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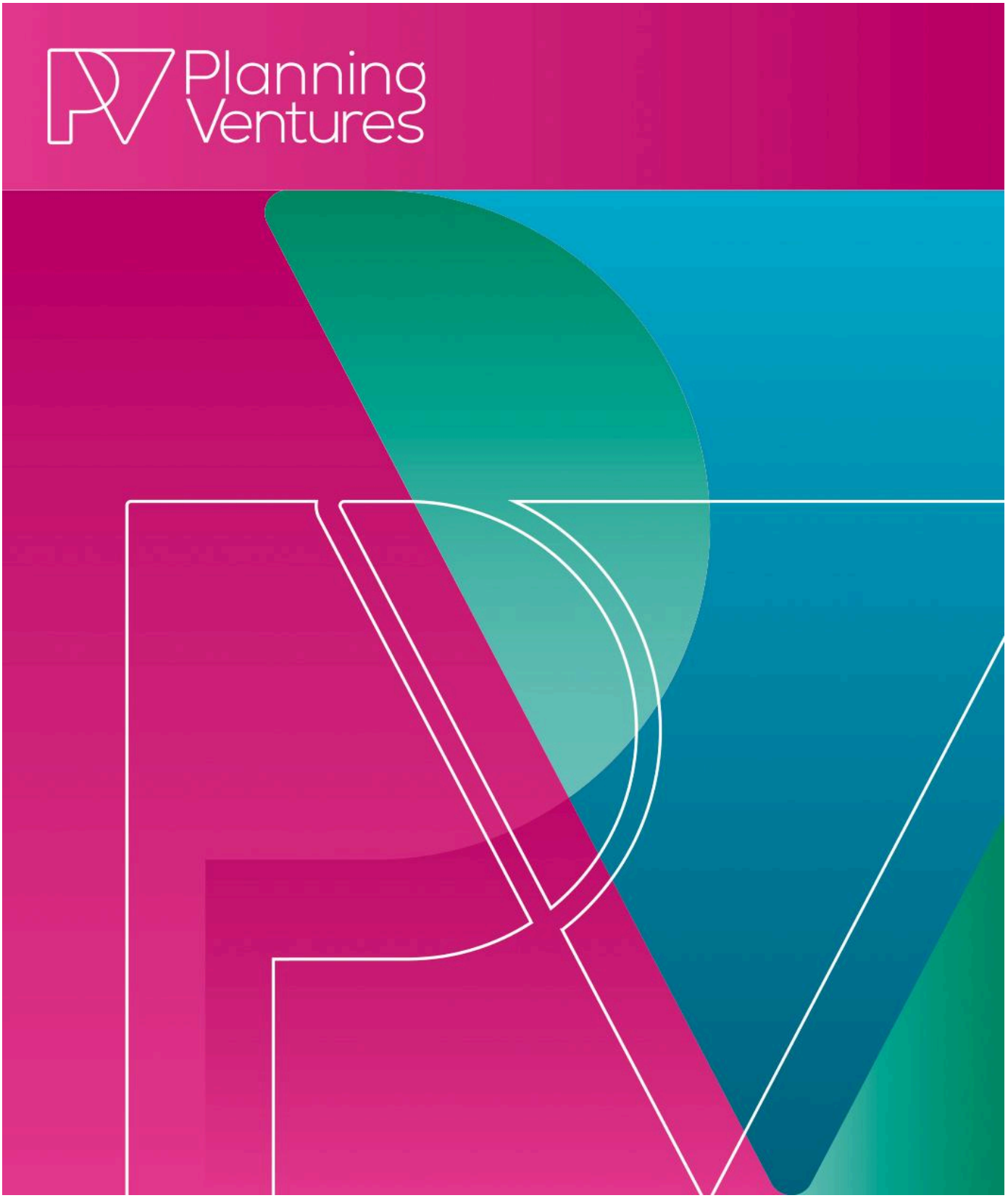

115 Hampton Road
Redland, Bristol
BS6 6JG

Planning and Heritage Statement
Penlane Ltd. Rev B

PV.1503
December 2025

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1. EXECUTIVE SUMMARY

This application seeks full planning permission from the Planning Inspectorate (PINS) under Section 62A of the Town and Country Planning Act 1990, on behalf of Penlane Ltd for the change of use/conversion of part of an existing domestic garage (Use Class C3) to the rear No. 115 Hampton Road, Bristol, BS6 6JG, to a maintenance/office base (Use Class E(g)). The site is within the jurisdiction of Bristol City Council (BCC).

Penlane Ltd. is a property management company which owns/lets a number of residential properties throughout the Clifton and Redland areas of Bristol. The company employs a small maintenance team, who require a convenient maintenance/office base from which to undertake administration, store tools and serve as a welfare facility. It currently has no such local operational base from which to service properties.

