parking:

There is no car parking proposed for the site, TDM has no concerns over this as there are good public transport and cycling routes in the area.

The applicant should note that the site is located within the Clifton East residents' parking scheme, therefore future residents will not be eligible for parking permits.

Cycle Parking:

The BLPs Parking Standards Schedule gives a minimum cycle parking provision of one space for 1-bedroom dwellings, two spaces for 2/3-bedroom dwellings, and three spaces for 4-bedroom dwellings. This gives a total minimum cycle parking provision for the site of 11 spaces. The site plans appear to only show nine spaces, which would not be sufficient for the site. Inadequate cycle parking is contrary to DM23 and BCS13, therefore two additional spaces should be shown on site plans.

The main cycle storage area to the rear of the building would require residents to climb steps, this is not practical nor easy to undertake for most people and will not provide easily accessible and usable accessible cycle parking, so is contrary to DM23, BCS10, NPPF Part 9 as well as TDMG Cycle Parking Guidance and LTN 1/20. A shallow gradient ramp should be provided for ease of access, this should be shown on site plans.

All the cycle parking and access routes should be suitably illuminated and secure. More information about cycle parking guidelines can be found in the TDMG.

Waste:

The TDMG states that doors to access waste storage should be at least 1.5m wide, the proposed doors appear to be narrower than this, therefore they should be widened on site plans.

The design and layout of the waste storage, including the number of containers provided for each flat, appears to be sufficient for the development. More information about waste storage can be found in the TDMG.

Construction Management:

As the works required are significant and there is limited road space, a construction management plan should be requested.

In summary, TDM request the following further information:

1. Maintenance:

- Awareness that a Section 278 agreement is required for footway reinstatement at the front of the site, in line with the guidance given above.
- Awareness that a standard highway works condition is required to ensure that threshold levels of the buildings are compatible with the new footway levels.
- Awareness that technical approval is required to ensure structural integrity of the highway.

2. Cycle parking (see 'cycle parking' guidance in TDMG):

- Increase the number of cycle parking spaces to 11, in line with the guidance given above.
- Provide a shallow gradient ramp for access to the rear cycle storage.

3. Waste ' increase the width of the waste storage doorway to 1.5m (see 'waste management' guidance in TDMG).

4. Construction management plan ' request a CMP.

Once this information is received and deemed satisfactory, TDM can provide you with suggested conditions and informatives.

OFFICER NOTE: The scheme before Inspectors takes into account the above comment.

CONTAMINATED LAND:

The planning application has been reviewed in relation to land contamination.

The applicants are referred to the following

' Bristol Core Strategy - BCS23 Pollution

' Local Plan ' DM34 Contaminated Land

' National Planning Policy Framework (2024) Paragraphs 124 (c), 180 (e & f) , 189 & 190

' Applicants are reminded of paragraph 190 of the NPPF: Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

' Land Contamination Risk Management: Land contamination risk management (LCRM) - GOV.UK (www.gov.uk)

' Planning Practice Guidance Note <https://www.gov.uk/guidance/land-affected-by-contamination>

' Planning Portal Guidance <https://www.planningportal.co.uk/permission/commercial-developments/land-contamination/why-do-you-need-to-know-about-land-contamination>

' <https://www.bristol.gov.uk/planning-and-building-regulations-for-business/land-contamination-for-developers>

The proposed development is sensitive to contamination and is situated on or adjacent to land which has been subject to land uses which could be a potential source of contamination. The property has been a vehicle repair garage since the mid twentieth century.

A suitable phase 1 desk study looking into contamination has been submitted and recommends a phase two intrusive investigation. Submission of a phase 2 report prior to determination is encouraged to reduce the burden of pre-commencement conditions. If not available, it is recommended that standard conditions B11, B12, B13 and C1 are applied to any future planning consent at this time as below:

B11: Site Characterisation and Risk Assessment

No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed:

With consideration to human health, controlled waters and the wider environment, the following documents shall be completed to characterise potential risk to sensitive receptors and submitted to the LPA for approval:

I. Preliminary Risk Assessment (PRA) - Submission of this document is the minimum requirement.

II. Generic Quantitative Risk Assessment (GQRA) - Submission of this document only if PRA requires it.

III. Detailed Quantitative Risk Assessment (DQRA) - Submission of this document if GQRA requires it.

The actions required above shall be completed in full accordance with the following guidance: Land Contamination Risk Management (Environment Agency, 2023).

