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## Decision Notice and Statement of Reasons

Site visit made on 19 December 2025

**By OS Woodwards MRTPI**

**A person appointed by the Secretary of State**

**Decision date: 05 February 2026**

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**Application Reference: S62A/2025/0137**

**Site address: 72-74 Gloucester Road, Bristol BS7 8BF**

- The application is made under section 62A of the Town and Country Planning Act 1990.
- The site is located within the administrative area of Bristol City Council.
- The application dated 3 November 2025 is made by Honor Properties Ltd and was validated on 19 November 2025.
- The development proposed is the partial change of use of Class E commercial unit to a Class C1 Apart-Hotel with nine serviced apartments, demolition of rear extension, replacement extension, external alterations and provision of refuse and cycle storage.

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### Decision

1. Planning permission is granted for the partial change of use of Class E commercial unit to a Class C1 Apart-Hotel with nine serviced apartments, demolition of rear extension, replacement extension, external alterations and provision of refuse and cycle storage, in accordance with the terms of the application Ref S62A/2025/0137, dated 3 November 2025, subject to the conditions set out in the attached schedule.

### Statement of Reasons

#### Procedural Matters

2. The application was made under Section 62A of the Town and Country Planning Act 1990, which allows for applications to be made directly to the Planning Inspectorate where a Council has been designated by the Secretary of State. Bristol City Council (the Council) has been designated for non-major applications since 6 March 2024. Although that designation ceased on the 27 January 2026, the Planning Inspectorate will proceed to determine all those applications which were received prior to that date.
3. Consultation was initially undertaken on 27 November 2025 which allowed for responses by 24 December 2025. An error was made on the Site Notice so re-consultation was undertaken on 18 December 2025 which extended

the deadline for response to 8 January 2026. A number of interested parties and local residents submitted responses. I have taken account of all the submissions in making my decision.

4. Because the application site lies in the Gloucester Road Conservation Area (the CA), I have had special regard to Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act). The application site is also located within Gloucester Road Town Centre, within a Primary Shopping Area (PSA).
5. There is no relevant planning history.
6. On 16 December 2025 the Government published a consultation on changes to the National Planning Policy Framework (the Framework), with an associated Written Ministerial Statement. The consultation period runs until 10 March 2026. The consultation period has not ended and it is not known what the final form of the revised Framework will take following the consultation exercise. The consultation document therefore carries very limited weight.

## **Main Issues**

7. Having regard to the application and comments from interested parties, together with what I saw on site, the main issues for this application are whether or not the application site is an appropriate location for development of this type particularly with regard to the principle of development, the living conditions of existing residents, the character and appearance of the area, car parking, cycle and refuse storage, concentration of use, and the standard of the proposed accommodation.

## **Reasons**

### *Principle*

8. The application building was until recently in use as a bank. It is now partly occupied as an office with the remaining space vacant. It is therefore Use Class E commercial floorspace. It is proposed to retain a commercial floorspace in Use Class E to the ground floor in the corner of the building where it turns from Gloucester Road to Shadwell Road. This would be independently accessed directly from the street. This would result in a reduction of Class E floorspace from 343 sq m to 124 sq m Gross Internal Area (GIA).
9. The remainder of the building, and the proposed extension, would be an apart-hotel (Use Class C1) with a total of nine serviced apartments. The description of development is explicit that the apart-hotel element of the proposal is for Use Class C1 accommodation. Use Class C1 is defined in The Town and Country Planning (Use Classes) Order 1987 (as amended) as "*Use as a hotel or as a boarding or guest house where, in each case, no significant element of care is provided*". The description therefore ensures that the proposal could not be used for residential or elderly persons occupation.