The proposals address pre-application advice from Bristol City Council (BCC) (Ref. 25/12819/PREAPP[1]) and are accompanied by a Land Use Survey, a Design and Access Statement, a Transport Statement, a proportionate Heritage Assessment (this Statement) and a Management Plan. These positively demonstrate that:

- the proposal would not have any unacceptable impacts on the vitality, viability and diversity of nearby retail centres;
- the proposals would not adversely impact on the amenity of local residents;
- the proposals would not adversely impact on highway safety or the capacity of the local highway network;
- the proposals would not adversely impact on parking capacity; and,
- the proposals would cause no harm to the character and appearance of the Whiteladies Road Conservation Area, but would make a positive contribution to the enhancement of the heritage asset.

2. INTRODUCTION

This statement is submitted in support of an application for full planning permission to the Planning Inspectorate on behalf of Penlane Ltd. for the

'Change of use/conversion of part of existing domestic garage (Use Class C3) to maintenance/office base (Use Class E(g)), including retention of existing cycle store and associated external alterations, on land to the rear of No. 115 Hampton Road, Bristol, BS6 6JG.

This Statement should be read in conjunction with the following drawings and supporting information:

- Drawing No. SDD4995.01: Site Location Plan
- Drawing No. SDD4995.03: Existing and Proposed Block and Site Plans

[1] Appendix 1: BCC 25/12819/PREAPP

- Drawing No. SDD4995.05: Existing Floor Plans and Elevations
- Drawing No. SDD4995.06: Proposed Floor Plans and Elevations
- Drawing No. SDD4995.07: Details of Refuse and Recycling Storage, Details of Cycle Store
- BNG Exemption Statement
- CIL Additional Questions Form 1
- Design and Access Statement
- Manufacturers Literature Velux Conservation Rooflight
- Office Management Plan
- Site Photographs
- Transport Statement

2.1 SITE LOCATION AND DESCRIPTION

The site is located within the rear garden of No. 115 Hampton Road, within the Redland area of Bristol. No. 115 is a four-storey, semi-detached villa building, facing onto Hampton Road at the front, and backing onto Auburn Road at the rear. It has a modest garden to the front, and patio to the rear featuring a single-storey garage with direct access onto Auburn Road. There is pedestrian (but no vehicular access) between the front/rear of the property.
The character of the area is residential and the site is bordered by similar large villas to the north and south. The rear patio garden is bounded by a stone wall to Auburn Road to the west (adjoining the garage), a stone wall to the north (with No. 117 Hampton Road) and a domestic garage to the south (within the garden of No. 113 Hampton Road). There are various similar garage structures in rear gardens along Auburn Road. Auburn Road features double-yellow parking restrictions interspersed with some permit-only parking spaces along its length (the site is located within the Cotham North Residents Parking Zone).

The garage is approximately 20sqm in footprint, of solid painted block/render and concrete tile construction, with a timber up-and-over door within the frontage (for vehicular access) to the west, onto Auburn Road. It is in good structural condition, and has been subdivided internally to accommodate a store room at the rear (approximately 3.3sqm), accessed via a pedestrian door from the patio garden. It is single-car width, but has long been used for domestic storage only, and not for parking purposes.

The site is located between Whiteladies Road Town Centre (approximately 200m) and Chandos Road Local Centre (approximately 100m), with the former served by a number of bus routes into the city centre. The nearest bus stop is Apsley Road (less than 500m). Clifton Down and Redland Stations are approximately 500m distance to the west and east respectively.

3. PLANNING HISTORY AND EXISTING LAWFUL USE

3.1 THE SITE

The BCC on-line planning records for No. 115 Hampton Road comprise:

- Application Ref. 02/00798/F: Full planning granted for '*Construction of single storey garage to house 1 No. (sic) and secure cycle parking and formation of vehicular access from Auburn Road*', 25 April 2002. The existing garage was built out under this permission;

- Application Ref. 22/03394/VC: Works to fell Cherry Tree (T1), Elder (T2) and Sycamore (T3) in

Conservation Area, Preservation Order Not required, 9 August 2022.

On the basis of the above, the existing lawful use of the property is as residential (Use Class C3), with the garage ancillary to this.

3.2 NEIGHBOURING SITES

The BCC on-line planning records for the following nearby sites are also of some relevance:

FORMER COACH HOUSE STRUCTURE, 91 HAMPTON ROAD (south of the site)

- Application Ref. 14/00567/H: Full planning granted for '*Conversion of garage to sun-room*', 12 March 2014. Of note, the BCC case officers report considered the installation of high level windows appropriate here (in respect of the residential amenity of neighbours) and the use of aluminium folding and oak/metal doors as appropriate materials within the Conservation Area. No objection to loss of parking facility/highway impacts.