B12: Remediation Strategy and Verification Plan

No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed:

In accordance with the findings of site characterisation and risk assessment, documents from the following shall be submitted to the LPA for approval:

I. Remedial Options Appraisal.

II. Remediation Strategy

III. Verification Plan.

The actions required above shall be completed in full accordance with the following guidance: Land Contamination Risk Management (Environment Agency, 2023).

B13: Remediation and Verification

The development hereby permitted within any approved phase shall not be brought into use until the works relating to land contamination detailed below are fully completed:

Remediation (if required), it shall be carried out in full accordance with the approved Remediation Strategy.

A Verification Report must be submitted to the LPA for approval upon completion of remediation works. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.

The actions required above shall be completed in accordance with the following guidance: Land Contamination Risk Management (Environment Agency, 2023).

C1: Unexpected Contamination

The development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the LPA that unexpected or previously unidentified contamination was not encountered during the course of development works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the LPA for approval:

I. Risk Assessment (GQRA or DQRA);

II. Remediation Strategy & Verification Plan;

If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval.

The actions required above shall be completed in full accordance with the following guidance: Land Contamination Risk Management (Environment Agency, 2023).

Reason for all conditions: To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims of 124 (c), 180 (e & f) , 189 & 190 of the National Planning Policy Framework (2024).

Reason for all conditions: To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims of 124 (c), 180 (e & f) , 189 & 190 of the National Planning Policy Framework (2024).

POLLUTION CONTROL:

I have no objection to this application but do have some concerns with regards to the potential for noise and disturbance from demolition and construction works at the premises and the potential for noise from the proposed air source heat pumps at the rear of the premises. I would therefore ask for the following conditions should the application be approved:

1. Construction & Demolition Management Plan

No demolition shall take place until a site specific Construction & Demolition Management Plan has been submitted to and approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to remove asbestos and reduce the effects of noise, vibration and dust.

Advice

The Construction Demolition Management Plan should also include but is not limited to reference to the following:

' All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays

' Mitigation measures shall be used to minimise noise disturbance from construction works

' Procedures for any deviation of the agreed working hours

' Control measures for dust and other air-borne pollutants

' Asbestos removal

' Procedures for maintaining good public relations including complaint management, public consultation and liaison

2. Noise from air source heat pumps

No commencement of use of any air source heat pumps shall take place until an assessment to show that the rating level of any plant & equipment, as part of this development, will be at least 5 dB below the background level has been submitted to and been approved in writing by the Local

Planning Authority.

The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound.

KEY ISSUES

1. PRINCIPLE OF DEVELOPMENT

The site is situated in a high-density predominantly residential setting on the edge of the Whiteladies Road Town Centre. In pure land use terms therefore, the principle of additional residential development in this highly sustainable location is supported.

1.A LOSS OF EMPLOYMENT USE

The application is accompanied by a marketing statement. The statement confirms that a comprehensive marketing exercise was undertaken on the site, noting that:

“Interest was muted due to the poor vehicular access, age of the property and physical constraints. Those individuals who enquired for MOT use did not generally appreciate the requirements for an MOT testing station. The other issues raised by occupiers were incompatibility with residential uses in the area, especially hours of operation and vehicle access.”

In this regard the points raised are accepted; the building is in generally poor condition and therefore less desirable for new businesses to take on, and is also in a densely developed residential area where noise and nuisance considerations are relevant. Furthermore, overall this is a unit for a small business (the most recent having vacated to a more appropriate premises), and the loss of employment use here would not have significantly harmful effects on the area.

1.B RETENTION OF HMO USE

The property is licensed to house a 4-bed HMO, however there is no record of planning permission being sought for this change. An Article 4 direction removing permitted development rights from C3 to C4 was introduced in the area in 2011. It would be useful to understand how long this HMO has been in use, in order to ascertain whether the HMO is immune from enforcement action and whether the tests of the HMO SPD are applicable in this instance.

