

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 current application relates to the main building and the external areas but does not include the annexe.

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

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

25/10495/F: Installation of bin and bike storage, enlargement of roof lights and light wells and other works - Permission Granted

25/11594/F: Change of use from office to provide 20 no. short term lets/Guesthouse/hotel (Use class C1) and associated works – Permission Granted

25/12838/PINS: Application for Planning permission for Demolition of the rear annexe and delivery of 4 mews houses for short-term let with associated landscaping and other works - Refused

APPLICATION

The application seeks permission for the conversion of the existing office space to 20no. purpose-built student units. The application includes the installation of lightwells to the front, side and rear of the building.

Refuse and cycle storage would be located at the rear boundary of the site. Wall mounted air source heat pumps would be installed against the northwest boundary of the site. The roof would be fitted with 60no. PV panels and 3no. smoke hatches/rooflights.

Please see the application form and plans for further information.

COMMENTS

Pollution Control –

This application includes the provision of 6 air source heat pumps in one area, to serve the proposed 20 student flats. No further details have been given as to the size or noise output for the heat. I therefore have concerns as to the potential for harm, by way of noise, to be caused to the occupants of neighbouring properties, and those in the development itself, nearest to the heat pumps.

I would therefore ask for the following condition should the application be approved:

1. Noise from air source heat pumps

No commencement of use of any air source heat pumps shall take place until an assessment on noise from the heat pump(s) at nearby residential properties has been submitted to and been approved in writing by the Local Planning Authority. If the assessment indicates that noise from the air source heat pump(s) is likely to affect neighbouring affecting residential or commercial properties then a scheme of noise mitigation measures shall be submitted to and approved in writing by the Council prior to the commencement of the development.

The assessment shall take into account the guidance given in BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound and of BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings and Microgeneration Certification Scheme planning standards (MCS 020).

Transport Development Management –

Verbal Comments:

- Cycle parking standard for student accommodation is 1 in 4 for students and 1 in 12 for visitors. The proposed 8no. cycle parking spaces and 1no. visitor parking space is within that figure
- Bin storage is sufficient although refuse receptacles should be situated a highway to allow ease of access and collection
- The development would require a moving-in, moving-out statement if approved

KEY ISSUES**A) PRINCIPLE OF PURPOSE-BUILT STUDENT ACCOMMODATION**

Policy BCAP7: Loss of employment space Employment sites in Old Market & The Dings, St. Paul's & Stokes Croft and other areas of inner east Bristol should be retained for employment use unless it can be demonstrated that:

- i. There is no demand for employment uses; or
- ii. Continued employment use would have an unacceptable impact on the environmental quality of the surrounding area; or
- iii. A net reduction in floorspace is necessary to improve the existing premises; or
- iv. It is to be used for industrial or commercial training purposes.

In Bristol City Centre, where there are existing office buildings that are vacant or underused by reason of their location or their ability to meet modern business needs (notably in and around the Nelson Street and Lewins Mead area), development involving the loss of existing office floorspace will be acceptable where it would contribute positively to the mix of uses in the area.

Redevelopment or significant remodelling of the city centre's poorest quality office buildings will be encouraged in preference to conversion, potentially including some further intensification of use.

It is noted that the main building on the application site has permission to change the use of the property from office (Class E) to residential (Class C3) under the prior approval application 25/10493/COU. As such, the loss of the employment use is considered to be acceptable on the basis that the application for prior approval would constitute a reasonable fallback position for the development in this regard.

Policy DM2: Residential Sub-divisions, Shared and Specialist Housing states that proposals for specialist student housing will not be permitted where the development would create or contribute to a harmful concentration of such uses within a locality as a result of exacerbating existing harmful conditions with regard to residential amenity or the character of the locality; or reducing the choice of homes in the area by changing the housing mix.

Policy BCAP4: Specialist Student Housing in Bristol City Centre states that specialist student housing schemes that contribute to the diversity of uses within the local area will be acceptable within Bristol City Centre unless it would create or contribute to a harmful concentration of specialist student housing within any given area.