AUBURN HOUSE (south of the site)

- Application Ref. 21/06923/H: Full planning granted for '*Rear single storey extension with replacement first floor balcony, rear terrace and garden works, conversion of the integral garage, and the conversion of loft with side and rear dormers*', 14 April 2022. No objection to loss of parking/highway impacts.

3.3 PRE-APPLICATION ADVICE

A pre-application enquiry was submitted to BCC in June 2025 for the change of use and conversion of the existing domestic garage (Use Class C3) to a maintenance/office base (Use Class E(g)) for Penlane Ltd (Ref. 25/12819/PREAPP[2]). Advice provided by BCC (24 September 2025) is summarised as:

- The proposed conversion would not have a harmful impact upon the character of the residential area or the Conservation Area;
- The location is not considered suitable for the proposed use in principle, due to potential impacts on the vitality, viability and diversity of nearby designated centres;
- The location is not considered suitable for the proposed use in principle, due to potential noise and disturbance that may arise from the commercial use in a residential area;
- Loss of amenity space (in the form of vehicle parking and storage) to the detriment of future occupiers of the existing dwelling;
- Proposed entrance to the office is not considered safe and accessible, due to lack of footway provision on Auburn Road;
- Loss of single parking space will create strain on vehicular parking on Auburn Road and surrounding streets;

[2] Appendix 1: BCC 25/12819/PREAPP

- Potential loss of existing cycle storage should be replaced;

- Proposed refuse storage location (using existing passageway off Auburn Road) considered acceptable; and,

- Proposals acceptable in ecological terms, and any formal proposals would be exempt from BNG.

4. PLANNING POLICY CONTEXT

4.1 THE LOCAL DEVELOPMENT PLAN

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004), any planning application for the site will be determined against the current adopted Development Plan, unless material considerations indicate otherwise. In this case, the relevant adopted Development Plan comprises:

- Bristol Core Strategy (2011)
- Bristol Site Allocations and Development Management Policies (2104)

There is no Neighbourhood Plan for the area.

4.2 LOCAL DEVELOPMENT PLAN DESIGNATIONS AND ALLOCATIONS

The above documents locate the site within the development boundary of the city but not allocated for any specific land use or purpose. The site is included within the Whiteladies Road Conservation Area, a SW Drainage Discharge Zone, a Smoke Control Area, a Residential Parking Zone (Cotham North Residents Parking Scheme) and is covered by an Article 4 Direction (restricting Permitted Development rights for small Houses in Multiple Occupation). It also lies within Flood Zone 1. Of note, the site is located outside the defined Whiteladies Road Town Centre (approximately 200m) and the Chandos Road Local Centre (approximately 100m).

4.3 KEY DEVELOPMENT PLAN POLICIES

Bristol Core Strategy (2011)

Core Strategy Policies BCS7, BCS21, BCS22 and BCS23 are of relevance to the proposals.

Policy BCS7 identifies a hierarchy of centres with the city, and states how retail, office, leisure and entertainment, arts culture and tourism uses will primarily be located within, or where appropriate, adjoining these centres. Town, District and Local Centres will be the focus for the development of smaller scale office developments providing local office floorspace provision, although the provision of new small scale retail facilities (away from identified centres) will be encouraged where they provide for local needs and would not be harmful to the viability and diversity of any nearby centres.

Policy BCS21 relates to the delivery of high quality urban design, and expects all new development to contribute to an area's character and identity. The need to safeguard the amenity of existing development, to create a high-quality environment for future occupiers, and to promote diversity and

choice through a balanced mix of compatible buildings and uses is also stated. Policy BCS22 requires development to safeguard or enhance heritage assets and the character of areas of acknowledged importance.

Policy BCS23 requires development to be sited and designed in a way so as to avoid adversely impact upon environmental amenity by reason of noise.

Bristol Site Allocations and Development Management Policies (2014)

Development Management Policies DM1, DM7, DM23, DM26, DM30 and DM31 are of relevance to the proposals.

Policy DM1 sets out a presumption in favour of sustainable development, echoing that of national planning guidance (NPPF, 2024).

