



Decision Notice and Statement of Reasons

Site visit made on 28 October 2025

By G J Fort BA PGDip LLM MCD MRTPI

A person appointed by the Secretary of State

Decision date: 2 December 2025

Application Reference: S62A/2025/0120

Site address: 286-292 Wells Road, Bristol BS4 2PU

- The application is made under section 62A of the Town and Country Planning Act 1990.
 - The site is located within the administrative area of Bristol City Council.
 - The application dated 29 August 2025 is made by Empyrean Properties Limited and was validated on 10 September 2025.
 - The development proposed is full planning application for the conversion of upper floors of existing buildings (bank and ancillary office space (Use Class E(c(i))) to provide 9 no. self-contained flats, including refuse, recycling and cycle storage at ground floor level, partial demolition to rear ground floor level, first floor rear extension, removal of hipped roof to rear extension, and erection of a mansard roof extension. Sub-division of existing commercial unit at ground floor level to create 2no. commercial units, and installation of replacement shopfronts.
-

Decision

1. Planning permission is granted for the conversion of upper floors of existing buildings (bank and ancillary office space (Use Class E(c(i))) to provide 9 no. self-contained flats, including refuse, recycling and cycle storage at ground floor level, partial demolition to rear ground floor level, first floor rear extension, removal of hipped roof to rear extension, and erection of a mansard roof extension. Sub-division of existing commercial unit at ground floor level to create 2no. commercial units, and installation of replacement shopfronts in accordance with the terms of the application dated 29 August 2025, subject to the conditions set out in the attached schedule.

Statement of Reasons

Procedural matters

2. The application was made under Section 62A of the Town and Country Planning Act 1990, which allows for applications to be made directly to the Planning Inspectorate where a Council has been designated by the

Secretary of State. Bristol City Council has been designated for non-major applications since 6 March 2024.

3. Consultation was undertaken on 15 September 2025 which allowed for responses by 14 October 2025. During this period, Bristol City Council submitted a statement and two interested parties provided responses.
4. I issued a Preliminary View on the proposal on 21 October 2025. Amongst other things, this clarified that written representations would be the appropriate procedure to determine the application. Moreover, the Preliminary View set out that representations received, including the comments of interested parties and those of the Council raised issues that required further information from the applicant. This included seeking the applicant's written consent to the terms of any proposed conditions intended to take effect prior to the commencement of development, in accordance with s100ZA of the Town and Country Planning Act 1990.
5. The applicant supplied the additional information requested in the Preliminary View by the deadline of 31 October 2025. The applicant also provided a revised plan ('Level 0 – Proposed Plan 9 units', plan no. 2119-CMS-XX-XX_DR-A-PL20 – Rev P7 (which I shall refer to below as the 'revised plan')) to address comments made by the Council. The revised plan shows an altered internal arrangement, yet proposes the same amount of dwellings as set out in the description of development given above. Having regard to the Wheatcroft Principles, I accepted the revised plan and other information, and have made my determination based on that revision.
6. The Planning Inspectorate conducted a targeted consultation on the revised plan and additional information which sought comments from the Council and others who had made representations on the scheme. To ensure that these processes could be carried out in an effective and fair way, the applicant agreed to an extension of time to the application's determination period to 2 December 2025.
7. I have taken account of all submitted representations in reaching my decision.
8. I carried out a site visit on 28 October 2025. I was given access to the building and rear yard on this visit and I also saw the building's surroundings.

Main Issues

9. Having regard to the application, the consultation responses, comments from interested parties, and the Council's report, together with what I saw on site, the main issues for this application are:
 - whether the location of the proposed development accords with the development plan;
 - whether the proposed development would provide acceptable living conditions for its future occupants in terms of internal space, light, outlook, thermal comfort and ventilation;

- whether suitable access to the site would be provided with reference to bicycle storage, car parking and construction traffic;
- whether the design of the development would achieve acceptable levels of environmental sustainability;
- whether the proposed development would make sufficient provision for waste management;
- the effect of the proposed development on the character and appearance of its host building and surroundings, including whether the settings of Knowle Methodist Church, and Knowle School (both Listed at Grade II) would be preserved;
- the effect of the proposed development on the living conditions of the occupants of neighbouring dwellings.