10. The applicant states that it is the intention that the apart-hotel flats be limited to minimum stays of five days and maximum stays of 180 days. Use Class C1 does not, by itself, require such restrictions, and applies to normal hotels with no minimum length of stay. This could, though, be controlled by condition. In addition, the layout of the proposal precludes a traditional hotel, with no reception area or on-site food. The applicant proposes that the flats be serviced, and a Premises Management Plan has been submitted in this regard confirming that cleaning, housekeeping and linen laundry would be part of the services to be offered. This could also be controlled by condition.
11. With regard to the proposed layout, one unit (Unit 01) would be accessed directly from the front courtyard<sup>1</sup>, and the remainder would share a separate communal access from the same courtyard. Units 8 and 9 would be duplexes. The flats would include kitchen areas and en-suite bathrooms. They would be fully furnished and include television and internet as part of the rent. They would therefore be a hybrid between a hotel and a House in Multiple Occupation (HMO) style of accommodation, further reinforcing the apart-hotel nature of the proposal.
12. Policy BCS7 of the Core Strategy 2011 (the CS) encourages mixed-use development in centres such as Gloucester Road Town Centre, particularly where the uses would contribute to maintaining the vitality, viability and diversity of the centre. The proposal is for a mixture of office and apart-hotel accommodation, both of which would encourage footfall in the area from the future occupants, taken together are a mixture of two uses, and would provide employment opportunities. In this context, the proposed loss of some of the existing Class E floorspace would be acceptable, albeit there would be a technical conflict with Policy DM12 of the SADMP which protects existing employment use. The proposal would, however, comply with Policy BCS7 of the CS due to the acceptable overall mixture of uses.
13. Policy BCS7 also states that retail uses will predominate in PSAs, such as where the application site is located. However, the application property is a former bank. Its ground floor is designed as such, to look imposing rather than welcoming, with a predominantly stone façade, high windows, and strong, narrow doors without glazing. The property is not, therefore, appropriate for retail use. The proposed uses would also generate footfall to a certain degree, and the proposal therefore complies with Policy BCS7 in this respect, and also Policy DM8 of the SADMP which states that within PSAs development will be expected to maintain or provide active ground floor uses.
14. Policy BCS18 of the CS, which is raised by local residents, does not relate to the proposal because it is concerned with residential development. With regard to the more general points raised regarding the transient population that would be created by the apart-hotel, although Shadwell Road is a traditional residential road, it links directly to Gloucester Road which is a very busy, commercial area, with high footfall and existing retail and

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<sup>1</sup> A front door to the flat is not shown on the Proposed Ground Floor Plan, but this would be the only way to access the flat, and has been confirmed verbally by the applicant. The detail of this could be controlled by condition.

commercial uses. The proposed apart-hotel accommodation would be in-keeping with this character.

15. Policy DM2 of the Site Allocations and Development Management Policies plan 2014 (the SADMP) relates to shared housing. Paragraph 2.2.4 confirms this applies to HMOs, student housing, hostels and bed-sits. None of these are the same as an apart-hotel, but there are similarities. In the absence of a hotel-specific policy that is relevant to the application site, Policy DM2 provides a useful framework for assessing the detail of the proposal, particularly where in parts i. and ii. the policy sets out the considerations which must be met for a proposal to be acceptable. I turn to these below.

*Living conditions of existing nearby residents*

Noise and disturbance

16. On Gloucester Road near the site are some areas of single yellow lines where loading/servicing is prevented Monday to Friday 07:00 to 09:30 and 16:30 to 18:30. There are also double yellow lines on the first part of Shadwell Road although this quickly turns into unrestricted on-street parking on both sides.
17. Servicing of the proposed apart-hotel and employment floorspace would therefore need to be from the single yellow line areas outside of the specified restricted times. Gloucester Road is a busy commercial road and many existing businesses in the area must be serviced in a similar manner as existing. The narrowness of Shadwell Road would prevent its use for servicing in practical terms beyond the area of single yellow lines near Gloucester Road. Servicing could therefore be accommodated without causing unacceptable harm to the living conditions of neighbouring residents on the surrounding streets, in particular Shadwell Road, subject to control of the detail by a Servicing Management Plan, which could be secured by condition.
18. Due to the narrowness of Shadwell Road, cars routinely park partly on the pavements. The applicant proposes to remove the existing dropped kerb to the on-site car parking spaces and to re-instate the kerb and footway. This could be secured by condition. It is unclear how the Highway Authority would approach controlling car parking in that location in that situation, but it is likely that it would either become unrestricted car parking like further along Shadwell Road or single yellow line restricted loading/servicing. Either option would only alter a small part of the highway and would adopt the same approach as elsewhere along the road. Either option would not, therefore, materially alter the existing character of Shadwell Road with regard to parking and servicing.
19. Because the application site is close to existing residential homes and because of the narrowness of Shadwell Road, construction of the proposed development would need to be carefully controlled by condition to ensure that construction vehicles and the works themselves would not unacceptably harm the living conditions of nearby residents.