It is nevertheless acknowledged that there is already an established HMO on this site.

1.C MIX AND BALANCE

The site is located within the Worrall Road Lower Super Output Area where 2021 Census data suggests 34.6% of the housing stock is single dwellings and 65.4% is flats. The identified

dominance of flats is typical of a location within close proximity to a busy Town Centre on the edge of the city centre. Proposals do not offer any diversity in this regard, as they would add a small HMO and 4no. small flats. In this instance however, and with consideration made not only to the highly urbanised context but also Bristol's housing shortfall and the net addition of a modest 4no. units, it is not found that the additional residential dwellings would be harmful to a degree that warrants refusal against policy BCS18 in this instance.

Overall the proposals are acceptable in principle.

2. DESIGN, CHARACTER & HERITAGE

The site is situated to the south-western side of Highland Square and slopes in a south-easterly direction towards Worrall Road to the south. The square is dominated by a detached public house to the north, with terraced dwellings of different styles flanking the square descending down from High Street and Wesley Place. While most existing buildings demonstrate a high quality of urban design and contribute positively to the character of the square, the flatted block to No. 10 Highland Crescent and to a lesser extent the subject vehicle repairs shop represent neutral or negative buildings in this context. The adjoining terrace to the vehicle repair shop is of the most direct relevance, as the proposed houses would adjoin it. The houses to the existing terrace feature simplistic but well-balanced frontages with modest pitched roofs set behind a parapet wall.

Under assessment of plans within concurrent application 24/02142/F design officers upheld a degree of concern in terms of the under-croft route through the building being difficult to secure and negative space, and the inclusion of void spaces besides the access which do not appear to serve a purpose. In response to officer concern, it is understood that the applicant is adopting a contemporary approach to new development in this location, whilst respecting the overall form, proportions and simplistic design approach of the adjoining terraced houses. While the entrance to the rear is somewhat uncharacteristic, further details of this element can be secured, and there is a similar structure several doors up.

The proposed use of materials (clay facing brick and metal cladding to entrance), while not the predominant render facing typical of this location, are not harmful or overly poor quality materials, and would provide visual differentiation of the contemporary short terrace in relation to surrounding development.

The impact to the conservation area would be low. The development, while contemporary and visually distinctive from surrounding development in design terms, would still adopt a form, scale, massing and proportions that would complement its setting on the Square. The buildings would not detract from listed structures nearby, and would not diminish the existing varied architecture around Highland Square. The character of the conservation area would be preserved.

Overall and on balance, following positive amendment and subject to condition for further details, the proposals are found to be acceptable in this regard.

3. LIVING CONDITIONS OF FUTURE OCCUPANTS

The proposed flats all comply with minimum nationally described space standards, and the HMO complies with the Council's licencing space standards. It is noted however (as raised by an urban design officer) that the layouts are cramped and complicated, in order to accommodate the maximum number of units possible on a site which may typically accommodate approximately 2-3 no. dwellinghouses.

All units would be afforded a relatively poor-quality of single aspect outlook, with the dwelling units facing north-east only, and the HMO south-west only. While this is not a typical scenario for flats or houses to this area, it is nevertheless noted that redeveloping this part of the corner of Highland Square with Worrall would pose significant constraints on achieving high quality dual aspect outlook to all units. The adjoining properties of 6-14 Worrall Road to the south are already almost entirely single aspect owing to the pattern and grain of development in this location. The flats facing north-east would front directly onto the street and thus their quality of light and outlook could be reduced further by privacy considerations such as blinds or curtains.

It is preferable that a lower quantum of development be explored here, to simplify layouts and maximise opportunity for good levels of daylight, ventilation and outlook, however this is also set against the tilted balance set out as a separate matter.

Many flats in the locality do not enjoy private external amenity space. As noted previously, this is a busy edge of Town Centre location where higher densities of development are appropriate. Further, the applicant has attempted to incorporate private amenity spaces, however this was unsuccessful owing to character and heritage harm being introduced. Of benefit in this regard is that The Downs public open space is very nearby, and offers high quality public open space for future occupants to enjoy.