Policy DM7 reflects Policy BCS7 and requires retail and other main town centre uses to be located within identified centres. Where there are no suitable sites to meet the needs for such uses in centres, edge of centre locations may be appropriate provided that the proposal supports the role of the centre and would be a scale and intensity proportionate to its hierarchical position. Office development outside of centres will not be permitted if:

> i. It would be liable to have a significant adverse impact on the vitality, viability and diversity of existing centres; or,
> ii it would impact on existing, committed and planned investment

Of note, the supporting text to Policy DM7 also reaffirms that *'The policy allows for the provision of small-scale retail and leisure developments outside centres where they are aimed at providing for local needs. Small-scale uses would generally be expected to have floorspace no greater than 200m^2.'* (Para. 2.7.7)

Policy DM23 concerns traffic and transport and confirms how development should not give rise to unacceptable traffic conditions and will be expected to provide safe and adequate highway access, access to public transport, appropriate transport improvements and car and cycle parking provision. It sets out minimum cycle parking requirements for office uses (former Use Class B1(a)) of: 1 staff and 1 visitor space per 100m^2 and 1000m^2 respectively (above 200m^2); and, maximum 1 car space per 50m^2.

Policy DM26 expects the design of development proposals to contribute towards local character and distinctiveness, responding appropriately in scale, massing and form and reflecting predominant materials, amongst other criteria. Policy DM30 requires alterations to existing buildings to respect the host building in respect of siting, scale, form, proportions, materials, design and overall character, to safeguard the amenity of the host/neighbouring occupiers, and to ensure sufficient external private space.

Policy DM31 seeks to ensure that development conserves and, where appropriate, enhances a heritage asset or its setting, and establishes the need to understand the significance of a heritage asset and how any changes will conserve or enhance it.

Emerging Planning Policy

Preparation of a new Local Plan is underway, and a Publication version was issued for public consultation between November 2023 and January 2024, then submitted to the Secretary of Statement for independent examination in April 2024. Whilst the examination is underway, this document is currently afforded very limited in weight in decision making.

4.4 NATIONAL PLANNING GUIDANCE

In addition to the adopted Development Plan, proposals are also informed by national guidance in the form of the National Planning Policy Framework (NPPF, 2024), supported by National Planning Practice Guidance. The NPPF sets out the Government's presumption in favour of sustainable development, and provides key policy text designed to be the core basis of local development plan policies on matters such as the appropriate location of development.

Of note, the NPPF also requires the planning system to:

- Define a network and hierarchy of town centres and promote their long term vitality and viability (Para. 90);
- Locate main town centre uses within town centres, then in edge of centre locations (when considering edge of centre locations, preference should be given to accessible sites which are well connected to the town centre and applicants/LPA's should demonstrate flexibility on issues such as format and scale, so that opportunities are fully explored (Para. 92);
- Make effective use of land and encourage multiple benefits from the use of land in urban areas (Para.'s 124-125);
- Promote and support the development of under-utilised land and buildings (Para. 125);
- Seek to secure high quality buildings and places, ensuring development is sympathetic to local character and optimises site potential to accommodate and sustain an appropriate amount and mix of development (Para. 135);
- Achieve a high standard of amenity for all existing and future occupants of development (Para. 135); and,
- Conserve heritage assets in a manner appropriate to their significance (Para. 202)

4.5 SUPPLEMENTARY PLANNING GUIDANCE

Supplementary guidance is also relevant in the form of:

- National Design Guide (2021)
- Waste and Recycling, Collection and Storage Facilities: Guidance for developers, owners and occupiers (2010, updated 2022)
- The Whiteladies Road Conservation Area Enhancement Statement (1993)

5. KEY PLANNING ISSUES

5.1 THE PROPOSALS

The proposals comprise the:

- Change of use of majority part (approx. 16.1m^2) of a domestic garage (ancillary Use Class C3), to a maintenance/office base (Use Class E(g)), including internal reconfiguration to create a separate WC
- Enlargement of existing internal cycle store (to approx. 3.9m^2), for retained use by No. 115 Hampton Road, and installation of replacement access doors to rear garden
- Replacement of existing timber up-and-over garage door (facing Auburn Road) with new fixed timber panelling and inward opening double doors
- Insertion of two new Conservation rooflights
- Removal of redundant boiler pipe and vents on rear elevation and replacement with in-line vent tile in northern roof slope
- Provision of refuse/recycling storage for office use

The following key planning issues are identified with the proposals and addressed in turn below:

- Principle of Change of Use
- Design
- Heritage Impact
- Amenity Impacts
- Highway Access, Impacts and Parking
- Refuse and Recycling
- Planning Obligations and Community Infrastructure Levy
- Biodiversity Net Gain

5.2 PRINCIPLE OF CHANGE OF USE

The site falls outside the defined centres of Whiteladies Road Town Centre and Chandos Road Local Centre, wherein town centre uses (including offices) would ordinarily primarily be located, as per the identified hierarchy of centres. However, both Policies BCS7 and DM7 allow for town centre uses in edge-of-centre locations, subject to proportionate scale and intensity, and providing there are no significant adverse impacts on vitality, viability and diversity. The supporting text to Policy DM7 in particular supports the provision of small-scale developments outside centres where they provide for local needs.

