

WARD: Clifton Down **CONTACT OFFICER:** Angelo Calabrese
SITE ADDRESS: 67 & 69 Whiteladies Road And 16A & 17A Aberdeen Road Bristol BS8 2NT

APPLICATION NO: 17/05140/F Full Planning

DETERMINATION DEADLINE: 12 January 2018

Change of use of the existing Kwik Fit unit located at the junction of Whiteladies Road and Aberdeen Road from Use Class B2 (General Industrial) to Use Class A1 (Retail).

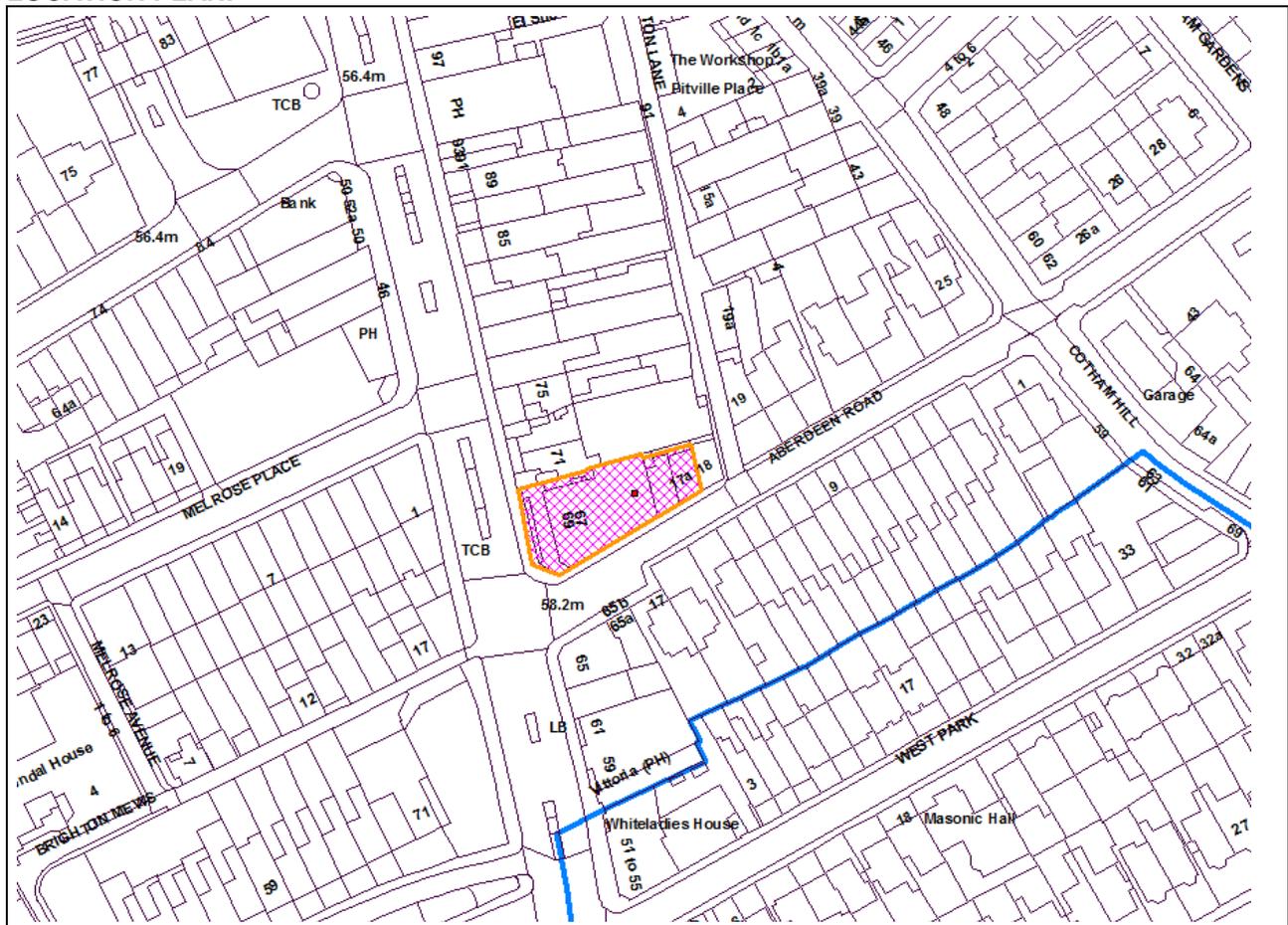
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Rapleys LLP
9th Floor Clifton Heights
Clifton
Bristol
BS8 1EJ

APPLICANT: Rapleys LLP
c/o Agent

The following plan is for illustrative purposes only, and cannot be guaranteed to be up to date.

LOCATION PLAN:



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SUMMARY

The application relates to the conversion of the B2 industrial unit (currently occupied by Kwik Fit) on the corner of Whiteladies Road and Aberdeen Road. Permission is sought to change the use to A1 retail.