### Overlooking, sense of enclosure and light

20. The proposal would replace a narrow single-storey extension with a deeper two-storey extension. However, it would not protrude beyond the front building line of the neighbouring property on Shadwell Road. The two-storey element would also be set against the blank flank wall of an existing rear extension directly to the south of the application site. There would therefore be no material effect on neighbouring occupiers with regard to loss of light or sense of enclosure.
21. Two new dormer windows would be introduced at roof level. The proposal would also change the use from commercial to apart-hotel, which would have similar characteristics as residential use for the purposes of overlooking. There are existing rear courtyards and gardens backing onto the property. However, these are already heavily overlooked by existing closely-knit residential uses in this area. Only one window, the dormer window to the bedspace of Unit 08, would directly overlook an existing terrace, and even that would be at an oblique angle because the window is higher than the terrace and close to it. The proposal would not, therefore, introduce harmful levels of overlooking or loss of privacy to neighbouring occupiers.

### Overall

22. Overall, therefore, the proposal would not give rise to levels of activity that would cause excessive noise and disturbance to existing residents, or otherwise unacceptably harm their living conditions. It therefore complies with Policies BCS21 and BCS23 of the CS and Policies DM2, DM27, DM29, DM30 and DM35 of the SADMP in these regards.

### *Car parking*

23. The two existing off-street car parking spaces, accessed from a dropped kerb on Shadwell Road, would both be lost as part of the proposal. No replacement car parking is proposed. As set out above, the surrounding streets, including the immediately adjacent Shadwell Road, have unrestricted car parking. A parking survey has been submitted by the applicant which finds that parking on this road, and other nearby roads of Gloucester Road, Wolsley Road, Tyne Road and Raglan Road, is effectively at full capacity. This is because there is only 4% spare capacity, which is full practical capacity. This tallies with the observations I made during my site visit. In these circumstances, whether or not the parking survey was undertaken during term time for the University is not determinative – car parking can only be at capacity, not above.
24. It is not proposed to formally restrict the future occupants of the apart-hotel or the employees of the office floorspace with regard to car parking. Indeed, this is not possible, because the on-street parking on the surrounding streets is unregulated and does not require parking permits. With regard to the proposed Use Class E floorspace, there would be reduced floorspace compared with the extant use of the application building. The floorspace would be similar to the currently occupied element

of this floorspace. However, the extant use of the building is a realistic fallback position. There would therefore be a reduced demand for car parking in comparison to the fallback position with regard to commercial floorspace.

25. With regard to the proposed apart-hotel accommodation, persons staying for short periods of time are less likely to own a car. This is particularly so in a location such as the application site, which is extremely accessible to services and facilities along Gloucester Road. It is also close to the several, frequent bus services which use Gloucester Road, for example Nos 11, 12, 19, 73, 74, and 309, with stops on both sides of the road only a few metres from the site. Montpelier Train Station is also accessible, at approximately a ten minute walk.
26. Nevertheless, the combination of the retained commercial floorspace, the proposed apart-hotel accommodation, and the proposed loss of the existing two off-street spaces could, in-combination, give rise to a small increase in theoretical demand for on-street car parking. However, because car parking is so difficult on the practically full, narrow, difficult to parallel park surrounding streets, this in itself would likely severely limit the likelihood of future occupants or workers having or using a car. In addition, a Travel Plan could be secured by condition which would further encourage non-car based commuting to the commercial floorspace, and help to manage any use of cars by occupants of the apart-hotel.
27. Overall, therefore, the proposal would be unlikely to give rise to levels on on-street car parking that could not be reasonably accommodated on surrounding streets, despite an inability to regulate through parking control measures, and partly because of the lack of availability of on-street parking on surrounding roads as existing. The proposal therefore complies with Policies DM2, DM23, DM27 and DM29 of the SADMP in these regards.

