

Extension: Revised expiry date	18 July 2025
'Hold Date'	

## Bristol City Council Development Management

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### Delegated Report and Decision

**Application No:** 25/11594/F **Registered:** 11 April 2025

**Type of Application:** Full Planning  
**Case Officer:** [REDACTED] **Expiry Date:** 6 June 2025

**Site Address:**

11 - 13 Whiteladies  
Road  
Bristol  
BS8 1PB

**Description of Development:**

Change of use from office to provide 20 no. short term  
lets/Guesthouse/hotel (Use class C1) and associated works.

**Ward:** Central

**Consultation Expiry Dates:**

**Advert** 21 May 2025  
**and/or Site** 21 May 2025  
**Notice:**

**Neighbour:** 13 May 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architecture - Withdrawn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

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

## APPLICATION

The application seeks permission for the change of use from office to provide 20 no. short term lets/guesthouse/hotel (Use Class C1) and associated works.

Please see the application form and plans for further information.

## RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised via site notice and publication, with an expiry date of 24/06/2025.

One neutral response was received and raised the following comments:

- Whiteladies Road is a commercial district and commercial space is a limited resource
- The proposed use is commercial in character, which is preferable over permanent residential accommodation
- Restoration of garden space to reduce surface water run-off would be preferred as this area can be subject to surface water flooding in heavy rainfall

## OTHER COMMENTS

The Council's Pollution Control Team commented the following:

'I have no objection to this application.'

The Council's Transport Development Management Team commented the following:

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#### 'Principle / History

The application seeks approval for a change of use from an existing office (Class E) to residential (Class C3) use. The development proposal consists of 20 short term lets, consisting of 10no one-bedroom flats , 8no studio apartments and 2no two bedroom flats, as well as associated car parking, cycle parking, and waste storage. The application form states that there will be 2no full time staff on the site.

There have been a number of previous planning applications associated with the site, the most recent being PA 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. Which was granted approval in April 25, to which TDM had no objection.

#### Local Highway Network / Sustainability

The site lies along Whiteladies Rd a classified road ( A4018) subject to a 20mph speed restriction. Whiteladies Rd has dedicated cycle lanes on either side of the carriageway at this point. There are a number of bus stops in the vicinity of the site, as well as being in close proximity to existing public and sustainable transport infrastructure as well as being near a large number of amenities and services within walking distance, therefore, TDM consider the site to be in a sustainable location.

#### Access

There are two existing access points into the site from Whiteladies Road, there is no intention for these to be altered with this application.

#### Car Parking

The existing site as a whole has over 20 parking spaces which can be used by those associated with both the main building and the annexe. The proposed scheme as shown on submitted plan - Proposed Site Plan -Dwg no: 304 - rev P1 shows that the scheme for short term lets will have 6no dedicated parking spaces including 1no disabled space. The annexe (ClassE ) will also have 6no spaces. It is not clear now this will be managed such that any overspill from one use will not be utilised the occupants of the other.

Given that the site is in a sustainable location as set out above and the provision does not exceed Bristol's parking standards for car parking, the proposed level of parking on the site is therefore deemed acceptable by TDM. However, TDM recommend that a Parking Management Plan is submitted to detailing how both parking will be managed separately.

The submitted Heritage Design and Access Statement (Pge 8) - shu architects March 25 states "that all parking spaces will have vehicle charging points".

The site is located within the Kingsdown Residents' Parking Scheme. As the site has been deemed low-car due to its close proximity to existing public and sustainable transport infrastructure as well as near a large number of amenities and services within walking distance, TDM recommend that future residents should not be eligible for resident parking permits. This is to control the amount of on-street parking provision and reduce the impact of on-street parking to existing permit holders.

#### Cycle Parking

Bristol's parking standards requires that 1no cycle parking space per 10 bed spaces ( C1 - Hotels),

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therefore, the scheme as proposed will require 2no spaces. The proposed scheme provides 8no spaces ( 4no Sheffield Stands). These are to be located to the rear of the building in an enclosed storage facility. TDM regards the cycle parking as acceptable. The area where cycles are stored must be suitably illuminated and covered by CCTV.

#### **Waste**

The submission includes a Waste Management Statement - shu architects March 25 day sets out the requirement for the C1 - apartments. A condition for a revised Statement is recommended. The location of a communal waste store area is at the back of the site away from the adopted highway, however, there is also a waste collection point close to one of the access points which will be utilised on collection days. In accordance with Bristol's Waste and Recycling SPD, large 1,100L bins should not need to be moved more than 5m and should not need to be moved up a gradient steeper than 1:20. Whilst there is no mention for the day to day storage of waste associated with the annexe, it is assumed that this remains within the building and taken out to the collection point as necessary.