The proposal has generated a number of objections from local residents in the area, particularly those that live along Aberdeen Road, who have raised a number of issues relating to noise and disturbance traffic impacts. Concerns are also raised over the concentration of retail uses.

Members will see from the report that officers have considered all the issues and are satisfied that the amenity of neighbouring properties will not be unduly harmed and the proposal will not create any significant highway safety issues. The proposal would also add to the vitality of the Whiteladies Road Town centre.

SITE DESCRIPTION

The application site is a Kwik Fit which is occupied under the B2 use class (general industry) located in the Whiteladies Road Town Centre on a designated secondary shopping frontage.

The site is also located in the Whiteladies Road Conservation Area.

RELEVANT HISTORY

11/03966/CE- Application for a Lawful Development Certificate for the existing use for the sale and fitting of tyres, exhausts, brakes and other fast-fit motorist repairs within Use Class B2. Certificate issued. 17.11.2011.

APPLICATION

Permission is sought to change the use of the ground floor from B2 (General Industry) to A1 (Retail).

The application includes a Transport statement and Retail Impact assessment (with a sequential test).

RESPONSE TO PUBLICITY AND CONSULTATION

Neighbouring properties consulted by letter, site notice and press advert also issued. Neighbours were consulted on two occasions following the submission of the Retail Impact assessment.

23 objections were received. The following issues were raised-

Principle of development (Key issue A)

Loss of employment floorspace.
No need for more retail units along Whiteladies Road.

Impact on amenity (Key issue B)

Noise and disturbance from servicing and deliveries.

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Noise from Plant

Increase air pollution

Inadequate refuse storage arrangements.

Noise and disturbance from customers, particularly along Aberdeen Road.

Light pollution from store.

Highway safety (Key issue C)

Increase traffic - deliveries and customers.

Increase in demand for parking.

Inadequate space along Aberdeen Road for entrance, conflict between pedestrians and vehicular traffic.

Illegal quick stop parking.

No details of access arrangements.

Redland Cotham Amenities Society has raised concerns with existing access arrangement and request that Aberdeen Road is not used as the main entrance as it is currently. They also consider that it is unacceptable to retain the three off-street car parking spaces on the Whiteladies Road frontage because of the possible safety issues caused by cars crossing the pavement close to the entrance. The setting of the building (in the Whiteladies Road Conservation Area) would be enhanced by removal of parked vehicles in front of the building and could be further improved by planters and cycle racks for use of customers.

During the second round of consultation the Society raise further objections with the loss of a local business which they consider complements the mix of uses in the area. They also raise concern with refuse collection and the impact of the loading bay on the bus lane and obstructing traffic.

Local Ward Councillor Clive Stevens has raised concerns with access for deliveries and waste collection.

Pollution Control officers, Highway officer comments and the views of a Retail Consultant are included in the report.

RELEVANT POLICIES

National Planning Policy Framework – March 2012

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.

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

Equalities Impact Assessment

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities 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. Overall, it is considered that the approval of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010. In this case the design and access to the

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development have been assessed with particular regard to disability, age and pregnancy and maternity issues

KEY ISSUES**(A) IS THE PRINCIPLE OF DEVELOPMENT ACCEPTABLE?***The Loss of employment floorspace*

Proposals for the loss of commercial floorspace need to demonstrate compliance with policies BCS8 and DM12. Policy DM12 states that employment sites should be retained unless-

- 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.

The application site is currently occupied and no marketing has been carried out, but in response to policy DM12 the applicant have submitted an economic statement which states that the change of use would continue to make a valuable contribution to the local economy reinforcing the retail provision in the town centre. The statement also considers that the current B2 use could give rise to negative impacts in light of the sites town centre location and surrounding sensitive residential uses. They also consider that an A1 use is also likely to have reduced noise impact when compared to the existing operation (tyre replacement and car repairs etc.).

Officers agree that the lawful use of the site could cause a nuisance to surrounding residential properties. It is noted that the Planning Authority have no control over the opening hours of the premises, and there is nothing to stop an alternative Industrial use from occupying the space which could result in significant amenity impacts.

Policy BCS7 and DM7 seek to promote uses which provide active ground floor uses and those which add to the vitality of designated centres. Secondary shopping frontages (which the site lies in) provide opportunities for a greater diversity of centres. Retail or other related uses' are defined as Use Classes A1-A5 or other similar uses such as gyms, arts and cultural premises and community facilities which would add to the vitality of the area and are considered to be active ground floor uses. It is not considered that an industrial use would achieve these goals.

Officers also acknowledge that the proposal would create additional job opportunities from the A1 use.

To conclude, the proposal is considered to comply with policy DM12 and there are positive benefits of turning the application site into a retail use which would add to the vitality of the centre.

Proposed Retail use

Policy DM7 requires applications for town centre uses to address the sequential test which aims to direct retail development to designated centres first.