#### *Character and appearance*

##### Existing and significance

28. The application site comprises a mostly two-storey building from the early 20<sup>th</sup>-Century, with a more modern small one-storey extension linking the property to the terrace of residential properties on Shadwell Road. The property turns the corner from Gloucester Road to Shadwell Road and has high floor-to-ceiling heights so is tall compared to the nearby two-storey buildings. It has a stone ground floor with brick with stone detailing upper floor. A combination of its height, prominence on a corner plot, and defensive architecture at ground floor level make it a prominent building in the street scene. The stone treatment, detailing around windows, and parapet detailing, combined with sash windows, all contribute to an attractive building as it fronts both Gloucester Road and Shadwell Road.
29. By comparison, the rear elevations are onto a commercial roofscape with air conditioning and extract units, and are of much lower architectural quality. The one-storey extension is particularly undistinguished. However, a combination of the set back from the street and its low height mean that

it creates visual breathing space to the residential terrace along Shadwell Road, despite directly adjoining it.

30. The CA is primarily defined by the very busy and commercial Gloucester Road running between smaller scale, quieter residential streets. The residential streets, particularly those around the application site, are narrow and tightly knit, with an intimate atmosphere. The contrast between the busyness of Gloucester Road and the immediately adjacent quieter and intimate residential streets is one of the defining characteristics of the CA, and positively contributes towards its significance.
31. In the Gloucester Road Conservation Area Character Appraisal April 2017, the application building is found to be a 'character building', and I agree. It positively contributes to the CA, largely from its high quality architecture as it turns the corner of Gloucester Road and Shadwell Road. It also successfully relates to the residential properties on Shadwell Road because, despite its undistinguished architectural quality, the existing side extension is narrow, low, and set back from the front building line of the neighbouring terrace.

#### Assessment

32. It is proposed to demolish the existing one-storey extension and to replace it with a two-storey extension. There would be no harm from the principle of demolishing the undistinguished existing extension. Although larger than the existing extension, the proposed extension would remain subservient to the main part of the building, with its lower floor-to-ceiling heights meaning that it would be shorter than the main building. It would still be set back further from Shadwell Road than the main building, despite being closer than the existing extension.
33. Lastly, it would be of a modern architectural appearance, and a more lightweight overall design aesthetic, with a mixture of metal cladding, large windows, and brickwork. This would create an important visual break to the adjoining residential terrace, retaining legibility of the terrace, even though its front elevation would align directly with the terrace rather than being set back. The proposed extension would, therefore, retain the successful integration of the building between the different characters of Gloucester Road and Shadwell Road. Importantly, there would be no change to the external appearance of the attractive main part of the building, including the principal elevation which turns the corner from Shadwell Road to Gloucester Road.
34. A bin store is also proposed to the courtyard, directly facing out onto Shadwell Road. This would be directly access from the street, which is functionally appropriate. The proposed design is for an unassuming structure with timber screening, which would assimilate well into the street scene. The detail of the materials to be used, both for the bin store and the new extension, could be controlled by condition, as could the landscaping proposed in front of the proposed extension adjacent to Shadwell Road.

### Overall

35. Subject to control of the detail by condition, I am therefore satisfied that the proposal would be of high quality design, in-keeping with its surroundings, and that it would preserve the character and appearance of the CA.
36. The proposed development therefore complies with Policy BCS21 of the CS which expects high quality design, and Policies DM26, DM27 and DM29 of the SADMP which require high quality design responding to local character and distinctiveness, appropriate height, scale and massing, and well-defined street and places. It also complies with Policy DM30 of the SADMP which expects alterations and extensions to existing buildings to be of a high quality design which respects the qualities of the host building and broader street scene, and Policy DM32 of the SADMP which requires high quality design for recycling and waste storage. It complies with Policies DM31 of the SADMP and Policy BCS22 of the CS, which broadly reflect the Framework and the Act with regard to the need for proposals to protect or enhance heritage assets, including conservation areas.