#### **Recommendation**

TDM have no objections to the proposal on the grounds of highway safety or access and would support a recommendation of approval subject to the following conditions and advices:

#### **C. Pre occupation conditions**

C5B Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on approved plans

C12A Completion and Maintenance of Car/Vehicle Parking - Shown on approved plans

C13A Completion and Maintenance of Cycle Parking Provision - Shown on approved plans

#### **Advices**

I043B) Impact on the highway network during construction

I044B) Restriction of Parking Permits - Existing Controlled Parking Zone/Residents Parking Scheme

#### **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 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) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

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Policy BCS2 of Bristol's Core Strategy aims to promote and strengthen the city centre's role as a regional focus by encouraging mixed-use developments, including offices, residential, retail, leisure, tourism, entertainment, and arts and cultural facilities.

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 host property obtained permission to change the use of the host property from office (Class E) to residential (Class C3) under the prior approval application 25/10493/COU.

Policy BCAP10 (Hotel Development) of the Bristol Central Area Plan states that proposals for small-scale, boutique or high-quality hotel development will be encouraged as individual development or as part of broader mixed-use developments. Proposals for new hotel development should provide active ground floor uses and/or frontages and achieve high standards of sustainability and urban design in all other respects.

Policy BCAP42 (The Approach to West End) of the Bristol Central Area Plan states that development will be expected to preserve and enhance the retail, cultural and tourist function of West End, protection the area's natural and historic assets and visitor attractions and delivering improvements to the public realm of key shopping areas and pedestrian routes.

The proposed change of use to Use Class C1 would ensure a leisure use within the central area of the city. The development of a hotel on this site would be in accordance and would demonstrate an effective use of the host property. The development would therefore enhance the vitality of the site and wider area, providing alternative hotel bed space provision within the established centre. As such, the proposed development is therefore acceptable in principle.

**B) WOULD THE PROPOSED DEVELOPMENT BE OUT OF SCALE OR CONTEXT WITH THE CONSERVATION AREA OR HOST DWELLING?**

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

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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.

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.

It is noted that the site has extant permissions following the grant of a Class MA Prior Approval application and a grant of planning permission for external works on the site (application references: 25/10493/COU and 25/10495/F). The elements of the two consents have been included within this application. These elements are as follows: Secure Cycle Storage; Dedicated Refuse Store; The addition of two lightwells, one to the front and one to the side; Hedge planting along the border between the site and Whiteladies Road; Replacement of the doors and stairs at the rear of the site with new Juliette balconies.

Additional works under the current application include the provision of PV panels and ASHPs, alterations to the side arched window, new external insulation to the sides and rear façade, amendments to the parking and refuse arrangements and delivery of 20 short term let units.

While the proposal would not include any additional extensions, it would add external insulation to the sides and rear of the building, which would be covered in external render. The render would be the same colour as the existing. It is considered that these changes would have limited impact on the appearance of the building and would positively contribute to the long-term sustainability and viability of the property.

The proposed light wells, windows and Juliet balconies would be finished in high quality materials that would harmonise with and maintain the architectural integrity of the existing building.

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The proposed renewable technologies would not be visible from public vantage points therefore having a neutral impact on the character of the area and building.

The proposed development would achieve a sympathetic design which would not overtly impose upon the street scene and would respect the appearance of the Conservation Area. Due to the limited alterations externally, the development would be acceptable in terms of its contribution to the public realm and all materials would be in keeping with the host. A condition has been added to ensure that all external finishes will match the host property to safeguard the existing character and appearance, thus according with Policies BCS21, BCS22, DM26, DM30 and DM31.

**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.

Due to the nature of the proposal and the fact that there are no enlargements or extensions to the host building 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 proposed new light wells and Juliet balconies would not increase overlooking or loss of privacy any more than the existing situation and are therefore considered acceptable.

**D) AMENITY FOR FUTURE OCCUPIERS**

Policy BCS18 of the Core Strategy 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 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 occupants, and safeguard the amenity of existing development.

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.

The guest house units are satisfactory in terms of light and outlook for the short-term tenancy arrangements they would serve. All proposed rooms are equipped with all the amenities expected within a short-term let guest house, these include a kitchen, bathroom, bedroom and laundry facilities.

**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.

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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 Council's Transport Development Management Team have assessed the scheme and raised no objections, recommending pre-occupation conditions.

6 off-street car parking spaces are proposed as part of this development, including one disabled parking bay. The annexe would retain its 6 car parking spaces to the rear of the site. 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 proposed scheme provides 8no spaces ( 4no Sheffield Stands), to be located to the rear of the building in an enclosed storage facility. The cycle parking is regarded to be acceptable.