The site is located approximately 200m from Whiteladies Road Town Centre and 100m from Chandos Road Local Centre, so effectively constitutes edge-of-centre to either. Whilst it is primarily a residential area, there are office/commercial properties in the vicinity (notably offices at No. 23 Westfield Park and the Wimpole Clinic at No. 5 Westfield Park, between the application site and Whiteladies Road) that are also outside these defined centres and which are comfortably integrated with their domestic neighours.

The garage building is owned by Penlane Ltd, a local property management company which owns/lets a number of residential properties throughout the Clifton and Redland areas of Bristol. The garage is readily

available for conversion, is very modest in scale, and would provide specifically for Penlane's needs. The company does not require a commercial unit of any significant size, or a town/local centre presence for footfall purposes, it simply needs a convenient office/maintenance base from which to undertake administration, store tools and serve as a welfare facility (for up to 5 personnel).

A land use survey[3] of the Whiteladies Road Town Centre (as defined by the Bristol Site Allocations and Development Management Policies Plan) has been carried out (November 2025). This confirms that, of the 300 identified units/properties within the defined Town centre, there are currently 10 units either vacant or available for let. The suitability of these for use by Penlane Ltd is considered as follows:

- No.'s 59-61 Whiteladies Road, vacant pub: unsuitable size/format (too large), not available for let;
- No. 30 Cotham Hill, vacant hair salon (entire property): unsuitable size/format (too large), not available for let;
- No. 29 Cotham Hill, vacant takeaway outlet/kiosk: not available for let;
- No. 24 Cotham Hill, vacant grocers shop: unsuitable size/format (too large), not available for let;
- No. 149 Whiteladies Road, offices to let (first and third floor): unsuitable size (too large, 308sqm+), unaffordable (rental between £28,500 and £76,176 per annum), Kirkpatrick and Co property agents;
- No. 167 Whiteladies Road, vacant hairdressers: unsuitable size/format (299sqm), unaffordable (£37,500 per annum), unavailable (under offer), Burston Cook property agents;
- No. 52 Upper Belgrave Road, vacant ground floor restaurant: unsuitable size/format (too large, 85sqm), unaffordable (rental £37,500 per annum), unavailable (let subject to contract), Fleurets property agents;
- No. 52 Upper Belgrave Road, vacant basement cocktail bar: unsuitable size/format (too large, 85sqm), unaffordable (rental £30,000 per annum), unavailable (let subject to contract), Fleurets Property agents;
- 94E Whiteladies Road, vacant shop: unsuitable size/format (too large 63sqm), unaffordable (sale price £250,000), unavailable (under offer), Burston Cook property agents; and,
- 76 Alma Road, vacant photographic studio, offices and showroom: unsuitable size/format (too large 288sqm), assumed unavailable (no on-line details available with agents)

On account of the above, of the vacant units being actively marketed, there are none of comparable size or of a proportionately affordable rent to be suitable/realistic for occupation by Penlane Ltd.

A land use survey[4] of the Chandos Road Local Centre (as defined by the Bristol Site Allocations and Development Management Policies Plan) has also been carried out (November 2025). This confirms that, of the 28 identified units/properties within the defined centre, there are currently 0 units either vacant or available for let.

In short, both the Whiteladies Road and Chandos Road centres currently enjoy very high occupancy rates, dominated by shops, cafes and bars. Given the very modest scale/nature of the proposals, the siting of Penlane's office/maintenance base in either centre would make negligible positive contribution to their vitality, viability or diversity (and in any event there are no suitable, reasonably affordable units here that would provide for Penlane's needs). Similarly, siting of the office/maintenance base in Auburn Road would

[3] Appendix 2: Land Use Survey 2025

[4] Appendix 2: Land Use Survey 2025

not attract footfall away from either centre, or result in any dispersal of their retail function.
Accordingly, the proposed office/maintenance base use is of a proportionate scale and intensity to the edge of centre location, will provide for a local business need, and will not result in significant adverse impacts to the vitality, viability and diversity of the Whiteladies Road Town Centre or Chandos Road Local Centre. Accordingly, the proposals are consistent with the provisions of Policies BCS7 and DM7 for small-scale town centre uses, and reflect the guidance of the NPPF for the development of under-utilised buildings and effective use/multiple benefits from land in urban areas. For such reasons, the principle of the office/maintenance base use in this location is therefore considered acceptable.

5.3 DESIGN

The existing garage is a simple single-storey structure, of rendered blockwork construction with a concrete tiled roof and up-and-over timber door. It sits on a less visible back street. The surrounding context includes a mixture of two-four storey residential villas, mostly in semi-detached forms, of various render and stone finishes. There are several other garage structures along Auburn Road, of varying design quality and finish (several with flat felt roofs and render), interspersed with lengths of original stone boundary walling.

