

Extension: Revised expiry date	3 April 2025
'Hold Date'	

Bristol City Council Development Management

Delegated Report and Decision

Application No: 25/10495/F **Registered:** 3 February 2025

Type of Application: Full Planning
Case Officer: [REDACTED] **Expiry Date:** 31 March 2025

Site Address:

11 - 13 Whiteladies
Road
Bristol
BS8 1PB

Description of Development:

Installation of bin and bike storage, enlargement of roof lights and light wells and other works.

Ward: Central

Consultation Expiry Dates:

Advert 12 Mar 2025
and/or Site 12 Mar 2025
Notice:

Neighbour: 4 Mar 2025

SITE DESCRIPTION

The application site is located on Whiteladies Road within the defined City Centre Area of Bristol. The site comprises a 3-storey building, as well as a basement and annexe to the rear, which at the time of submission is solely in office use (Use Class E). The site is located within the Whiteladies Road Conservation Road.

RELEVANT HISTORY

66/03830/P_U - Change use of property edged and hatched orange on Plan to drawing office - Permission Granted

85/01224/F - For change of use of part of ground floor for use as exhibition space for works of art and architecture - Withdrawn

89/01364/L - Demolition of workshop at rear addition of 4 no. windows to existing building & erection of three storey office - Permission Granted

89/01378/F - Erection of three storey office building with associated car parking - Refused

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90/02139/F - Refurbishment of existing annexe (to 11-13 Whiteladies Road) to provide office accommodation - Permission Granted

94/01342/A - Non-illuminated company sign and car park sign - Permission Granted

02/02297/F - Erection of first floor extension to single storey building at rear, to provide additional office accommodation (Use class B1) - Permission Granted

02/01802/F - Continuation of use of two rooms located on the first floor as an Appointment Only Manicure Studio (Class D1) - Permission Granted

02/00459/F - Erection of first floor extension to single storey building at rear, to provide additional office accommodation - Refused

25/10493/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 - 17 dwellings - Prior Approval Given

APPLICATION

The application seeks permission for the installation of bin and bike storage, enlargement of roof lights and light wells and replacement of two basement-level doors, removing metal stairs and installing a new glass Juliette balcony.

The application has been submitted alongside a Class MA Prior Approval application (app. ref: 25/10493/COU - prior approval given 28/03/25) for the same site to convert the main building and rear annexe from office use to C3 (residential). The works proposed within this application are all required to ensure the future C3 units are appropriately equipped both in terms of natural light and associated bin and bike storage.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised via individual letters to neighbouring properties as well as a site notice and publication, with an expiry date of 04/03/2025.

No comments or objections were received.

RELEVANT POLICIES

PAN 2 Conservation Area Enhancement Statements (November 1993)

Planning (Listed Buildings & Conservation Areas) Act 1990

National Planning Policy Framework – December 2024

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and

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Whitchurch Park Neighbourhood Development Plan 2019.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

KEY ISSUES

A) WOULD THE DESIGN, LAYOUT AND SCALE BE ACCEPTABLE AND WOULD IT PRESERVE OR ENHANCE THE CHARACTER OR APPEARANCE OF WHITELADIES ROAD CONSERVATION AREA?

The Authority is required under Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 to pay special regard to the desirability of preserving or enhancing the character or appearance of the area.

The Authority is required under Section 16 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990, when considering whether to grant listed building consent for any works, is to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. It is therefore considered that the proposed work will preserve the character and historic fabric of the listed building and duly recommended for consent subject to conditions.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 16 (Conserving and Enhancing the Historic Environment) of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Policy BCS21 (Quality Urban Design) states that development should be of a high-quality design and respect the local area.

Policy BCS22 (Conservation and the Historic Environment) states that development proposals should safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including: Scheduled ancient monuments; Historic buildings both nationally and locally listed; Historic parks and gardens both nationally and locally listed; Conservation areas; and Archaeological remains.

Policy DM26 (Local Character and Distinctiveness) states that development should respond appropriately to the height, scale, massing, shape, form and proportion of existing buildings, building lines and set-backs from the street, skylines and roofscapes. Development should also respect, build upon or restore the local pattern and grain of development.

Policy DM27 (Layout and Form) aims to ensure development contributes to the successful arrangement and form of buildings, structures and spaces and contribute to the creation of quality urban design and healthy, safe and sustainable places.

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Policy DM30 (Alterations to Existing Buildings) sets out that new development will be expected to respect the siting, scale, form, proportions, materials, details and the overall design and character of the host building, its curtilage and the broader street scene.

Policy DM31 (Heritage Assets) sets out that development will be expected to conserve and where appropriate enhance heritage assets and/or its setting. These include schedule monuments, archaeological sites, listed buildings, conservation areas, historic parks and gardens and locally important assets.

The proposed development concerns the construction of bin and bike stores within the curtilage of 11-13 Whiteladies Road, as well as enlarged light wells on the main building and improved lightwells on the annexe. It also proposes replacement of two basement-level doors, removing metal stairs and installing a new glass Juliette balcony at the rear of the main building.

The proposed works are considered to be respectful of the host building and wider conservation area. The bin and bike stores would be located to the rear of the property, and although there would be some visibility from public vantage points, it would not be to the detriment to the host building or conservation area. The works to the main and annexe buildings would be finished in materials that would harmonise with the existing materials and would therefore not detract from the buildings or negatively impact the surrounding conservation area. A condition requiring the materials to be similar to materials used in the area will be attached to any approval.

In summary, the proposal complies with the Planning (Listed Buildings and Conservation Areas) Act 1990 and adopted Core Strategy and Site Allocations and Development Management Policies. The proposal would be respectful of the surrounding area and would not harm the character or appearance of the host building.