Reasons

Planning History and Background

10. The planning history given by the Council for the application property is as follows:
 - 61/03266/U_U - Alterations to shop premises to form Bank. (Granted).
 - 63/00920/P_U - Form vehicular access to classified road and use of forecourt as customers' car park. (Refused).
 - 66/01606/P_U - Change of use of ground floor of existing butcher's shop to bank premises. (Granted).
 - 70/01561/U_U - Extend bank premises. (Granted).
 - 72/02853/P_U - Use of residential flat as bank offices. (Granted).
 - 24/04839/COU - Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3) Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA - Proposed change of use from a bank and ancillary office space (Use Class E(c(i))) to 9no. self-contained flats (Use Class C3), including refuse, recycling and cycle storage at ground floor level. (Given).
11. Both the Council and the applicant have made reference to the most recent approval relating to the site as a potential alternative scheme that could be taken forward. Neither of them have indicated that the proposal would not be capable of being implemented. Taking these things together, I consider this recently approved scheme provides a strong fallback position that carries considerable weight in my determination of this application. I will refer to it, where necessary, in my reasoning below as the "fallback scheme".

12. The development plan for the area comprises the Core Strategy (adopted June 2011) (the Core Strategy) and the Site Allocations and Development Management Policies (adopted July 2014) (the SADMP).

Site, surroundings and proposed development

13. Situated at the corner of Wells Road and Greenmore Road, the application building is a block with commercial frontages which ranges between one and three storeys. Like its immediate surroundings, it has a varied roofscape with pitched and flat roof elements. Its positioning on the corner and across from the junction with Redcatch Road means that the building is prominently visible in the broad thoroughfare that relates to this part of Wells Road. It also sits at the interstice between the predominantly commercial character of this part of Wells Road and the more residentially focused Greenmore Road. Roof alterations, of a similar type to those proposed in the application have been carried out on a corner building across the road from the application site.
14. The proposed development would see the construction of a mansard roof on the two-storey element of the property at the corner of Wells Road and Greenmore Road. It would also include extension of the property to the rear adjacent to Greenmore Road to include additional accommodation and to provide a bin store. A single-storey element to the rear of the application property would be demolished to make way for bicycle parking. The proposed changes would facilitate a mix of uses in the property comprising 9 dwellings and 2 commercial units.

Location and principle of development

15. The site is situated in the Wells Road/Broadwalk Town Centre (the centre). The proposal would re-use an existing building albeit with some reasonably limited alterations to facilitate the mix of uses anticipated. I saw that the site's location is an accessible one with bus stops immediately adjacent. The scheme would also achieve a relatively high density and a mix of uses. Furthermore, the application would provide a mix of different dwelling sizes which would contribute to the mix of house types and sizes in the neighbourhood.
16. Consequently, taking these things together leads me to the view that the application site accords with the development plan insofar as Policies BCS5, BCS7, BCS8, BCS18 and BCS20 of the Core Strategy, and Policies DM7 and DM8 of the SADMP are concerned. Taken together, and amongst other things, these policies seek to
 - prioritise the use of previously developed land;
 - ensure that the economic performance of the city is strengthened by providing a sufficient and flexible supply of employment land;
 - ensure that residential development contributes to a mix of housing tenures, types and sizes;

- ensure that retail and other main town centre uses are located in identified centres; and
- maintain or provide active ground floor uses in shopping areas and frontages.

Living conditions of future occupants

Internal Space

17. The proposed dwellings would provide a mix of 2 bedroom and 1 bedroom dwellings, all of which would meet the minimum internal floor areas set out in the Nationally Described Space Standard and some of them would do so by a comfortable margin. I am therefore satisfied that they would provide an adequate amount of internal space when measured against this metric. Whilst I accept the Council's view that the 1 bedroom dwellings would not be readily adaptable to the changing needs of their occupants should situations change such as deciding to live with partners, having children or as a result of caring responsibilities, the same could be said of most 1 bedroom flats. Moreover, as I have found that the dwellings proposed would contribute to the mix of sizes and types of dwellings in the area and thus accord with Policy BCS18 in these respects (a view shared by the Council) I am not persuaded that the perceived lack of adaptability of the 1 bedroom units weighs against the proposal to any material degree.