In terms of matters of privacy, and perhaps another indicator of the density of development proposed, there are concerns in relation to mutual overlooking between bedroom 4 of the HMO and the living room to Unit 4, and to a lesser extent between all rooms of the HMO (bedroom 1 with the living room, and bedrooms 2 and 3 to the first floor). While this relationship is close, it is considered that appropriate window design can avoid harm from loss of privacy, and the relationships are not directly overlooking each other.

Overall, the issue of acceptable living standards is finely balanced in this instance, as a less intensive approach to development could potentially deliver a lower quantum of higher quality, more sustainable homes. This is set against the acknowledged complexities of developing this site, the densely developed town centre location, as well as the need for additional housing across Bristol. Proposals are ultimately supported in this instance, on balance.

4. LIVING CONDITIONS OF SURROUNDING RESIDENTS

The proposal is situated due north of No 6, 6a and 8 Worrell Road and south-east of No. 6 Highland Square. To the east is 16 Worrall Road, however this property has a single aspect of outlook facing away from the proposed development.

As a result of the proposed dwellings knitting into the existing pattern and grain of development in this location, there is little concern in relation to harmful additional overbearing impact, overshadowing or loss of light to surrounding residents.

In terms of the potential for noise disturbance, a Pollution Control officer was consulted and raised no objection, however requested the addition of safeguarding conditions for the construction phase as well as in relation to the proposed air source heat pumps.

5. TRANSPORT AND HIGHWAYS SAFETY MATTERS

Transport Development Management were consulted and requested acknowledgement of several details:

- Awareness that a Section 278 agreement is required for footway reinstatement at the front of the site, in line with the guidance given above.
- Awareness that a standard highway works condition is required to ensure that threshold levels of the buildings are compatible with the new footway levels.
- Awareness that technical approval is required to ensure structural integrity of the highway.
- Increase the number of cycle parking spaces to 11, in line with the guidance given above.
- Provide a shallow gradient ramp for access to the rear cycle storage.
- Waste: increase the width of the waste storage doorway to 1.5m (see waste management guidance in TDMG).
- Construction management plan: request a CMP

The applicant submitted amended drawings (before Inspectors) positively addressing the majority of the issues raised, and while there is still a small step at the entrance, this would not hinder the hauling of bins and bikes. Subject to condition, the proposals are acceptable.

6. CONTAMINATED LAND MATTERS

The contaminated land team were consulted and noted that owing to the historical use of the site there is the potential for ground contamination. Full assessment of the site is therefore required in this regard prior to construction on site, and this can be secured by appropriate condition.

7. SUSTAINABILITY AND FLOOD RISK

In order to meet council obligations in relation to climate change mitigation and sustainable development, the applicant has proposed the addition of solar PV and air source heat pumps.

CONCLUSION

The loss of the employment use and the development of residential units is acceptable in principle. The status of the HMO element is in question and the living conditions afforded to future occupants is finely balanced, however upon detailed assessment of the site context, in addition to appropriate weight given to the sustainability of the site, its town centre location and the need for additional housing across the city, it is recommended that proposals be granted planning permission in this instance.

CONDITIONS

PRE-COMMENCEMENT

1. Samples

Samples of all new exterior facing materials including clay brick and standing seam shall be erected on site for inspection and approval in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

Reason: In the interests of preserving the visual amenity and character of this part of the conservation area.

2. Large Scale details

Detailed drawings of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

1. Windows (1:5 section),
2. External doors including gate to rear access (1:10),
3. Recessed platform to front elevation (1:10),
4. Parapets (1:5),
7. Brick details (1:5),
8. Key junctions between brick and standing seam (1:10).

Reason: In the interests of preserving the visual amenity and character of this part of the conservation area.

3. Construction & Demolition Management Plan

No demolition shall take place until a site specific Construction & Demolition Management Plan has been submitted to and approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to remove asbestos and reduce the effects of noise, vibration and dust.

Reason: In the interests of preserving residential amenity.

4. Noise from air source heat pumps

No commencement of use of any air source heat pumps shall take place until an assessment to show that the rating level of any plant & equipment, as part of this development, will be at least 5 dB below the background level has been submitted to and been approved in writing by the Local Planning Authority.

The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound.

Reason: In the interests of preserving residential amenity.