B) NEIGHBOURING AMENITY

Policy BCS21 in the Bristol Core Strategy (Adopted 2011) advocates that new development should deliver high quality urban design and safeguard the amenity of existing development. Policy DM29 in the Site Allocations and Development Management Policies (2014) states that proposals for new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. This policy, as well as DM27, further states that new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. Policy BCS23 in the Bristol Core Strategy and Policy DM35 in the Site Allocations and Development Management Policy also state that new development should also not lead to any detrimental increase in noise levels.

SPD2 'A Guide for Designing House Alterations and Extensions' states that development should comply with 45-degree tests from habitable room windows as not to protect the amenity of neighbouring occupiers.

Due to the nature of the proposal and the fact that there are no enlargements or extensions to the buildings proposed, it is considered to be acceptable in its context and is not considered to have a significantly harmful impact upon neighbouring amenity in relation to loss of light/overshadowing, overlooking or overbearing impacts.

The proposal is not considered to impact neighbouring amenity in terms of noise and disturbance. Therefore, the application complies with policies BCS23, BCS21, DM29, DM27 and DM35 and is acceptable.

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C) HIGHWAY SAFETY AND TRANSPORT

Section 9 of the NPPF (2024) states that transport issues should be considered from the earliest stages of development proposals. This should involve identifying and pursuing opportunities to promote walking, cycling and public transport use are identified and pursued and the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account including appropriate opportunities for avoiding and mitigating any adverse effects. This policy further states that development proposals should ensure that net environmental gains, and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Policy BCS10 (Transport and Access Improvements) of the Core Strategy states that development should be designed to ensure streets where traffic and other activities are, are integrated and should be designed to ensure the provision of safe streets.

Policy BCS15 (Sustainable Design and Construction) of the Core Strategy states that all new development will be required to provide satisfactory arrangements for the storage of refuse and recyclable materials as an integral part of its design. Major developments should include communal facilities for waste collection and recycling where appropriate.

Policy DM23 (Transport Development Management) of the Site Allocations and Development Management Policies (Adopted July 2014) outlines that development should not give rise to unacceptable traffic conditions and would be expected to provide safe and adequate access onto the highway. It also states that parking must be safe, secure, accessible and usable.

Policy DM32 (Recycling and Refuse in New Development) of the Site Allocations and Development Management Policies (Adopted July 2014) states that all new residential properties will be expected to provide sufficient space for the storage of individual recycling and refuse containers to reflect the current collections regime or communal recycling facilities and refuse.

The proposed development would include 3no. roofed and secure enclosures to form storage for 24 cycles to Sheffield stands. There would also be a communal refuse and recycling store within the rear garden of the building, to serve the 17 flats (given prior approval under 25/10493/COU). The enclosure would house larger waste and recycling containers, suitable for the number of proposed flats. Overall, the proposed cycle parking and waste storage and collection provision is considered to be acceptable in this instance. The proposal would comply with local plan policies and would not cause significant harm to provision, safety and amenity subject to relevant conditions and advices as set out below.

6 off-street car parking spaces are proposed as part of this development, including one disabled parking bay. This is considered to be acceptable with regards to the Council's parking standards and would provide an appropriate level of safe, secure, accessible and usable parking for the proposed flats. The parking represents efficient use of the land and is appropriately integrated into the design of the development.

The application site is located within close proximity to bus stops along Whiteladies Road with connections to the rest of the city. The application site is also located within walking distance to local amenities. It is considered that the location would offer adequate sustainable transport options and

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connections where future residents would not need to solely rely on private vehicle ownership. Additionally, it is not considered that the proposed development would have significantly adverse impacts to additional parking strain within the locality.

Overall, the proposed car parking, cycle parking and waste storage and collection provision is considered to be acceptable in this instance. The proposal would comply with local plan policies and would not cause significant harm to provision, safety and amenity subject to relevant conditions and advices as set out below.

CONCLUSION

The application is recommended for approval, subject to conditions.

EQUALITY ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equality Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation this particular proposed development. Overall, it is considered that this application would not have any significant adverse impact upon different groups or implications for the Equality Act 2010.

RECOMMENDED GRANTED subject to condition(s)

Time limit for commencement of development

1. Full Planning Permission

The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Pre occupation condition(s)

2. Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on Approved Plans

No building or use hereby permitted shall be occupied or 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 adopted highway (including the footway), except on the day of collection.

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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

3. 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.

Post occupation management

4. External Works to Match

All new external work and finishes and work of making good shall match existing original work adjacent in respect of materials used, detailed execution and finished appearance except where indicated otherwise on the approved drawings.

Reason: In the interests of visual amenity and the character of the Conservation Area.

List of approved plans

5. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

201 P1 Existing Site Plan, received 3 February 2025
 202 P1 Proposed Site Plan, received 3 February 2025
 203 P1 Existing elevations, received 3 February 2025
 204 P1 Proposed Elevations, received 3 February 2025
 205 P1 Existing Floor Plan, received 3 February 2025
 206 P1 Proposed Floor Plans, received 3 February 2025
 207 P1 Railing and lightwell detail, received 3 February 2025

Heritage, design and access statement, received 3 February 2025
 Waste management statement, received 3 February 2025
 100 P1 Site Location Plan, received 3 February 2025

Reason: For the avoidance of doubt.

Advices

1 Restriction of Parking Permits - Existing Controlled Parking Zone/Residents Parking Scheme

You are advised that the Local Planning Authority has recommended to the Highways Authority which administers the existing Controlled Parking Zone/Residents Parking Scheme

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of which the development forms part that the development shall be treated as car free / low-car and the occupiers are ineligible for resident parking permits as well as visitors parking permits if in a Residents Parking Scheme.

[REDACTED]

[REDACTED]