Outlook and light

18. The revised plan submitted during the course of the application reconfigures the ground floor arrangement showing Flat 1 as 2 bedroom dwelling with a 'dual aspect'. Four of its windows would overlook the reconfigured courtyard, which on the whole would have a more open aspect than is currently the case due to the proposed demolition to make way for the bicycle storage area. It would also have a window looking out onto Greenmore Road. As a result, Flat 1 would have a reasonable number of windows that would all have an adequate depth of view from them. Any structures which would be visible from them would be neither oppressive nor overbearing. Moreover, given the number and the positioning of windows they would allow for a reasonable amount of light penetration within the dwelling. Whilst the Council objected to the proposals on the basis of the layouts as originally proposed, I consider that for the reasons set out above, the revised plan provided would facilitate a dual aspect arrangement for Flat 1 which would provide acceptable levels of outlook and light.
19. Flats 2 and 7 in the proposed development would be single aspect. Flat 2 according to the modified layout in the revised plan would nevertheless have four windows orientated toward Greenmore Road. There would be an adequate separation distance between Flat 2's windows and the buildings on the opposite side of Greenmore Road meaning that the outlook offered would be acceptable and that an adequate amount of light would be available. Flat 7 would be situated on the first floor of the building. Due to this elevation taken together with the direction of the windows which look

over the wide thoroughfare of Wells Road towards its junction with Redcatch Road, the Flat would be provided with a relatively broad vista taking in the Methodist Church and other buildings alongside the mature street trees in their environs. As a result, the quality of outlook available to its occupants would be good, which would adequately compensate for the flat's single aspect design. Similarly, due to the amount and positioning of its windows, the levels of light available to its occupants would be satisfactory.

20. It is notable that this proposal relates to the re-use of an existing building, an endeavor which gains support more generally from national and development plan policy. Moreover, the majority of its dwellings would have more than one aspect. Furthermore, neither of the single aspect dwellings would be reliant on north-facing windows. It follows, then, that dual aspects would be achieved where this would be possible, and that the proposal would thus accord with Policy DM29 of SADMP in this respect, which states that this is particularly relevant "where one of the aspects is north-facing".

Thermal comfort and ventilation

21. Some of the flats, including Flat 2, would have a number of windows on the south easterly elevation of the building, meaning there is potential for 'solar gain' for some portion of the day. Nevertheless, some shading would be offered to them by mature street trees in the application building's vicinity. Moreover, the windows are of a proportionate size to the rooms that they would serve, and are not overly large meaning that the solar gain would unlikely be excessive. Critically the windows could be opened to provide ventilation, and measures such as blinds could be used to provide some shading if occupants considered this to be necessary. Indeed, such arrangements are fairly typical in domestic rooms with similarly orientated windows. Accordingly, I consider that the proposed development would provide acceptable levels of thermal comfort and ventilation for its future occupants.

Conclusion on living conditions matters

22. Accordingly, these considerations lead me to the conclusion on this main issue that the proposed development would provide acceptable living conditions for its future occupants with reference to internal space, light, outlook, thermal comfort and ventilation. In doing so it would accord with Policies BCS15 and BCS18 of the Core Strategy and Policies DM27 and DM29 of the SADMP. Along with other matters these policies expect proposals to
 - Provide sufficient space for everyday activities and to enable flexibility and adaptability by meeting appropriate space standards;
 - Achieve appropriate levels of privacy, outlook and daylight; and
 - Provide dual aspect where possible, particularly where one of the aspects is north facing.