The proposed external alterations to the building are minimal, the most visible change being the installation of replacement painted timber panelling and inward opening double doors on the Auburn Road frontage. Two Conservation rooflights are proposed for the north and south roof slopes, whilst a redundant boiler pipe and vents on the rear (western) elevation will be replaced with a new in-line vent tile in the northern roof slope. The existing side door to the rear patio garden will be replaced with slightly enlarged double doors for improved access to the cycle store. No alterations are proposed to the existing dwelling, or to the stone boundary wall fronting Auburn Road. The final specification of the timber doors/panelling and rooflights can be adequately controlled by planning conditions, if necessary.

Overall, the alterations offer a subtle upgrade to the existing garage structure, using a materials palette and detailing to complement the local vernacular. There will be no loss of historic fabric, and the converted building will not detract from any appreciation of the street scene or the domestic qualities of the surrounding villas.

For such reasons the alterations are responsive to context, reinforce local distinctiveness and respect the form, features and fabric of the host building. They offer improvement to the public realm and enhancement to this part of the Whiteladies Road Conservation Area, with no harm to its significance. Accordingly, they meet the requirements of Core Strategy Policy BCS21 and Development Management Policy DM30.

Of note, the Urban Design comments reported in the BCC pre-application advice (Ref. 25/12819/PREAPP) [5] confirmed support for the proposed design changes, subject to the use of a timber door appropriate to the surrounding area and existing dwelling.

5.4 HERITAGE IMPACT

The relevant heritage asset in this instance comprises the Whiteladies Road Conservation Area. The Whiteladies Road Conservation Area Enhancement Statement (1993) locates the site within Character Area 1 of the Conservation Area (either side of Whiteladies Road) which is defined by:

[5] Appendix 1: BCC 25/12819/PREAPP

- Buildings running parallel to the streets, for the most part regularly spaced in relation to each other. Residential dwellings generally sets back behind medium-sized or generously proportioned front gardens;
- Subtle combination of mainly domestic qualities: solidly built, substantial villas and terraces in local Brandon Hill and Bathstone, with interesting and varied elevational use of classical architectural motifs;
- Well constructed boundary walls in local stone complementing the buildings and harmonising the ground level environment; and,
- Attractive gardens, trees of good stature in streets and gardens

The proposals involve limited external alterations to the existing garage, to facilitate the conversion to office accommodation. The most visible change within the public domain is the installation of the replacement timber double doors and panelling fronting onto Auburn Road. The proposed new rooflights are proportionate in scale to the roofslopes and will only be 'read' individually (such that there will not be a proliferation of rooflights on show), whilst the replacement of the redundant boiler pipe/vents on the rear (western) elevation with an in-line vent tile will reduce visual clutter. All new materials/fenestration will respect the local vernacular, and there will be no loss of historic fabric or appreciation of the street scene or the domestic qualities of the surrounding villas.

On the basis of the above, the proposed alterations represent an improvement in the appearance of the garage building, and reinforce the contribution it makes to the quality, longevity and consistency of the Auburn Road street scene. Accordingly, they both conserve and enhance the character of this part of the Whiteladies Conservation Area, and involve no harm to its significance here, satisfying Policies BCS22 and DM31, the heritage guidance of the NPPF and the supplementary Conservation Area Character Enhancement Statement.

Finally, as above, it is of note that the BCC pre-application advice (Ref. 25/12819/PREAPP[6]) confirmed that the proposed changes in design to the existing garage would bring about improvements that would improve the outlook of the dwelling and enhance the surrounding Conservation Area.

5.5 AMENITY IMPACTS

Policies BCS21 and DM30 concern the need to safeguard the amenity of existing developments and to create a high-quality environment for future occupiers.

EXISTING OCCUPIERS

The garage structure will be converted as-is, with no increase or alteration in massing (in fact, only 16.1m^2 will be in office use, as the enlarged cycle store will occupy 3.9m^2). Therefore there will be no impacts on daylight or outlook to neighbouring dwellings. In terms of privacy, the conversion will introduce two-new rooflights into the building which, given their position, will also not cause any overlooking to neighbouring properties or gardens. Residents of No'.s 115-117 Hampton Road may be able to look down into the office space through the rooflights, but only from upper floors at a height, with no intervisibility.

The existing cycle store within the rear of the building will be retained (and slightly enlarged) for use by the residents of No. 115, accessed through replacement enlarged doors from the rear patio garden. It will

[6] Appendix 1: BCC 25/12819/PREAPP

be separated off internally such that there will be no conflict with the office usage. The proposals will involve the loss of a single car parking space/general storage to No. 115, however the garage does not meet with BCC current space standards for single garages (internal dimensions of 6mx3m), and the loss of storage space is relatively modest proportionate to the size of the property. On balance therefore, the loss of a single (impractical) parking space and less than 20sqm of storage space is not considered to unduly impact on the residential amenity of the occupants of No. 115.