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 would support the role of the centre and would be of a scale and intensity proportionate to the centre's position in the identified hierarchy. Out of centre sites will only be acceptable when where-

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- i. No centre or edge of centre sites are available and the proposal would be in a location readily accessible on foot, by cycle and by public transport, or
- ii. The proposal is of a small scale and aimed at providing for local needs.
- iii. In assessing the availability of centre and edge of centre sites, alternative formats for the proposed uses should be considered.

The application site is located in the secondary shopping frontage of the town centre, and is not located in the 'Primary Shopping Area'. Therefore the site falls within the edge of the centre and the application requires a sequential test.

The supporting text for DM7 states that The Primary Shopping Areas identified within each Town/District centre is considered to be the 'centre' for the purposes of the sequential approach to retail developments (Use Class A1). This means that locations within a centre but outside the Primary Shopping Area are considered to be edge of centre for this form of development.

The Local Planning Authority have sought independent professional advice to assess the submitted sequential test and Retail Impact assessment and the following sections incorporates the full comments made by Jones Lang LaSalle Ltd (JLL).

Sequential test

In terms of the sequential test the only sequentially preferable sites are those within the primary shopping frontage or more accessible edge of centre sites. As the site is only 55m from the Primary Shopping Area (PSA) the sequential approach has only considered those sites within the PSA.

Given there is no end occupier and this is a speculative application it is in some ways difficult to apply flexibility to the proposal. However the retail consultants suggest that rather than scale up to 600 sq. m as the applicant has done, the proposal should be scaled down to ensure some flexibility is applied. Even if the applicant were to scale down the proposal to around 400 sq. m the proposed use could not currently be accommodated in the town centre.

The retail consultants therefore agree that there is no sequentially preferable site within the PSA to accommodate the development.

Retail Impact assessment

There are two strands to the impact assessment, one the impact on planned or committed investment in centre and the second is the impact on town centre vitality and viability.

Impact on any planned or committed investment-

There is currently no planned investment into Whiteladies Town Centre or Chandos Road Local centre. The applicants do refer to the development opposite the site at the former Star Service Station. This development is now well underway and includes a retail unit and 14 residential units. This site is also edge of centre and is afforded the same policy protection as the application site. Therefore in policy terms the impact on this development is not a material consideration.

Impact on town centre vitality and viability-

JLL agree with the applicants approach to consider the impact on both convenience and comparison uses.

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Convenience Turnover

JLL do not agree with the approach taken to the net sales area (para 2.4 and 5.15 of the applicants retail impact assessment). If the building is to be subject to a change of use then it should be assumed that an occupier would trade from the full area (allowing for some net: gross area for storage staff welfare etc.).

The applicant only assumes a net sales area of 279 sq. m for convenience. This represents 49% of the gross floor area. This is not appropriate and they should have applied a 70/30 split as they have done for comparison goods. This would equate to a net sales area of 399 sq. m.

In terms of turnover, the use of an average figure is appropriate; however it would have been a more robust approach to include one of the larger operators such as a Waitrose at £10,915 per sq., or even to include Coop food at circa £7150 per sq. m.

JLL have adjusted the turnover of the proposed convenience retailer to allow for a greater sales area of 399 sq. m, and to include Waitrose into the average sales density calculation (so including £10,915 into the table at para 5.17 of the statement). This would equate to a total turnover of £2.85m in the 2015 price year.

To assess impact going forward this figure would then need to be adjusted in line with forecast growth rates. In terms of convenience the current forecast is for negative growth up to 2020 then 0% from 2020 to 2024. This would keep the turnover at a constant rate of £2.85m.

JLL consider that the site is unlikely to attract a Waitrose particularly given the commitment from the M&S Food across the road, but this does represent a more robust 'worst case' scenario than that provided by applicant.

Comparison Turnover

In respect of the comparison turnover (para 5.28 of the applicants report) it is quite confusing as to where this figure originates from. JLL note that the figure of £6,495 is used which is the figure used in the Bristol Retail study as an average for 2016, but no reference is made to what price year this is based on. In addition this is average sales density figure for the city centre and Cribbs Causeway which is not an appropriate comparison. The applicant then discounts this to £6,218 which states takes account of growth rates (which should increase the figure) and special forms of trading which would account for a small decrease.

JLL consider that this figure is not acceptable to use. Rather than try to unpick this, JLL suggest an alternative approach based upon Mintel Retail Rankings in the same way as convenience. It is acknowledged that what is being applied for is an open A1 consent and any retailer could take the property making an average hard to calculate. However, JLL note this is a unit in a secondary shopping frontage in a second tier town centre and therefore its appeal to major high street retailers will be limited. It also cannot be compared to the retail study which was looking specifically at new City Centre and Cribbs Causeway floorspace which is likely to have a higher sales density.

The conclusions made by JLL applying their approach is that comparison turnover would be £2.07m rather than the £2,48m concluded by the applicant.