Access and parking

23. The site is located in an accessible location with cycling and bus routes readily available. Storage is proposed to the rear of the building which would accommodate 12 bicycles. This storage would be accessed through the building's lobby from the front of the application property. I consider that the design of the proposed lobby area, offering a wide, straight, step-free and thus convenient route through from front to back, would readily facilitate this. This arrangement means that the proposed development's occupants would not be reliant on using the path to the rear of the application site to access the bicycle storage. Accordingly, the Council's concerns about this path being outside of the 'red line' application boundary do not therefore weigh against the proposal in these terms. Taking these things together, the proposal would provide a satisfactory arrangement for bicycle storage both in terms of accessibility and capacity, in a way that is broadly consistent with the aims of the Council's Transport Development Management Design Guidance.
24. The proposed development would provide no car parking. However, this is consistent with Appendix 2 of the SADMP which sets out *maximum* amounts of parking space required for different development types. The application site is also adjacent to public transport routes and would make adequate provision for bicycle parking. Furthermore, there are a number of shops and other services within the centre in a convenient walking distance of the application site. These things mean that occupants of the proposed development would clearly be able to use alternative means of transport and would not be reliant on private cars. Furthermore, parking restrictions in the immediate environs of the site are also likely to act as a further disincentive to car ownership. Taking these things together, it is clear that the proposal would accord with Policy DM23 of the SADMP in these terms, insofar as the provision of parking is concerned.
25. There may be potential through the construction phase of the proposed development for parking and traffic movements associated with deliveries and tradespeople working on-site. This also could be said for the fallback scheme, and indeed maintenance and refurbishment activities that could take place without needing to apply for planning consent. However, the extent of the proposal and the consequent loss, at some point, of the two existing parking spaces on the application site to make way for the dustbin storage mean that the proposal may have marginally more effect in these terms than the fallback or theoretical alternatives I mention. I am also mindful of concerns relating to the potential noise and disturbance associated with construction activity.
26. Nevertheless, these effects would be time-bound to the construction phase of a proposal that is relatively limited in scope. Moreover, breaches of parking restrictions are matters that are controlled by regulatory regimes outside of the planning system, which planning decisions should assume will operate effectively. Furthermore, a condition could be imposed to restrict the hours of construction. These considerations, taken together, mean that the traffic and disturbance associated with the proposed

development's construction phase do not weigh against it in the overall planning balance.

27. Accordingly, these considerations, taken together, lead me to the conclusion on this main issue that the proposed development would provide suitable access to the site with reference to the proposed bicycle storage, car parking and construction traffic. It follows that the application proposal accords with Policy BCS15 of the Core Strategy, Policy DM23 of the SADMP and the National Planning Policy Framework (the Framework) insofar as they require the provision of suitable access and an appropriate level of parking.

Environmental sustainability

28. As set out above, the revised plan means that none of the proposed units would be reliant on only north-facing windows. I also set out above that appropriate levels of daylight would be available. As a result, the proposed dwellings would not be reliant on artificial light during the day. Moreover, the orientation of the dwellings would allow for passive solar gain which would facilitate thermal gains and as set out above the number and disposition of windows would allow for passive ventilation.
29. The proposed development would re-use an existing building, an activity which can have significant sustainability benefits as recognised by the SADMP (at paragraph 2.30.2). Moreover, it would incorporate air source heat pumps and solar panels that would result in a reduction to residual CO₂ emissions arising from the scheme that would go well beyond the 20% target set out in Policy BCS14 of the Core Strategy. It follows that the design of the development would help to reduce greenhouse gas emissions and in this way it would meet the expectations of the Framework.
30. These considerations lead me to the conclusion on this main issue that the proposed development would achieve acceptable levels of environmental sustainability. It would thus accord with Policies BCS13, BCS14 and BCS15 of the Core Strategy, and Policy DM30 of the SADMP. Taken together and amongst other matters, these policies:

- Encourage re-use of existing buildings;
- Require developments to mitigate and to adapt to climate change; and
- Encourage the use of renewable energy sources.

Waste management

31. A storage area for dustbins associated with the proposal would be provided adjacent to Greenmore Road. It would be of a size and layout that could accommodate an adequate amount of dustbins and recycling receptacles, which means that they would not be stored in the rear yard of the application site. It is therefore unlikely that wheelie bins or other similar receptacles would be moved along the path between the application site and the flank wall of 1 Greenmore Road. Whilst there may be some use of the path associated with taking waste out to dustbins located within the

proposed store, it is also very likely that occupants of the proposed development would use the front entrance of the application building to do this. It has not therefore been established that the proposed development would result in a material increase in the use of the path for these purposes. In these terms, the proposed waste management arrangements would not give rise to adverse residential amenity effects in terms of noise, disturbance, or other inconvenience caused by comings and goings. Neither has it been shown that the level of use anticipated would lead to a material difference in terms of the wear and tear of the path when compared to either the established use of the application site or that which could be associated with the fallback scheme.