SURROUNDING PROPERTIES

In terms of potential disturbance to surrounding properties, the very modest use of the proposed office/maintenance base should cause no more noise/comings and goings than its use as a domestic garage. Penlane Ltd. currently employs one full time maintenance manager and retains the regular use of two workman contractors. Usage will therefore be by 1-3 people, with the manager as the main user (very occasionally this might increase to 4-5 people, but only for very specific projects). Usage is expected to be occasional and intermittent for a limited number of hours each day (likely 1-2 hours, typically late morning/lunchtime/early afternoon), for 3-4 days per week, Monday - Friday: 0745 - 1600 hours. The premises will not be used on weekends or bank holidays (only in very exceptional circumstances would the office be accessed during these days (e.g. collecting a key for an emergency property repair)).

Maintenance materials/equipment may be stored in the building, but no construction activities will take place here. The intention is simply to provide a base for administration and welfare, with some limited storage. The installation of the two rooflights is intended to provide a reasonable 'working and welfare' environment for future users.

It is of note that there are commercial premises in Westfield Park (offices at No. 23 Westfield Park and the Wimpole Clinic at No. 5 Westfield Park) immediately west of Auburn Road, which are comfortably integrated with their domestic neighbours and do not result in adverse noise/disturbance. The proposed office/maintenance base will be very modest in usage and present no greater impacts than these premises.

On the basis of the above, the proposal is considered to provide an acceptable standard of amenity for existing/future occupiers of No. 115 Hampton Road, whilst protecting the amenity of neighbours, in full compliance with Policies BCS21 and DM30. A Management Plan detailing the above hours of use is submitted with this application, which could be adequately enforced by planning conditions.

In the event that the Inspectorate/Local Planning Authority would prefer to review any (unlikely) amenity impacts with the proposals, the applicant would be prepared to accept a temporary permission in this instance.

5.6 HIGHWAY ACCESS, TRAFFIC AND PARKING

The access, traffic and parking implications of the proposals are addressed in detail in the accompanying Transport Statement, and specifically seek to address the issues raised in the BCC pre-application advice (Ref. 25/12819/PREAPP[7]).

Accessibility

[7] Appendix 1: BCC 25/12819/PREAPP

The site is situated within a highly sustainable location, just east of Whiteladies Road Town Centre (approximately 200m) and west of Chandos Road Local Centre (approximately 100m), with the former served by a number of bus routes into the city centre. The nearest bus stop is Apsley Road (less than 500m). Clifton Down and Redland Stations are approximately 500m distance to the west and east respectively.

Access

The proposed office/maintenance base will be accessed directly off the eastern side of Auburn Road. Auburn Road is of historic design and does not feature a footway along its eastern side (as no residential dwellings front the carriageway on this side), although the majority of the Hampton Road dwellings feature a rear garage or rear off-street parking area and dedicated pedestrian access here. Auburn Road features double-yellow parking restrictions along much of its length (including immediately outside the garage).

The garage frontage is set slightly back from the road and the proposals involve the installation of replacement inward-opening double doors. Thus pedestrians using the office/maintenance base will have adequate space to safely exit the premises before actually emerging onto the highway. This situation is no more hazardous than the existing domestic use of the garage (which BCC accepted under Permission Ref. 02/00798/F), in fact the inward-opening doors are an improvement. Similarly, it poses no greater pedestrian/vehicular conflict than any of the other rear garages/parking spaces/pedestrian accesses up and down this side of Auburn Road. As previously, it is anticipated that the office/maintenance base will be visited by 1-3 personnel in a day, so this is likely no greater than the pedestrian movements that might be associated with use of a conventional domestic garage.

Highway Impacts

The nature of property maintenance work is such that it requires contractors to travel by private car/van. On the basis of current trip rates, it is anticipated that the office/maintenance base will be visited by 1-3 personnel in a day, but only 3-4 days a week (such that 60% of the usage will be one visit by one person). These maintenance vehicles are already 'on the local highway network' anyway, such that there will be no net increase in traffic movements. On this basis, any net increase in vehicular traffic movements along, or within the vicinity of Auburn Road, is likely to be negligible.

Parking

The conversion of the garage would result in the loss of one car parking space to No. 115 Hampton Road (although the garage has not been used for parking for some time, and is substandard in size). Ordinarily, a 3+bedroom dwelling would require a maximum of 1.5 car parking spaces (as per Policy DM23 standards), however the accessibility of the location would justify zero car parking in this instance. Furthermore, the loss of parking due to garage conversions has been accepted by BCC elsewhere within Auburn Road (Application Refs. 14/00567/H and 21/06923/H). On this basis, the loss of a single parking space is likely to have negligible impact on parking capacity within the vicinity of the site.