### *Recycling, refuse and cycle storage*

37. A bike store is proposed within the lobby to the apart-hotel at ground floor, with wide entrance doors and a short walk to the main front door to the street. This would provide ten spaces using a two-tier cycle rack, and both the provision of it and the detail of the cycle racks could be secured by condition. There is no specified cycle parking storage for the commercial floorspace, but there are existing visitor cycle spaces nearby on Gloucester Road. There is also sufficient space within the commercial unit to provide on-site storage, if required.
38. The apart-hotel has a bin store and recycling store proposed directly accessible from the pavement by Shadwell Road. It is proposed that the collection and management of this from individual flats would be commercially managed and controlled. This is to include removal from the site by commercial waste contractors. Similarly, the commercial floorspace has an allocated area for its bin store within the unit and this could also be commercially managed and controlled. There is no substantiated evidence before me that the areas are not of sufficient size.
39. The proposal would therefore provide adequate recycling, waste and cycle storage for both the proposed uses. It therefore complies with Policy BCS15 of the CS and Policies DM2, DM23 and DM32 of the SADMP in these respects.

### *Concentration of use*

40. There is no evidence before me of other apart-hotels in the area and therefore the proposal would not create or contribute to a harmful concentration of such uses within a locality, therefore complying with Policy DM2 of the SADMP in this respect.

#### *Standard of proposed accommodation*

41. There are no minimum space standards for apart-hotel use. The proposed apartments would be at least 20.5 sq m GIA. They have suitable layouts in mostly conventional shapes, albeit allowing for the curve of the building. The two proposed units most affected by the curve would be duplexes, helping to mitigate the effect of the curve. All proposed units would have at least one window. Gloucester Road is a busy, commercial and vibrant area that creates noise. However, the applicant has stated that the glazing specification for all windows would be to an acoustic rating of 46dB with a min performance at 125Hz of 30dB. This could be secured by condition.
42. Subject to this, the proposal would create a suitable quality of proposed accommodation, and complies with Policies BCS21 and BCS23 of the CS and Policies DM2, DM27, DM29 and DM30 of the SADMP in these respects.

#### *Overall*

43. Overall, therefore, for the reasons set out above, the application site is an appropriate location for development of this type, complying with the policies as referred to above, and in particular with Policy DM2 of the SADMP and Policy BCS7 of the CS.

### **Other Matters**

#### *Biodiversity*

44. The applicant's position is that the Biodiversity Net Gain (BNG) requirement does not apply because the proposed development would be subject to the *de minimis* exemption. In this regard, the proposal would not impact a priority habitat, would impact less than 25 sq m of on-site habitat, and there are no hedgerows. I therefore have no reason to disagree with the conclusion of the applicant. However, considering Article 24 of the Town and Country Planning (Section 62A Applications) (Procedure and Consequential Amendments) Order 2013 (as amended), I have included an informative in this Decision that refers to the relevant regulatory provisions in this regard.

#### *Highway safety*

45. As set out above, the proposal would only, at worst, give rise to a small increase in vehicular journeys, and potentially a reduction in comparison to the realistic fallback position of the current commercial floorspace being fully occupied. There would not, therefore, be any material effect on highway safety in this regard. In addition, after the dropped kerb is reinstated, the Council through the Highway Authority would have control over how that part of Shadwell Road is then treated, ie single or double yellow lines or unrestricted, and could ensure that the solution adopted is appropriate with regard to highway safety.
46. There would likely be some disruption during construction, exacerbated by the narrowness of Shadwell Road. However, this could be controlled by requiring a Construction Traffic Management Plan, as could be secured by

condition. Subject to this control, the proposal is therefore acceptable in these regards, and complies with Policy DM23 of the SADMP.