32. These considerations lead me to the conclusion on this main issue that the proposed development would make sufficient provision for waste management. It would thus accord with Policy BCS15 of the Core Strategy, Policy DM32 of the SADMP and the National Planning Policy for Waste. These policies, amongst other matters, seek to ensure that proposals make sufficient provision for waste management and promote good design to secure the integration of waste management facilities with the rest of the development.

Character and appearance

33. The host property has a varied roofscape with flat and pitched roof elements. I saw that roof designs in the wider streetscene are similarly varied. Moreover, the proposed mansard would also echo the alterations carried out to the building on the corner of Redcatch Road. Other alterations proposed including the extension and demolition activity to the rear of the building would be limited in scale and scope and sympathetic to the host building, employing as they would, matching materials. Moreover, proposals for alterations to the commercial fronts addressing Wells Road with the wider expanses of glazing than currently present would work well with the commercial character and function of the centre. Taken together these aspects of the proposed development and its surroundings mean that it would readily assimilate with the character and appearance of the host building and its environs.
34. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires me to have special regard to the desirability of preserving listed buildings or their settings or any features of special architectural or historic interest that they possess. Two Grade II listed buildings Knowle Methodist Church on Wells Road, and Knowle School on the corner of Greenmore Road and Maxse Road are intervisible with the application site. The scale, massing and in the case of the church its prominent positioning, mean that the listed buildings are preeminent features in the application site's immediate surroundings. It is these aspects of the buildings that are key elements of their significance and special interest insofar as the current proposal is concerned. However, both buildings are in a relatively dense urban environment close to Wells Road, the buildings of which are varied and show evidence of considerable incremental change over time. The proposed development would introduce further relatively minor incremental change, the nature of which would not challenge the preeminent scale of

the listed buildings or materially affect any available streetscene views of them. It follows that the proposed development would preserve the listed buildings, their settings and special interest.

35. I therefore conclude on this main issue that the proposed development would avoid harm to the character and appearance of the area and would preserve the settings of Knowle Methodist Church and Knowle School. For these reasons, the proposed development would accord with Policies BCS21 and BCS22 of the Core Strategy; and Policies DM26, DM27, DM30 and DM31 of the SADMP. Taken together, and amongst other things, the policies expect proposals for alterations to existing buildings

- To conserve heritage assets and their settings; and
- To respect the siting, scale, form, proportions, materials, details and overall design of their host buildings, curtilage and the broader streetscene.

Living Conditions - occupants of neighbouring dwellings

36. The extension and roof alterations would be limited in scale and would be well-separated from 1 Greenmore Road. Moreover, they would relate to a gable end of that adjacent dwelling which lacks windows. They would thus avoid any adverse effects to the occupants of 1 Greenmore Road in terms of privacy, outlook and access to light. The proposed external amenity space at the first-floor level of the building to the rear would be adequately separated from the rear wing of 1 Greenmore Road, and would incorporate a tall privacy screen. It would thus be ensured that undue overlooking from the proposed space would be avoided.
37. Whilst occupants of other dwellings would be able to discern the proposed alterations to the application building, the changes would, on the whole, be viewed indirectly and obliquely, with adequate separation distances. As a result, the proposed development's effects on the outlook, light and privacy available to the occupants of those other neighbouring properties would be negligible.
38. It follows that the proposed development would cause no adverse effects to the living conditions of the occupants of 1 Greenmore Road or any other neighbouring dwellings in these terms. The proposal would therefore accord with Policy BCS21 of the Core Strategy and Policies DM27, DM29 and DM30 of the SADMP, insofar as they require the amenity of neighbouring occupants to be safeguarded.