Trade draw

JLL have advised that the applicants approach within the assessment is more akin to an assessment of need which is not a requirement of an application and is in fact very simplistic as it does not apply market shares and apportion the available expenditure to all the relevant shops.

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Therefore JLL have had to provide a commentary as to where trade is likely being drawn. In doing so it is important to note that the proposed change of use could facilitate either a convenience or comparison retailer or both it is therefore difficult to make a judgement as to where the trade could be drawn from and if this would impact on any one retailer in the PSA

Convenience

If the unit were to be occupied solely by a convenience retailer then it is likely that the majority of its turnover would be diverted from existing convenience stores in the centre.

If we allow for 70% of the proposed store turnover to come from existing shops in the centre, this would equate to around £2m of trade being diverted.

Utilising survey data from recent nearby application (17/01466/F) would indicate that in 2019 the convenience retailers in Whiteladies town centre turnover circa £50m (2015 price base). A diversion of £2m based on a £50m turnover would equate to a 4% impact.

Although this is a simplistic approach it demonstrates that the impact of this store if used for convenience would likely be under 5% and create no significant adverse impacts.

Comparison

JLL have advised that they do not have a figure for the turnover of the centre for comparison uses, and it would be disproportionate to this application to undertake a Household survey to establish this.

The applicant mistakenly state that there are 72% of comparison retailers in Whiteladies Town Centre whereas that actually represents the total number of units with the percentage being 27%. Even so it is likely that the total comparison turnover for the centre is robust enough to withstand a small trade diversion to the proposed unit.

The applicant has undertaken a health check of Whiteladies and JLL concurs with their conclusion that the centre is very healthy. There is a wide range of comparison uses including major high street retailers and some more specialist national retailers.

To conclude JLL consider that the proposed use of the unit for comparison retailer will not significantly impact upon the vitality and viability of the centre. The centre is healthy enough to withstand a small amount of trade diversion to stores in secondary frontages. They also consider that the proposal will not harm the vitality or viability of the nearby Chandos Road local centre.

Based on the advice from the Retail expert, officers consider that the proposal complies with policy DM7.

(B) WOULD THE PROPOSAL UNACCEPTABLY AFFECT THE RESIDENTIAL AMENITY OF THE AREA?

A number of local residents (particularly those living along Aberdeen Road) have raised concerns that a proposed shop will increase noise and disturbance to surrounding houses.

The Pollution Control team have reviewed the application and they have no objection to the principle of the proposal subject to the use of planning conditions to address any potential issues arising from the use of the site.

Prior to any commencement of the use a full noise assessment will be required to ensure that the development would not result in any significant noise issues for the upper floors and other

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neighbouring residential units. This assessment will identify any mitigation if necessary and will ensure that the overall use of the building would not have a significant impact on existing residential occupiers.

Officers do not consider a retail use in a busy town centre will have an unacceptable impact on surrounding properties.

Opening hours

The Pollution Control team have advised that opening hours between 7.30 am to 10pm would be acceptable for a site along this busy high street. It is noted that other retail units in the city in similar situations (town centres) have similar opening and closing times of up to 10/11pm.

Deliveries

Activities relating to deliveries shall only take place between 07.00 and 20.00 Monday to Saturday. Between 07.00 and 08.00 Monday to Saturday deliveries shall only be from vehicles that are fixed axle and have a maximum weight of 7.5 tonnes with no use of wheeled trolleys or delivery cages. Again, this is similar to other retail units within the centre.

On Sundays and bank holidays deliveries shall only take place between 07.00 and 18.00. Between 07.00 and 10.00 deliveries shall only be from vehicles that are fixed axle and have a maximum weight of 7.5 tonnes with no use of wheeled trolleys or delivery cages.

A management plan condition will also be attached to the decision requiring full details of the management of deliveries and if any necessary noise mitigation measures are required and how load in/load outs will be monitored and supervised to mitigate any noise impact.

Plant

If any cooking is to take place requiring extraction, none of this can be installed until full details of the equipment is submitted and approved in writing by the Planning Authority.

Also, a condition will require any new plant to have a noise level below the pre-existing background levels.

Refuse storage

A number of residents have expressed concerns that there is insufficient space to store refuse within the unit. Objections are also raised to the removal of waste along the rear lane to Hampton Lane and any collection along Aberdeen Road.

Officers consider that the access to the lane is of insufficient size to allow waste to be taken to the rear, therefore a condition will be attached requiring all waste to be taken out from the front of the building onto Whiteladies road. This will ensure that refuse vehicles can collect waste from the main road and not the side street, further reducing any potential amenity impact.

Pedestrian access

The submitted transport statement states that the existing dropped kerb along Aberdeen Road will be removed, but the submitted plans do not show this. It is acknowledged that the proposal is simply for a change of use with no external changes, which will be subject to a separate application. The removal of vehicular access would also be a significant improvement to the pedestrian environment.

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The planning permission can also include the requirement for the pedestrian access can be to be from the Whiteladies Road / corner of the site as this is considered a suitable access point.