These policies do not give a specific threshold at which a harmful concentration would be reached, however, the supporting text sets out that harmful concentrations are likely to arise when problems commonly associated with student accommodation cumulatively result in detrimental effects on residential amenity. The supporting text of BCAP4 states that while locations close to the University of Bristol may be desirable for specialist student housing, the need for such development must be balanced against the need to preserve the residential amenity of communities in the area.

Draft Policy H7: Managing the Development of Purpose-Built Student Accommodation (PBSA) of the emerging local plan provides more detail on appropriate locations for student accommodation and how development of PBSA should maintain a balance with other uses.

The site is not located in an area of growth and regeneration and is not within the University of Bristol Precinct. In applying H7, the site is considered to be an 'other location'. There is no threshold limit of bedspaces set out within H7 which would form a harmful concentration within other locations, therefore it remains a matter of judgement as to what would constitute a harmful concentration of PBSA within the locality.

There are three existing PBSA developments within the immediate locality; 19 Elmdale Road (13 bedspaces), Prince Rupert House (16 bedspaces) and 4 St Pauls Road (15 bedspaces). A further 127 bedspaces have been approved but not yet commenced at Maggs House, which is approximately 200m from the site. The site is approximately 100m from the University of Bristol Precinct. While there does not appear to be any PBSA in the area of the Precinct closest to the site, there is a high proportion of students accessing the area regularly.

Furthermore, there is a high proportion of Houses in Multiple Occupation (HMOs) within the locality. There are 107 residential properties within 100m of the site and 11.21% of these properties are operating as HMOs. In addition to this, there are a further 7 properties where an HMO license application has been submitted and not yet approved. If these license applications were to be approved, it would bring the overall percentage of residential properties within 100m of the site being used as HMOs to 17.7%. Given the proximity of the site to the Bristol University Precinct, it is likely that many of the HMOs are being used as student accommodation, although they would not be considered to be PBSA. HMOs within the Precinct do not require a license because they are subject to the separate **legislation**, therefore, it is likely that there are a significant number of further HMOs being used for student accommodation which are not counted within the datasets held by the LPA.

Overall, there is a high concentration of student accommodation within the locality, however, an assessment of the impacts to amenity and character of the area is required in order to demonstrate whether or not this concentration is harmful.

Adjacent properties on the eastern side of Whiteladies Road are predominantly in commercial use. A number of properties are vacant but advertised as being to-let to commercial occupiers. As such, the proposal would be unlikely to result in a harmful concentration of PBSA for the immediate neighbours of the site because they are currently in commercial use and therefore there would not be any amenity impacts to residential occupiers. Furthermore, the proposal would be unlikely to impact the character of the area as any external alterations required to convert the existing building to student accommodation would not result in an intensification of development on the site or harm the appearance of the building.

To the rear of the site, the majority of properties are either existing student accommodation or HMOs. There are two flats within no. 21 Elmdale Road which are listed as being residential dwellings and it is presumed that these are in single-household occupation as there is no evidence to suggest that these have been converted to HMOs.

The majority of single-household dwellings within 100m of the site are on Sunderland Place. Although these properties are close to the application site, they would not be in direct relationship with the proposed development because they are separated by Whiteladies Road and form part of a quieter, predominantly residential street, which has a different character to the predominantly commercial character of Whiteladies Road. The application site is considered to be a sufficient distance away from these dwellings such that the proposal would not result in a harmful concentration of PBSA with respect to amenity or character impacts.

The remaining residential flats at no.21 Elmdale Road are surrounded by existing HMOs and other commercial properties. Elmdale Road forms the boundary with the University of Bristol Precinct. The HMOs and existing university buildings are likely to have an impact on the character of

Elmdale Road and the amenity of existing single-household dwellings. However, the proposed development would not be directly adjacent to the existing flats at no. 21 and the proposed development is set within a fairly large plot. As such, the proposed development would not directly sandwich the existing residential dwellings between PBSA and HMOs.