Other Matters

Housing supply/delivery and the benefits of the development

39. The applicant has pointed to the Council's lack of a five year supply of deliverable housing sites. They say that currently there is some 4.14 years' worth of supply according to material presented to the ongoing local plan examination. Moreover, the latest Housing Delivery Test result is cited by the applicant as 75%. Neither of these figures have been challenged by the

Council. In this context, the proposal's delivery of a mix of housing sizes in an accessible location, using previously developed land is a clear benefit of the scheme. Moreover, when contrasted with the fallback scheme, the proposed development's provision of commercial uses with new frontages would have a more markedly beneficial effect on the vitality and viability of the centre.

Biodiversity Net Gain

40. The applicant submitted a Biodiversity Net Gain Screening Assessment and Exemption Statement. This sets out their view that the proposed development benefits from the relevant legislative exemptions from the requirement to include a biodiversity net gain condition provided by the 1990 Act. I have no reason to disagree with the conclusions of this document, and in arriving at this view I note that the Council has not contested its findings. In accordance with Article 24 of the Town and Country Planning (Section 62A Applications) (Procedure and Consequential Amendments) Order 2013, an informative is included below which outlines relevant provisions and exemptions relating to biodiversity net gain.

Other matters

41. I have been pointed to inaccuracies in the applicant's statements as to the ownership of the path between 1 Greenmore Road and the application site – namely that the wrong address (2 Greenmore Road) is given for the owner of the path. However, the applicant supplied HM Land Registry details with the correct address included. I consider that these documents provide authoritative and accurate details relating to the ownership of the path and the rights and responsibilities relating to it.
42. It has been put to me that the misidentification of the address in the applicant's submitted material could raise questions about the accuracy, care and attention applied to the preparation of the planning application. However, no other specific purported factual inaccuracies have been drawn to my attention. It follows that this matter does not weigh against the proposal.

The Planning Balance

43. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Framework is one such material consideration.
44. For the reasons set out above, I find that the proposal would accord with the development plan. However, the housing supply situation brought to my attention by the applicant indicates that the relevant development plan policies are "out of date" for the purposes of the Framework. Nevertheless, the proposal's benefits include its provision of housing in an accessible location, its use of previously developed land to do this, the mix of uses it would provide that would have a positive effect on the vitality and viability of the centre, and its environmental sustainability. These things weigh materially in the proposal's favour when set against its very modest

adverse effects. It is therefore consistent with the Framework taken as a whole. It follows that the planning balance is very clearly tipped in the proposal's favour and that permission should be granted.

Conditions

45. The Council provided a list of suggested conditions. I have considered them in the context of the Framework which, amongst other things, expects conditions to be kept to a minimum, and for them only to be imposed where necessary. I have modified the wording of those attached in the interests of clarity.
46. Two suggested conditions would require the provision of further energy efficiency, renewable energy and environmental sustainability information. As this material has been supplied with the application, it is not necessary to submit further details. I have instead imposed a condition which requires development to be carried out in accordance with the submitted material.
47. I have amalgamated and simplified the suggested conditions relating to land contamination in view of the scale of the proposals.
48. The application site is not in a conservation area and the proposed solar panels would be on flat roof elements which would not be widely visible. It is therefore not necessary to impose a condition requiring further details of these.
49. The submitted plans provide sufficient details of the proposed roof alterations and the windows that would be included. It is not therefore necessary to attach a condition seeking further detailed drawings of these elements of the proposals.
50. Similarly, I am content that the submitted plans provide sufficient details in terms of the facing materials proposed and that samples of these would not therefore be necessary in this case. Accordingly, I attach a condition requiring the proposed development to use the materials shown on the relevant plans.
51. Given the mixed commercial and residential character of the application site's environs, the levels of existing illumination in the area, and the nature of the proposals, it is not necessary to attach a condition requiring a report relating to light levels associated with the proposed development.
52. There is no clear justification to restrict permitted development rights relating to windows in this case and it is not clear that the proposed development would benefit from them in any event.
53. There is no need to add a condition relating to the replacement of highway crossovers with full kerb heights as the existing dropped kerb would be associated with the proposed refuse area and would facilitate collection.

54. As I have attached a condition which restricts noise levels of on-site plant, I am not persuaded that an additional condition is needed in relation to noise insulation measures to be carried out at the site.