5. Structure Adjacent To/Within 6m of the Highway

No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this limit where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

6. Construction Management Plan

No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- 24 hour emergency contact number;
- Hours of operation;
- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Routes for construction traffic;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud being carried onto the highway;
- Measures to protect vulnerable road users (cyclists and pedestrians)
- Any necessary temporary traffic management measures;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

7. Site Characterisation and Risk Assessment

No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed: With consideration to human health, controlled waters and the wider environment, the following documents shall be completed to characterise potential risk to sensitive receptors and submitted to the LPA for approval: I. Preliminary Risk Assessment (PRA) - Submission of this document is the minimum requirement. II. Generic Quantitative Risk Assessment (GQRA) - Submission of this document only if PRA requires it. III. Detailed Quantitative Risk Assessment (DQRA) - Submission of this document if GQRA requires it. The actions required above shall be completed in full accordance with the following guidance: Land Contamination Risk Management (Environment Agency, 2023)

Reason: To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims of 124 (c), 180 (e & f) , 189 & 190 of the National Planning Policy Framework (2024)

8. Remediation Strategy and Verification Plan

No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed: In accordance with the findings of site characterisation and risk assessment, documents from the following shall be submitted to the LPA for approval: I. Remedial Options Appraisal. II. Remediation Strategy III. Verification Plan. The actions required above shall be completed in full accordance with the following guidance: Land Contamination Risk Management (Environment Agency, 2023).

Reason: To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims of 124 (c), 180 (e & f) , 189 & 190 of the National Planning Policy Framework (2024)

9. Remediation and Verification

The development hereby permitted within any approved phase shall not be brought into use until the works relating to land contamination detailed below are fully completed: Remediation (if required), it shall be carried out in full accordance with the approved Remediation Strategy. A Verification Report must be submitted to the LPA for approval upon completion of remediation works. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination. The actions required above shall be completed in accordance with the following guidance: Land Contamination Risk Management (Environment Agency, 2023).

Reason: To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims of 124 (c), 180 (e & f) , 189 & 190 of the National Planning Policy Framework (2024)

PRE-OCCUPATION

10. Reporting of Unexpected Contamination

The development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the LPA that unexpected or previously unidentified contamination was not encountered during the course of development works. If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the LPA for approval: I. Risk Assessment (GQRA or DQRA); II. Remediation Strategy & Verification Plan; If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The actions required above shall be completed in full accordance with the following guidance: Land Contamination Risk Management (Environment Agency, 2023). Reason for all conditions: To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims of 124 (c), 180 (e & f) , 189 & 190 of the National Planning Policy Framework (2024).

Reason: To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims of 124 (c), 180 (e & f) , 189 & 190 of the National Planning Policy Framework (2024)

11. Reinstatement of Redundant Accessways - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the footway has been reinstated to full kerb height, where any vehicle crossover(s) are redundant, in accordance with the approved plans and retained in that form thereafter for the lifetime of the development.

Reason: In the interests of pedestrian safety.

12. Completion and Maintenance of Cycle Provision - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.

Reason: To ensure the provision and availability of adequate cycle parking.

13. Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises, protect the general environment, and prevent obstruction to pedestrian movement, and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

14. Sustainability Compliance

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the Energy and Sustainability Statement (Building Energy Experts, 05/03/2024) prior to occupation. A total 74.34% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 61.32% reduction in carbon dioxide emissions below residual emissions through renewable technologies shall be achieved

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings).

Advices:

1. The Construction Demolition Management Plan should also include but is not limited to reference to the following:
 - All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays
 - Mitigation measures shall be used to minimise noise disturbance from construction works
 - Procedures for any deviation of the agreed working hours
 - Control measures for dust and other air-borne pollutants
 - Asbestos removal
 - Procedures for maintaining good public relations including complaint management, public consultation and liaison
2. Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk allowing sufficient time for the preparation and signing of the

Agreement. You will be required to pay fees to cover the council's costs in undertaking the following actions:

- I. Drafting the Agreement
- II. A Monitoring Fee equivalent to 15% of the planning application fee
- III. Approving the highway details
- IV. Inspecting the highway works

NB: Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.