The submission includes a Waste Management Statement which sets out the requirement for the C1 - apartments. The location of a communal waste store area is at the back of the site away from the adopted highway, however, there is also a waste collection point close to one of the access points which will be utilised on collection days. In accordance with Bristol's Waste and Recycling SPD, large 1,100L bins should not need to be moved more than 5m and should not need to be moved up a gradient steeper than 1:20. Whilst there is no mention for the day to day storage of waste associated with the annexe, it is assumed that this remains within the building and taken out to the collection point as necessary.

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.

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.

## **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



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(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).

## 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. No building or use hereby permitted shall be occupied or use commenced until the

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refuse/area and where necessary, dropped kerb(s) to facilitate the manoeuvring of four wheeled bins onto the carriageway 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 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.

**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. 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**

**5. 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**

**6. List of approved plans and drawings**

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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.

2131 300 P1 Location plan, received 11 April 2025  
 2131 301 P1 Existing site plan, received 11 April 2025  
 2131 302 P1 Existing floor plans, received 11 April 2025  
 2131 303 P1 Existing elevations, received 11 April 2025  
 2131 304 P1 Proposed site plan, received 11 April 2025  
 2131 305 P1 Proposed floor plans, received 11 April 2025  
 2131 306 P1 Proposed elevations, received 11 April 2025  
 2131 307 P1 Existing and proposed section AA, received 11 April 2025  
 2131 308 P1 Lightwell and railings details, received 11 April 2025  
 BNG exemption statement, received 11 April 2025  
 Cycle shelter information, received 11 April 2025  
 Waste management statement, received 11 April 2025  
 Heritage, design and access statement, received 11 April 2025

Reason: For the avoidance of doubt.

**Advices**

**1 Impact on the highway network during construction**

1) The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authority's Highways Management Team at [traffic@bristol.gov.uk](mailto:traffic@bristol.gov.uk) before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

To discuss and agree a programme of all temporary traffic management measures required such as footway, Public Right of Way, carriageway/lane closures, temporary parking restrictions, portable signals, stop & go, contraflow, priority working and give & take for which a Temporary Traffic Regulation Order (TTRO) will be required. You must give at least ten weeks' notice prior to the date when you wish to put any measures in place, to enable the TTRO to be processed.

2) To discuss any licences required. In the case of installing/working on any apparatus such as drains, fibre optic cables, ducts, sewer, water, or gas pipes, you must give at least four weeks' notice prior to the date when you wish to undertake the work, to enable the Section 50 Licence to be processed. Depending on the amount of traffic management measures required this may increase to ten weeks.

Where works affect traffic sensitive streets (as defined by Section 64 of the New Roads and Street Works Act 1991), specific working conditions such as overnight and/or weekend (including Sundays) working may be required. A plan of Traffic Sensitive Streets is available at [www.bristol.gov.uk/trafficsensitivestreets](http://www.bristol.gov.uk/trafficsensitivestreets)

o Licence and TTRO application forms are available at

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[www.bristol.gov.uk/highwaylicences](http://www.bristol.gov.uk/highwaylicences)

- o Application forms to suspend:
- o Parking bays within the adopted highway or one of the Highway Authority's car parks are available at [www.bristol.gov.uk/parking/suspensions](http://www.bristol.gov.uk/parking/suspensions)
- o Bus stops or taxi ranks are available at [www.bristol.gov.uk/busstoptaxiranksuspension](http://www.bristol.gov.uk/busstoptaxiranksuspension)  
You must give at least eight weeks' notice prior to the date when you wish to undertake these measures.
- o You are advised to contact the Highway Authority's Parking Infrastructure Team at [parking.business@bristol.gov.uk](mailto:parking.business@bristol.gov.uk) if you need to suspend or remove a parking meter.

N.B. Traffic management measures where required must not be installed until:

- i) Construction Management Plan/Statement has been approved;
- ii) The correct licences have been issued;
- iii) Section 278 Agreement giving permission to work on the adopted highway has been signed, without which hoarding licences and footway closures will not be issued;

If any measures are installed without the permission of the Highway Authority a Stop Notice can be issued and contractors ordered off the adopted highway. Any breach could result in the removal of licences/orders.

**2 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/Permit Parking Area of which the development form's 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 Controlled Parking Zone/Residents Parking Scheme/Permit Parking Area. Further information is available at [www.bristol.gov.uk/low-car-permit-restrictions](http://www.bristol.gov.uk/low-car-permit-restrictions) Holders of a disabled persons badge do not require resident parking permits. This also does not affect your right to obtain an Essential Visitors Permit (EVP) available at [www.bristol.gov.uk/parkingpermits](http://www.bristol.gov.uk/parkingpermits)

[REDACTED]

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