In respect of parking for the proposed office/maintenance base, Policy DM23 sets out a requirement of one car space per $50m^2$ and one cycle space per $100m^2$ (from a threshold of $200m^2$). The building does not meet either of these thresholds, so no dedicated car or cycle parking is proposed in this instance. Secure storage for up to 3 bicycles will be retained for the use of the dwelling (as per BCC cycle standards for a

4+bed dwelling). All Penlane Ltd. visits to the office will either be by car, or by a pick-up 4x4 vehicle (which has a local parking permit) and all will park in the neighbouring vicinity, as per the existing situation (thus there will be no increased pressure on parking capacity). On the exceptional occasion that materials/equipment need to be deposited/collected from the building, this will take place from Auburn Road. Given that this is a secondary road, this is unlikely to raise highway safety/congestion issues (and also will be no different from regular grocery/parcel deliveries), and thus no formal loading bay is considered necessary here.

In summary, the proposed office/maintenance base is very modest in scale, and its use will be akin to that of the existing domestic garage, accepted by BCC under Permission Ref. 02/00798/F. For all the above reasons, the proposals meet the requirements of Policy DM23 in providing safe and adequate highway access and not giving rise to unacceptable traffic conditions. Should PINS wish to secure further control over potential traffic movements associated with the use of the building, the applicant would be prepared to accept a planning condition restricting its use to office use only within Class E(g).

5.7 REFUSE AND RECYCLING

Refuse/recycling storage will be provided for the office/maintenance base use within the building, in the form of 3 dedicated bins and a small food caddy. Volumes are anticipated to be minimal (paper waste and tea bags), thus no ventilation is considered necessary. This level of storage is considered proportionate to the modest scale of the use, as per the BCC Waste and Recycling Storage and Collection Facilities Guidance (2022). There is easy access from Auburn Road for collection, which will be via a private contractor.

In addition, no construction/building materials will be disposed of from the office premises. Penlane Ltd. is a registeredWaste Carrier (Registration CBDU58926) and licensed to dispose of waste at a public tip by the Environment Agency, such that all construction/building materials will be disposed of directly.

5.8 PLANNING OBLIGATIONS AND COMMUNITY INFRASTRUCTURE LEVY

The proposals are for a very modest quantum of office development, which is likely to have minimal impacts on the local environment or infrastructure. For such reasons, it is not anticipated that any planning obligations would be required with the proposals. Similarly, no CIL will be payable, as the office represents a commercial use (£0 rate for former B1 uses, as per BCC CIL Charging Schedule (2013).

5.9 BIODIVERSITY NET GAIN AND SUSTAINABILITY

On the basis that the proposal does not impact a priority habitat and impacts less than 25m^2 of on-site habitat (the garage building fills the entire site), the proposal is exempt from mandatory BNG requirements. The BCC pre-application advice (Ref. 25/12819/PREAPP) also confirms that the proposal is acceptable in ecology terms. Similarly, the proposals involve a change of use and minor external alterations only, so do not require a Sustainability Statement or sustainable design and construction measures.

6. SUMMARY AND CONCLUSIONS

The application seeks full planning consent for the change of use/conversion of the majority part of an existing domestic garage (Use Class C3) to a maintenance/office base (Use Class E(g)), with associated external alterations. It involves the retention of (and improved access to) existing cycle storage for No. 115 Hampton Road. The proposals seek to respond to pre-application advice (Ref. 25/12819/PREAPP), and meet the relevant policy tests of Bristol City Council and national government guidance in proposing a development which:

- Promotes a very modest quantum of office space, of a proportionate scale and intensity to the edge of centre location, which will provide for a local business need and will not result in significant adverse impacts to the vitality, viability and diversity of nearby centres;
- Involves limited occupation of the building, to be secured by means of an enforceable Management Plan;
- Involves sensitive alterations to the building, which represent high quality design that responds appropriately in layout, scale and form to the locality;
- Conserves the Whiteladies Road Conservation Area appropriate to its significance, with no harm to the heritage asset;
- Would not adversely impact on the character of the area or the residential amenities of existing or neighbouring occupiers;
- Replicates the access arrangements of the existing domestic garage, and will not result in any adverse impacts on the local highway network or highway safety;
- Is well served by public transport and proposes zero car parking, commensurate with the scale of the proposals;
- Proposes accessible and proportionate refuse/recycling storage; and,
- Will have no discernible impacts on local infrastructure or facilities.

The proposals accord with the adopted Bristol City Council Core Strategy and Development Plan documents, the NPPF and supplementary planning guidance, and are commended to the Planning Inspectorate for approval.