Conclusion

55. For these reasons, and having regard to all other matters raised, I conclude that planning permission should be granted.

G J Fort

Inspector and Appointed Person

Schedule of Conditions

Conditions:

1. The development hereby permitted shall begin not later than three years from the date of this decision.

Reason: As required by section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

2119-CMS-XX-XX-DR-A-PL01-P3_Proposed Location Plan
2119-CMS-XX-XX-DR-A-PL03-P3_Proposed Site Plan
2119-CMS-XX-XX-DR-A-PL20-P7_Level 0 - Proposed Plan 9 units
2119-CMS-XX-XX-DR-A-PL21-P6_Level 1 - Proposed Plan 9 units
2119-CMS-XX-XX-DR-A-PL22-P6_Level 2 - Proposed Plan 9 units
2119-CMS-XX-XX-DR-A-PL23-P4_Level 3 - Proposed Roof Plan
2119-CMS-XX-XX-DR-A-PL24-P7_Proposed West Elevation
2119-CMS-XX-XX-DR-A-PL25-P9_Proposed South Elevation
2119-CMS-XX-XX-DR-A-PL26-P6_Proposed East Elevations
2119-CMS-XX-XX-DR-A-PL27-P5_Proposed Courtyard Elevations
2119-CMS-XX-XX-DR-A-PL29-P4_Proposed Typical windows and doors

Reason: To provide certainty.

3. Demolition or construction works shall take place only between 0800 to 1800 on Mondays to Fridays and between 0800 to 1300 on Saturdays and shall not take place at any time on Sundays or on Bank or Public Holidays.

Reason: In the interests of the residential amenity of the occupants of adjacent dwellings in accordance with Section 12 of the Framework.

4. The development hereby permitted shall be carried out in accordance with the '286-292 Wells Road Energy & Sustainability Statement for Planning (August 2025)' produced by Max Fordham.

Reason: To ensure that the proposed development incorporates sustainable construction and renewable energy measures in accordance with Policies BCS13, BCS14 and BCS15 of the Core Strategy.

5. The external surfaces of the development hereby permitted shall be constructed in the materials shown on plan nos. 2119-CMS-XX-XX-DR-A-PL23-P4_Level 3 - Proposed Roof Plan, 2119-CMS-XX-XX-DR-A-PL24-P7_Proposed West Elevation, 2119-CMS-XX-XX-DR-A-PL25-P9_Proposed South Elevation, 2119-CMS-XX-XX-DR-A-PL26-P6_Proposed East Elevations, 2119-CMS-XX-XX-DR-A-PL27-P5_Proposed Courtyard Elevations, 2119-CMS-XX-XX-DR-A-PL29-P4_Proposed Typical windows and doors.

Reason: To ensure that the finished character and appearance of the proposal is sympathetic to the host building and its surroundings in accordance with Section 12 of the Framework

6. No development shall take place until an assessment of the risks posed by any contamination, carried out in accordance with British Standard BS 10175: Investigation of potentially contaminated sites - Code of Practice and the Environment Agency, Land Contamination Risk Management (LCRM) (or equivalent British Standard and Model Procedures if replaced), has been submitted to and approved in writing by the local planning authority. If any contamination is found, no development shall take place until:

- i) a report specifying the measures to be taken, including the timescale, to remediate the site to render it suitable for the development hereby permitted has been submitted to and approved in writing by the local planning authority;
- ii) the site has been remediated in accordance with the approved measures and timescale; and
- iii) a verification report has been submitted to and approved in writing by the local planning authority.

If, during the course of development, any contamination is found which has not been previously identified, work shall be suspended until:

- i) additional measures for the remediation of the site have been carried out in accordance with details that shall first have been submitted to and approved in writing by the local planning authority; and
- ii) a verification report for all the remediation works has been submitted to and approved in writing by the local planning authority.

Reason: To ensure the site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination.

7. The use hereby permitted shall not be occupied until the refuse area has 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 buildings that form part of the application site for the lifetime of the development. The refuse store/area is not to be used for any other purpose other than the storage of refuse and recyclable materials. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

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

8. The use hereby permitted shall not be occupied until the means of access for cyclists shall have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes for the lifetime of the development.