While the concentration of HMOs and PBSA in the locality is high, and in some cases may already be harmful, it is not considered that this proposal would contribute towards a harmful concentration in isolation for the reasons outlined above.

B) DESIGN AND HERITAGE ASSETS

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.

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 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 proposal seeks a number of external alterations to enable the conversion of the building to PBSA. The alterations proposed have already been approved under application ref. 25/10495/F. There are no material changes to the alterations as already approved and therefore these are considered to be acceptable.

C) NEIGHBOURING AMENITY

Policy BCS21 states that new development should safeguard the amenity of existing development.

Policy DM30 states that alterations to existing buildings should not jeopardise the residential amenity of adjacent occupants in terms of privacy, overlooking, overshadowing and overbearing.

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.

The proposal would convert the existing commercial building to student accommodation, which is a form of residential use. The proposal does not involve any extensions to the existing building beyond the existing footprint. As such, there are no concerns that the proposal would result in any overbearing or overshadowing for neighbouring properties.

The existing commercial building is not occupied at nighttime as it is typically only occupied during normal working hours. As a result of the proposal, the building would be occupied during both daytime and nighttime hours. However, the building is sufficiently separated from other neighbouring dwellings such that there are no concerns regarding overlooking impacts.

Pollution Control were consulted and raised no concerns with regard to noise impacts related to the proposed use. However, they noted that no information had been submitted to demonstrate that the proposed air source heat pumps (ASHPs) would not have a harmful impact on noise generation and transference. Pollution Control recommended that a condition be added to the decision notice to require the submission of a noise assessment prior to commencement of the use of the ASHPs to demonstrate that they would not result in any harmful noise impacts for neighbouring properties. Subject to this measure, the proposal would be considered acceptable with regard to noise generation and transference.

D) AMENITY FOR FUTURE OCCUPIERS

Policy BCS18: Housing Type states that development should provide sufficient space for everyday activities and enable residential units to be flexible to the changing life circumstances of occupants. In addition, Policy BCS21: Quality Urban Design sets out criteria for the assessment of design quality in new development and states that development will be expected to create a high-quality environment for future occupiers, and safeguard the amenity of existing development.

Policy DM2: Residential Sub-divisions, Shared and Specialist Housing states that development must provide a good standard of accommodation by meeting relevant requirements and standards set out in other development plan policies.

Draft Policy H7: Managing the Development of Purpose-Built Student Accommodation of the emerging local plan sets out that development will be required to provide a high standard of accommodation.

The Space Standard Practice Note (March 2021) provides further information on the implementation of policy BCS18: Housing Type and provides further clarification on the council's use of the Nationally Described Space Standard. It is noted that the Nationally Described Space Standards (2015) (NDSS) do not apply to PBSA, however, the Practice Note sets out that sufficient communal facilities and services will be expected to be included to meet the requirements of the intended number of residents.

The proposed development does not provide any communal areas, which would be to the detriment of the amenity of future occupants. The Practice Note sets a method for calculating total minimum internal floor area for communal facilities provided in shared-living proposals. This sets out that the total internal floor area of the proposed units should be subtracted from the total internal floor area of the living units as required by the NDSS. The resulting difference will be the amount of communal space required. In this case, the method indicates that 33.4m² of communal floorspace should be provided to ensure that future occupants have sufficient space

for everyday living. In addition to providing students with enough space for everyday activities, shared spaces enable students to socialise and develop social cohesion.

The lack of communal space is considered to harm the overall quality of the accommodation provided for future occupants. In the event that the LPA were able to negotiate amendments on this application, it would have been requested that communal space be incorporated, which would likely result in the number of bedspaces being reduced.

The proposed accommodation in the basement floor of the building is considered to be poor with regard to overall light levels and outlook as future occupants would be looking out into a lightwell with a wall only 1.6m or 1.1m away. Furthermore, the units proposed in the basement are the smallest provided within the building. As such, the overall quality of the living environment of these units would be poor.