#### *Sustainable design and construction*

47. Photovoltaic cells are proposed to the roof of the extension. The applicant claims that these could provide sufficient renewable energy to achieve a 46% reduction in carbon emissions. There is no substantiated evidence to contradict this statement and the proposed reduction is significantly in excess of the policy minimum requirement of 20%. The detail of the final reduction in emissions, and the provision and retention of the cells, could be controlled by condition. Subject to this, the proposal therefore complies with Policies BCS13, 14 and 15 of the CS, which require high standards of energy efficiency and a target of a 20% reduction in carbon dioxide emissions.

#### *Emergency services*

48. Interested parties have raised concerns that the proposed rear extension would reduce the ability to provide alternative egress routes or rear access for emergency personnel, and that it would give rise to increased likelihood of need of the emergency services because of the proposed intensification of use. However, the fallback position is a similar intensity of use to as proposed. There is no reason to believe that a modestly sized development of nine apart-hotel rooms and a small commercial space would give rise to any meaningful likelihood of requiring the emergency services. In such circumstances, there are alternative options such as using double yellow lines. I do not, therefore, view this as a concern with the proposal.

#### *Effects on No 2 Shadwell Road*

49. An interested party has raised concerns regarding the proximity of the proposed extension to the adjacent house, No 2 Shadwell Road, and the potential for damage during construction. However, any effects in this regard are controlled by non-planning legislation and laws, and it is not therefore necessary to control the proposal in relation to these factors.

#### *Community Infrastructure Levy*

50. The applicant has confirmed that the proposal involves the demolition of 218 sq m of occupied existing Use Class E floorspace and a total proposed Use Class C1 and retained Use Class E floorspace of 316.94 sq m, equating to a net additional floorspace of 98.94 sq m<sup>2</sup>. The Council's Questionnaire calculates the Community Infrastructure Levy (CIL) liability to be £15,241.47.

### **The Planning Balance**

51. The proposal is a mixed-use proposed development on a highly accessible brownfield site in a town centre and would make efficient use of the land. The proposed two uses would both create employment opportunities and

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<sup>2</sup> All floorspace figures GIA

generate footfall in the town centre location. It is therefore strongly supported in principle by both local and national planning policy. As set out above, it would also be of acceptable character and appearance, and there would be no unacceptable or material harms to the area or local residents with regard to factors such as car parking, servicing or living conditions. All technical standards are met. The only conflict with policy is a technical one in relation to Policy DM12 of the SADMP which protects existing employment use. However, I place limited weight on this because the proposed apart-hotel use would also generate employment opportunities.

52. The proposal therefore complies with the Development Plan when considered as a whole. There are no material considerations which indicate that a decision should be made otherwise.

### **Conditions**

53. In addition to the standard time limit condition, a condition specifying the relevant drawings provides certainty.
54. The Construction Management Plan (CMP), Premises Management Plan (PMP), Servicing Management Plan (SMP), Travel Plan, and minimum and maximum stays conditions are necessary to protect the living conditions of nearby occupiers.
55. The CMP, cycle store, PMP, SMP, dropped kerb, and Travel Plan conditions are necessary to ensure adequate highway safety.
56. The design details and renewable energy conditions are necessary to protect the character and appearance of the area.
57. The renewable energy, minimum and maximum stays, and acoustic window rating conditions are necessary to ensure that the proposal complies with these technical considerations.
58. The acoustic window rating condition is necessary to create suitable living conditions for the future occupants of the proposal.
59. The CMP, design, cycle store and renewable energy conditions are necessarily worded as pre-commencement conditions, as a later trigger for their submission and/or implementation would limit their effectiveness or the scope of measure which could be used. The applicant has been informed of the imposition of these conditions and did not object.

### **Conclusion**

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

*O S Woodwards*  
Inspector and Appointed Person

# Schedule of Conditions

## Conditions:

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved drawings: 1737(L)00; 1736(L)01; 02; 03; 04; 05; 06 Rev A; 10; 11 Rev C; 12; 13; 20; 21 Rev A; 22; 41 Rev A.