Reason: To ensure a safe a suitable access is provided.

9. The use hereby permitted shall not be occupied until the secure bicycle parking shall have been completed, and thereafter, kept free of obstruction and available for the parking of bicycles only for the lifetime of the development.

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

10. The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the background level as determined by BS4142: 2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'.

Reason: In the interests of residential amenity.

11. Activities relating to the collection of refuse and recyclables associated with the commercial uses hereby approved shall only take place between

0800 and 2000 Mondays to Saturdays. and shall not take place at any time on Sundays or on Bank or Public Holidays.

Reason: In the interests of residential amenity.

12. Except where expressly shown on the approved plans, the proposed flat roof areas of the extension hereby permitted shall not be used as balconies, roof gardens or similar amenity areas.

Reason: In the interests of residential amenity.

*****End of Conditions*****

Informatives:

- i. In determining this application the Planning Inspectorate, on behalf of the Secretary of State, has worked with the applicant in a positive and proactive manner. In doing so the Planning Inspectorate gave clear advice of the expectations and requirements for the submission of documents and information, ensured consultation responses were published in good time and gave clear deadlines for submissions and responses. Additional information was sought and provided in a timely manner and clear deadlines were given for consultation responses to be made on these. The Planning Inspectorate worked with the applicant to secure extension to the determination of the application to ensure that the necessary participatory processes could be undertaken.

- ii. **Biodiversity Net Gain**

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be Bristol City Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements is/are considered to apply – in this case the exemption below:

Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and

- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

- iii. Due to the proximity of existing noise sensitive development and the potential for disturbance arising from contractors' operations, the applicant's attention is drawn to Section 60 and 61 of the Control of Pollution Act 1974,

to BS 5528: Parts 1 and 2: 2009 Code of practice for noise and vibration control on construction and open sites and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control". The hours that are usually allowed for construction or demolition works that are audible at any residential property to be carried out are 0800 to 1800 Monday to Friday and 0800 to 1300 Saturdays. Further information can be obtained from Pollution Control, Bristol City Council pollution@bristol.gov.uk.

- iv. **Excavation Works on the Adopted Highway**
If the development hereby approved includes the carrying out of excavation works on the adopted highway. You are advised that before undertaking any work on the adopted highway you will require a Section 171 (Excavation) Licence from the Highway Authority which is available at www.bristol.gov.uk/highwaylicences
- v. **Street Name and Numbering**
You are advised that to ensure that all new properties and streets are registered with the emergency services, Land Registry, National Street Gazetteer and National Land and Property Gazetteer to enable them to be serviced and allow the occupants access to amenities including but not limited to; listing on the Electoral Register, delivery services, and a registered address on utility companies databases, details of the name and numbering of any new house(s) and/or flats/flat conversion(s) on existing and/or newly constructed streets must be submitted to the Highway Authority. Any new street(s) and property naming/numbering must be agreed in accordance with the Council's Street Naming and Property Numbering Policy and all address allocations can only be issued under the Town Improvement Clauses Act 1847 (Section 64 & 65) and the Public Health Act 1925 (Section 17, 18 & 19). Please see www.bristol.gov.uk/registeraddress
- vi. The decision of the appointed person (acting on behalf of the Secretary of State) on an application under section 62A of the Town and Country Planning Act 1990 ("the Act") is final, which means there is no right to appeal. An application to the High Court under s288(1) of the Town and Country Planning Act 1990 is the only way in which the decision made on an application under Section 62A can be challenged. An application must be made within 6 weeks of the date of the decision
- vii. These notes are provided for guidance only. A person who thinks they may have grounds for challenging this decision is advised to seek legal advice before taking any action. If you require advice on the process for making any challenge you should contact the Administrative Court Office at the Royal Courts of Justice, Strand, London, WC2A 2LL (0207 947 6655) or follow this link: <https://www.gov.uk/courts-tribunals/planning-court>
- viii. Responsibility for ensuring compliance with this Decision Notice rests with Bristol City Council, any applications related to the compliance with the conditions must be submitted to the Council.

*****End of Informatives*****