It is noted that prior approval has been given for the conversion of the existing office building to residential accommodation (application ref. 25/10493/COU). This application involved residential accommodation in the basement which had similarly poor levels of outlook, however, this application could only be considered against the criteria set out in the Town and Country Planning General Permitted Development (England) Order 2015 (as amended) Schedule 2, Part 3, Class MA. This does not allow for consideration of levels of outlook. Notwithstanding this, it is accepted that this application is a reasonable fallback position for the applicant. However, the residential units which were given prior approval did meet the required threshold area set out in the NDSS as this is a requirement of Schedule 2 (9A).

The proposed basement units would have poor outlook and an oppressively small overall floor area, which would be exacerbated by the fact that the future occupants would rely on these units as their sole living space given the lack of communal facilities. The smallest studio would be 21.44m², which is 16.45m² smaller than the smallest studio allowed under the prior approval. This would result in cramped, oppressive conditions which would not provide enough space for everyday activities and studying. Furthermore, the lack of communal space would harmfully impact the living conditions and social cohesion of all future occupants of the development. Overall, the proposal is considered to provide a poor living environment for future occupants which would not be acceptable.

E) TRANSPORT

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. Proposals will be determined and schemes will be designed to reflect the following transport user priorities as set out below:

- a) The pedestrian;
- b) The cyclist;
- c) Public transport;
- d) Access for commercial vehicles;
- e) Short stay visitors by car;
- f) The private car.

The needs of disabled people will be considered within all of the above headings.

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.

Draft Policy H7 of the emerging local plan states that in all cases, proposals for purpose-built student accommodation should make provision for disabled access and disabled parking for occupants and visitors.

The existing site includes 20no. car parking spaces for the commercial use. The proposed site plan shows 6no. car parking spaces for the proposed student accommodation at the front of the site and 6no. car parking spaces at the rear for commercial uses, which is a reduction in 8no. spaces overall.

One of the car parking spaces for the student accommodation is shown to be accessible, however, it is noted that there would be no level access or ramped access for future occupants accessing the building and therefore the overall development would not provide safe and adequate access for all future users.

The level of car parking proposed is over the maximum allowance set out in Appendix 2 of DM23, however, it is acknowledged that the parking spaces are existing and therefore this is acceptable in this instance.

The quantum of cycle parking provided is acceptable for the student accommodation, however, it is unclear whether any cycle parking is provided for the commercial use, given that vehicle parking spaces have been retained for this purpose. The proposed refuse stores do not distinguish between stores for the collection of commercial or domestic waste, which would not be acceptable. As such, further details of policy compliant refuse and cycle stores would be required prior to occupation to ensure that the facilities provided were adequate and attractive for all users of the site. Subject to this measure, the proposed refuse and cycle storage would be acceptable.

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

SUSTAINABILITY AND CLIMATE CHANGE

Themes of sustainability, carbon reduction and climate change underpin national planning policy. Policies BS13-15 of the Core Strategy relate to the LPAs expectations with regard to sustainable construction of new buildings and emissions in respect of climate change. These policies must be addressed and the guidance within the LPAs Climate Change and Sustainability Practice Note followed. New development is expected to minimise energy requirements. This will be achieved by high standards of energy efficiency including optimal levels of thermal insulation, passive ventilation and cooling, passive solar design, and the efficient use of natural resources in new buildings. Core Strategy Policy requires new development to also incorporate an element of renewable energy to reduce carbon emissions by a further 20% above energy saving measures.

The applicant has submitted an energy and sustainability statement which outlines that the development will use a centralised communal ASHP arrangement to provide hot water and heating. There would also be 60no. PV panels located on the roof.

These measures would result in an 83.31% reduction in residual CO₂ emissions, which would be compliant with Policy BCS14.

CONCLUSION

The application is recommended for refusal on the grounds of poor living conditions for future occupants and lack of safe and adequate access for all future users of the site.