*Reason: To provide certainty.*

## *Pre-commencement*

3. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The Statement shall provide for:

- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- wheel washing facilities;
- measures to control the emission of dust and dirt during construction;
- a scheme for recycling/disposing of waste resulting from demolition and construction works; and,
- delivery, demolition and construction working hours.

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

*Reason: To protect the living conditions of nearby occupiers and highway safety.*

4. No development shall take place until details of the design of the front door to Unit 01, the proposed landscaping works, and all proposed fenestration and materials, have been submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved details.

*Reason: To protect and enhance the character and appearance of the area.*

5. The apart-hotel element of the development hereby permitted shall not be commenced until full details of the proposed cycle store have been submitted to and approved in writing by the local planning authority. The cycle store as agreed shall be constructed prior to occupation of the apart-hotel, and maintained thereafter.

*Reason: To ensure that adequate cycle parking is provided so as to encourage non-car based modes of transport.*

6. No part of the development hereby permitted shall be commenced until full details of the proposed photovoltaics and renewable energy strategy have been submitted to and approved in writing by the local planning authority. The works and measures as agreed shall be constructed prior to occupation of the development, and maintained thereafter.

*Reason: To ensure that adequate renewable energy is secured for the proposal.*

#### *Pre-occupation*

7. The apart-hotel element of the development hereby permitted shall not be occupied until a Premises Management Plan with regard to the apart-hotel has been submitted to and agreed in writing by the local planning authority. The development shall thereafter be operated in accordance with the agreed Plan.

*Reason: To protect the living conditions of nearby occupiers and to ensure an adequate standard of proposed accommodation.*

8. No part of the development hereby permitted shall be occupied until a Servicing Management Plan has been submitted to and agreed in writing by the local planning authority. The development shall thereafter be operated in accordance with the agreed Plan.

*Reason: To protect the living conditions of nearby occupiers and highway safety.*

9. No part of the development hereby permitted shall be occupied until details of the proposed re-instatement of the dropped kerb to Shadwell Road have been submitted to and approved in writing by the local planning authority. The works as agreed shall also be implemented prior to occupation of the development.

*Reason: To ensure highway safety.*

10. Prior to first occupation of any part of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority and thereafter operated in accordance with the agreed details.

*Reason: To ensure highway safety and encourage non-car based modes of transport.*

*For compliance*

11. As far as the proposal relates to the apart-hotel, the premises shall be used as such with a minimum guest stay of five days and maximum stays of 180 days and for no other purpose (including any other purpose in Class C1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

*Reason: To protect the living conditions of nearby occupiers and to ensure an adequate standard of proposed accommodation*

12. The windows to the proposed apart-hotel accommodation must have a glazing specification so as to meet a minimum acoustic rating of 46 dB with a min performance at 125Hz of 30dB.

*Reason: To ensure an adequate standard of proposed accommodation.*

**Informatics:**

- i. In determining this application no substantial problems arose which required the Planning Inspectorate, on behalf of the Secretary of State, to work with the applicant to seek any solutions.
- ii. With regard to Biodiversity Net Gain, the permission which has been granted is for development which is exempt being 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). Approval of a Biodiversity Gain Plan will not be required before development commences.
- iii. The decision of the appointed person (acting on behalf of the Secretary of State) on an application under section 62A of the Town and Country Planning Act 1990 ("the Act") is final, which means there is no right to appeal. An application to the High Court under s288(1) of the Town and Country Planning Act 1990 is the only way in which the decision made on an application under Section 62A can be challenged. An application must be made within 6 weeks of the date of the decision
- iv. These notes are provided for guidance only. A person who thinks they may have grounds for challenging this decision is advised to seek legal advice before taking any action. If you require advice on the process for making any challenge you should contact the Administrative Court Office at the Royal Courts of Justice, Strand, London, WC2A 2LL (0207 947 6655) or follow this link: <https://www.gov.uk/courts-tribunals/planning-court>
- v. Responsibility for ensuring compliance with this Decision Notice rests with Bristol City Council, any applications related to the compliance with the conditions must be submitted to the Council.