To conclude it is considered that a retail use would have a significantly improved relationship with surrounding properties than the lawful industrial use. Any impact caused can be successfully mitigated by the use of the standard conditions listed at the end of this report.

(C) WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

Policy BCS10 and DM23 seek to ensure that development will not give rise to unacceptable traffic conditions. The proposal has been reviewed by the Highways Development Management Team and their comments are incorporated below.

Highway Network and Trip Generation

The site is located on the busy Whiteladies Road. The submitted Transport Statement explains that the A1 retail unit would generate 28 two way trips in the AM peak hour and 23 two-way trips in PM peak hour. This results in a total of 14 additional trips in the AM peak hour and 9 additional trips in the PM peak hour. It is noted that not all trips to the unit will be new trips but are likely to be linked trips which are already on the highway network.

Given the site sustainable location in a designated town centre, the retail use would not give rise to unacceptable traffic movements

Servicing and deliveries

During the assessment of the application Highway Officers have requested a servicing strategy and demonstration that a loading bay would operate satisfactorily

In response to this request the applicant has provided a strategy and plans which demonstrate a loading bay to Whiteladies Road. This will require the removal and relocation of parking bays, which can be located along Aberdeen Road. These works will be secured by a legal agreement to pay for the Traffic Regulation Order.

A condition will secure the requirement for a management plan to ensure servicing does not jeopardise the safe movement of traffic along Whiteladies Road, and will ensure that deliveries and refuse collection will only take place from the main road and not the side street.

Pedestrian access

A number of local residents have raised concern with the proposal increasing pedestrian traffic along the Aberdeen Road footway, which is narrower than the large footway along Whiteladies Road. Concerns are raised that a retail use would introduce pedestrian flows which are inappropriate, but officers do not consider that the retail use would introduce high pedestrian flows along Aberdeen Road. The majority of pedestrian traffic is likely to be along Whiteladies Road.

It is also noted that the proposal removes the vehicular access to the building which improves pedestrian safety.

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Parking

The existing use parks vehicles to the front of the building inappropriately, and this will be removed by condition to ensure that this type of parking no longer takes place.

The highway officers have raised no objection in regards to the impact that the retail use would have on parking in the area. The site is in an accessible location by many modes of transport. As stated above existing permit bays will be relocated to Aberdeen Road to ensure that bays continue to be available.

In respect of cycle storage, the applicant can provide 3 stands to the front of the building; this will be a condition of permission.

Based on the above assessment, subject to conditions and a legal agreement for the TRO the proposal will have an acceptable impact on the highway network and will not raise significant highway safety issues.

COMMUNITY INFRASTRUCTURE LEVY

Conversions of buildings in lawful use are exempt from CIL.

CONCLUSION

It is considered that the use of the site for retail use would be of significant benefit to the town centre and would add to its vitality and promote beneficial competition as required by the NPPF. Detailed conditions would also ensure that the proposal will not give rise to a significant impact on residential amenity or raise any highway safety issues.

Approval is recommended subject to conditions and the completion of a legal agreement for the Traffic Regulation Order.

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RECOMMENDED GRANT subject to Planning Agreement

That the applicant be advised that the Local Planning Authority is disposed to grant planning permission, subject to the completion, within a period of six months from the date of this committee, or any other time as may be reasonably agreed with the Service Director, Planning and Sustainable Development and at the applicant's expense, of a planning agreement made under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the applicant to cover the following matters:

- i. A financial contribution of £5,395 for the making of the Transport Regulation Order
- B. That the Head of Legal Services be authorised to conclude the Planning Agreement to cover matters in recommendation (A).
- C. That on completion of the Section 106 Agreement, planning permission be granted, subject to the following conditions:

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 commencement condition(s)

2. Noise from development

No development shall take place until an assessment on the potential for noise from the development affecting neighbouring residential premises has been submitted to and approved in writing by the Council.

The assessment shall include noise from:

Noise from within the store affecting surrounding residential accommodation
Noise from any plant or equipment
Noise from deliveries

If the assessment indicates that noise from the development is likely to affect neighbouring residential or commercial properties then a detailed scheme of noise mitigation measures shall be submitted to and approved in writing by the Council prior to the commencement of the development.

The noise mitigation measures shall be designed so that nuisance will not be caused to the occupiers of neighbouring noise sensitive premises by noise from the development.

The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS4142: 2014 Methods for rating and assessing industrial and commercial sound and of BS 8233: 2014 "Guidance on sound insulation and noise reduction for buildings".

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The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

Reason: To protect the amenity of residential properties adjacent the unit.

3. No equipment for the extraction and dispersal of cooking smells/fumes shall be installed until details including method of construction, odour control measures, noise levels, its appearance and finish have been submitted to and been approved in writing by the Local Planning Authority. The approved scheme shall be installed before the installation of any such equipment and thereafter shall be permanently retained.