SUGGESTED REFUSAL REASONS

1. The proposed basement units would have poor outlook and an oppressively small overall floor area, which would be exacerbated by the fact that the future occupants would rely on these units as their sole living space given the lack of communal facilities. This would result in cramped, oppressive conditions which would not provide enough space for everyday activities and studying. Furthermore, the lack of communal space would harmfully impact the living conditions and social cohesion of all future occupants of the development. Overall, the proposal is considered to provide a poor living environment for future occupants which would not be acceptable. The proposal as submitted contravenes Section 12 of the NPPF, Policies BCS15 (Sustainable Design and Construction), BCS18 (Housing Type), and BCS21 (Quality Urban Design) of the Bristol Core Strategy (adopted 2011) and Policies DM2 (Residential Sub-divisions, Shared and

Specialist Housing), DM27 (Layout and Form) and DM30 (Alterations to Existing Buildings) of the Site Allocations and Development Management Policies (adopted 2014).

2. The proposal would not provide level or ramped access to any of the proposed accommodation which would prevent safe and adequate access for all future users and prejudice disabled occupants from accessing the site. The proposal is therefore contrary to Section 9 of the NPPF, Policy BCS10 (Transport and Access Improvements) of the Bristol Core Strategy (adopted 2011) and Policy DM23 (Transport Development Management) of the Site Allocations and Development Management Policies (adopted 2014).

SUGGESTED CONDITIONS (without prejudice)

Time Limit

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

2. Traffic Management Plan

No building or use hereby permitted shall be occupied or use commenced until a traffic management plan setting out the agreed arrangements for managing student drop off/collection procedures and location, at the start/end of semester/academic year, has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved traffic management plan for the lifetime of the development.

Reason: To ensure the safe operation of the public highway at the start/end of semester/academic year.

3. Completion and Maintenance of Car/Vehicle Parking - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and turning space) shown on the approved plans has been completed and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard.

4. Noise from air source heat pumps

No commencement of use of any air source heat pumps shall take place until an assessment on noise from the heat pump(s) at nearby residential properties has been submitted to and been approved in writing by the Local Planning Authority. If the assessment indicates that noise from the air source heat pump(s) is likely to affect neighbouring affecting residential or commercial properties then a scheme of noise mitigation measures shall be submitted to and approved in writing by the Council prior to the commencement of the development.

The assessment shall take into account the guidance given in BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound and of BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings and Microgeneration Certification Scheme planning standards (MCS 020).

Reason: In the interests of safeguarding residential amenity.

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

Prior to occupation, further details of refuse storage facilities shall be submitted to, approved in writing by the Local Planning Authority and installed. 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).

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.

6. Further details of cycle storage prior to occupation of development

Prior to occupation, further detailed drawings of the cycle storage at the scale of 1:10 shall be submitted to and be approved in writing by the Local Planning Authority before the development is occupied. The detail thereby approved shall be carried out in accordance with that approval.

Thereafter, the cycle parking shall be kept free of obstruction and be available for the parking of cycles only for the lifetime of the development.

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

7. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', and where remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Compliance

8. 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 area.

List of approved plans and drawings

9. 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.

- Location Plan, 600, date received 13/08/2025
- Existing Site Plan, 601, date received 13/08/2025
- Existing Floor Plans, 602, date received 13/08/2025
- Existing Elevations, 603, date received 13/08/2025
- Proposed Site Plan, 604, date received 13/08/2025
- Proposed Floor Plans, 605 rev. P1, date received 13/08/2025
- Proposed Elevations, 606, date received 13/08/2025
- Existing and Proposed Section A-A, 607, date received 13/08/2025
- Railing and Lightwell Details, 608, date received 13/08/2025
- Biodiversity Net Gain Exemption Statement, date received 13/08/2025
- Energy and Sustainability Statement, date received 13/08/2025

- Marketing Report, date received 13/08/2025
- Waste Management Statement, date received 13/08/2025

Reason: For the avoidance of doubt.

Informatives

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 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.