Reason: To protect the amenity of residential properties adjacent the unit.

4. Noise from plant & equipment

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the pre-existing background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: To protect the amenity of residential properties adjacent the unit.

5. Construction management plan

No development shall take place including any works of demolition until a construction management plan or construction method statement has been submitted to and been approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

Parking of vehicle of site operatives and visitors
routes for construction traffic
hours of operation
method of prevention of mud being carried onto highway
pedestrian and cyclist protection
proposed temporary traffic restrictions
arrangements for turning vehicles

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development.

Pre occupation condition(s)

6. Artificial Lighting (external)

Any light created by reason of the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011.

Reason: To protect the amenity of neighbouring properties.

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7. Waste storage

Prior to the commencement of use, details of the internal bin storage area shall be submitted to and approved in writing by the Local Planning Authority. The store shall be installed prior to the commencement of use and retained thereafter. Waste shall only be placed on Whiteladies Road on collection day and receptacles shall be returned to the store after collection

Reason: To safeguard the amenity of the occupiers of adjoining premises, protect the general environment, and prevent obstruction to pedestrian movement, and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

8. Completion and Maintenance of Vehicular Servicing facilities - Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the loading bay has been completed in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these uses.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

9. 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.

10. Prior to the commencement of the retail use a full servicing and management plan shall be submitted to and approved in writing by the Local Planning Authority.

The plan shall include but not be limited to the following-

Servicing and deliveries. The plan shall include details of any necessary noise mitigation measures, how load in/load outs will be monitored and supervised outside and how any noise issues or complaints will be dealt with.

Maximum size of vehicle 11.4m.

Details of arrivals, management of departures, parking stopping and waiting (loading times outside of Monday – Friday 07:00-10:00 and 16:30-18:30).

Full details -Refuse storage and collection from Whiteladies Road only

Full details of main entrance from Whiteladies Road only.

The measures within the agreed plan shall thereafter be maintained and implemented unless agreed in writing by the Local Planning Authority.

Reason: To ensure that the servicing of the site does not impinge on the safe operation of the surrounding highway network.

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Post occupation management

11. Use of Refuse and recycling facilities

Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 18.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

Reason: To safeguard the amenities of nearby occupiers

12. Deliveries

Activities relating to deliveries shall only take place between 07.00 and 20.00 Monday to Saturday. Between 07.00 and 08.00 Monday to Saturday deliveries shall only be from vehicles that are fixed axle and have a maximum weight of 7.5 tonnes with no use of wheeled trolleys or delivery cages.

On Sundays and bank holidays deliveries shall only take place between 07.00 and 18.00. Between 07.00 and 10.00 deliveries shall only be from vehicles that are fixed axle and have a maximum weight of 7.5 tonnes with no use of wheeled trolleys or delivery cages.

Reason: To protect the amenity of neighbouring properties.

13. Hours open to customers Monday - Sunday

No customers shall remain on the premises outside the hours of 07:30am to 22:00pm; Monday to Sundays.

Reason: To safeguard the residential amenity of nearby occupiers.

List of approved plans

14. List of approved plans and drawings

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

17-02978-004 Location plan, received 25 September 2017

17-02978-003 Site plan, received 25 September 2017

17-02978-001 Existing floor plans and elevations, received 25 September 2017

17-02978-002A Proposed floor plans and elevations, received 7 December 2017

Reason: For the avoidance of doubt.

Advices

1. Minor works on the public highway: The development hereby approved includes the carrying out of work on the public highway. You are advised that before undertaking the work on the highway you must enter into a highway agreement under s171, s184 or s278 of the Highways Act 1980 with the council. You will be required to pay fees to cover the council's costs in undertaking the approval and inspection of the works. You should contact TDM - Strategic City Transport (CH), Bristol City Council, PO Box 3176, Bristol, BS3 9FS, telephone 0117 903 6846 or email TransportDM@bristol.gov.uk.

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2. The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way or carriageway closures, or temporary parking restrictions. Please call 0117 9036852 or email traffic@bristol.gov.uk 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.
3. Highway to be adopted: All or part of the highway to be constructed in accordance with planning approval hereby granted is to be constructed to an adoptable standard and subsequently maintained at public expense. It is necessary for the developer to comply with the Highway Engineer's specification and terms for the phasing of the development, in accordance with section 38 (Adoption of highway by agreement) or section 219 (the Advance Payments code) of the Highways Act 1980. You must also contact the Engineering Design and Main Drainage Design section of City Transport to discuss the requirements for adopted roads or sewers and in due course submit a separate application in respect of these works. You are reminded of the need for early discussions with statutory undertakers to co-ordinate the laying of services under highways to be adopted by the Highway Authority. Telephone 0117 9222100.
4. Traffic Regulation Order (TRO): In order to comply with the requirements of condition 7 you are advised that the implementation of a TRO is required. The TRO process is a lengthy legal process involving statutory public consultation and you should allow an average of 6 months from instruction to implementation. You are advised that the TRO process cannot commence until payment of the TRO fees are received. Telephone 0117 9036846 to start the TRO process.

Supporting Documents

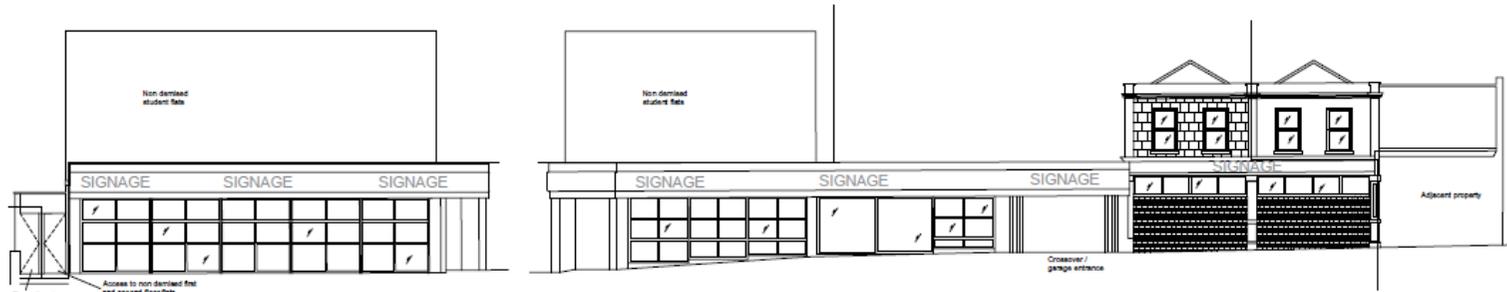
1. 67 & 69 Whiteladies Road And 16A & 17A Aberdeen Road

1. Floor plan
2. Loading bay plan

This drawing is for Client Approval & Planning Consent only.

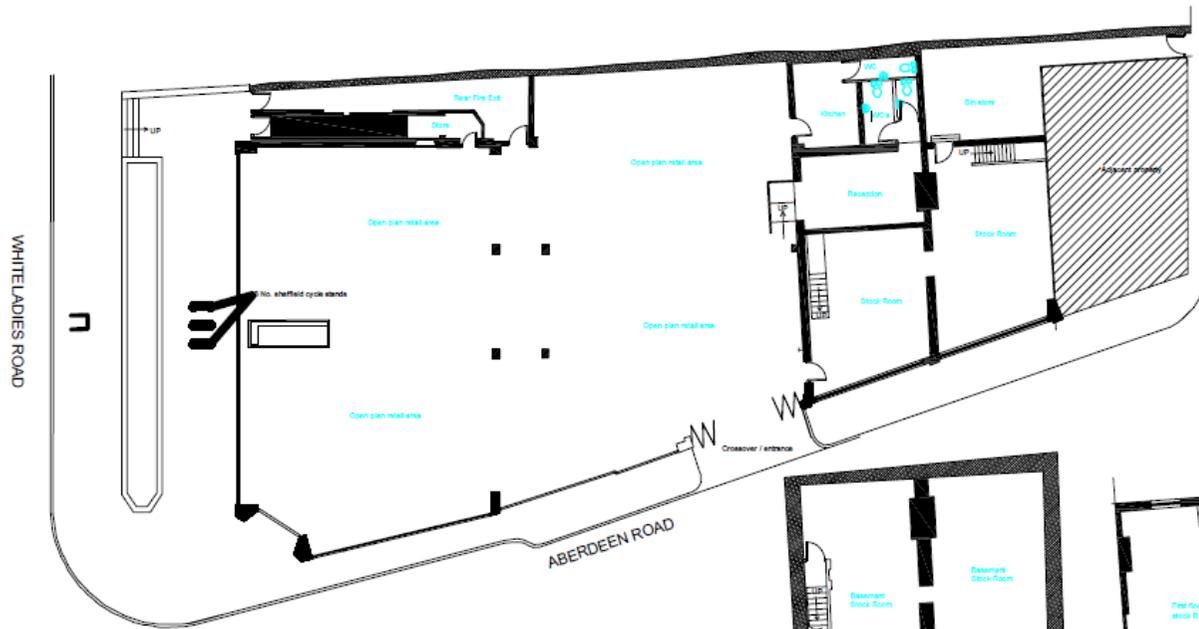
All measurements are to be checked on-site for validation and authenticity with layouts indicative only

No amendments or copies are to be produced without prior consent from Rapleys LLP.

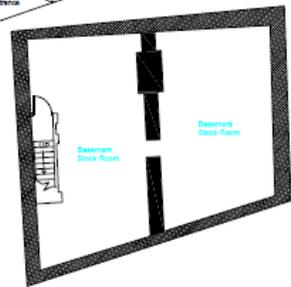


Proposed Front Elevation (facing Whiteladies Road)

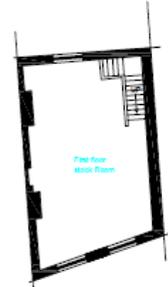
Proposed Side Elevation (facing Aberdeen Road)



Proposed Ground Floor Plan



Proposed Basement Floor Plan



Proposed First Floor Plan



Client
Benheim Estates Limited

Job Title
**67 & 69 Whiteladies Road and
16A & 17A Aberdeen Road
Bristol
BS8 2HT**

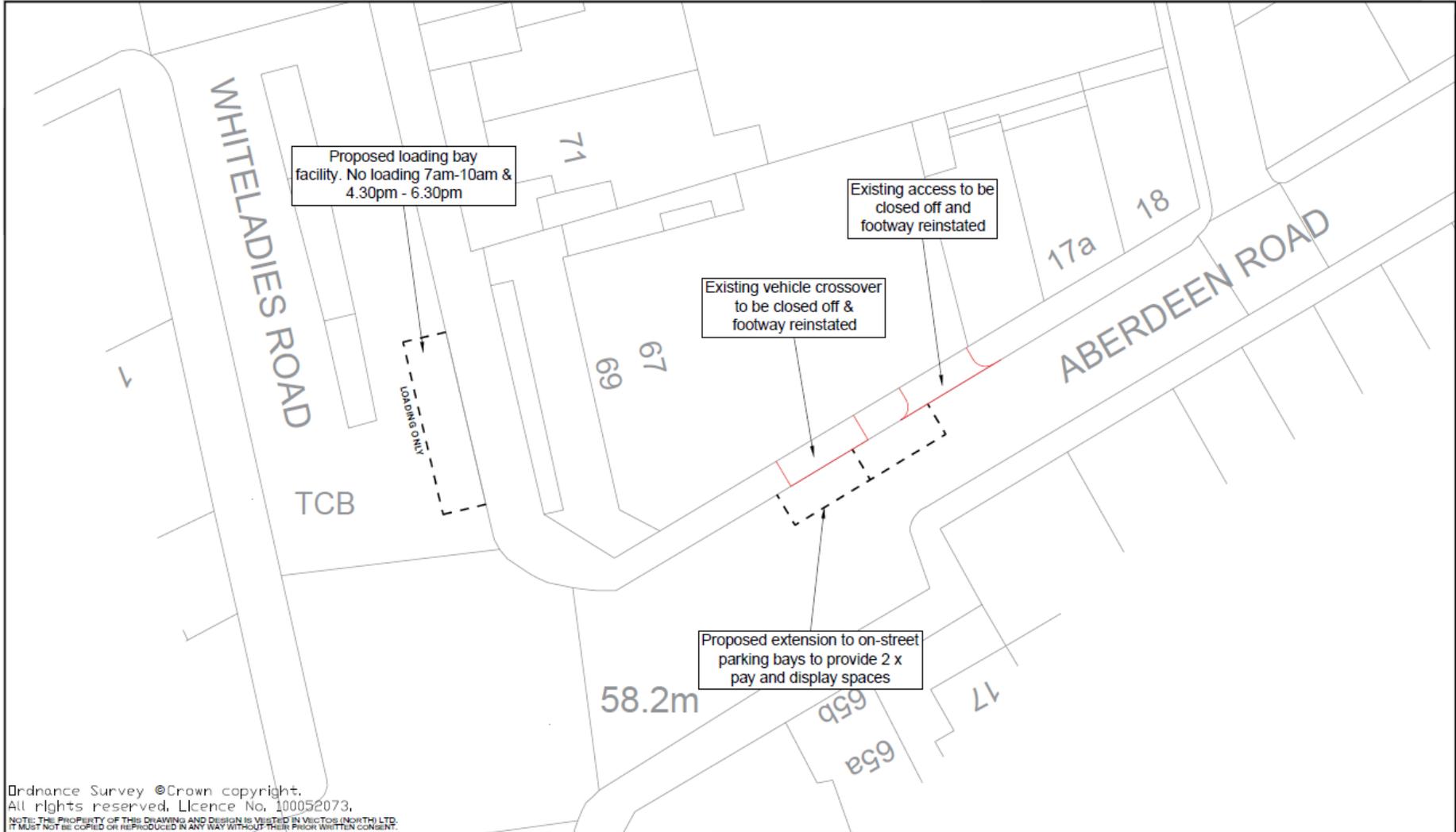
Drawing Title
**Proposed Floor Plans
and Elevations**

Scale	Date	Drawn
1:200/A3	13/09/2017	AL

RAPLEYS

11 Spring Gardens,
www.rapleys.co.uk 2017
Tel: 0120 777 6262 www.rapleys.com

DRAWING NO.
17-02978-002-Rev A



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Annotation added	HF	TR	22.11.17

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.

Blenheim Kwik Fit, Bristol

Blenheim Estates

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3rd Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
 0161 228 1008
 e: manchester@vectos.co.uk