



## City Transport

### *Transport Development Management*

#### *Application Response*

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**To:** [REDACTED] Planning Team  
**From:** [REDACTED] Transport Development Management  
**Date:** 07/04/2025  
**Address:** 265 - 267 Church Road, Redfield, Bristol, BS5 9HU  
**Application No:** 25/11000/PINS  
**Proposal:** Application for Planning permission for Erection of a second-floor roof extension, demolition and rebuilding of a single storey rear extension, and change of use of upper floors and part of ground floor from ancillary commercial space to a large a 8-bed HMO. New shopfronts to retained ground floor commercial units.  
**Response:** Initial  
**Recommendation:** **Approve subject to conditions**

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#### **Principle**

The applicant is seeking approval for the erection of a second-floor roof extension, demolition and rebuilding of a single storey rear extension, and change of use of upper floors and part of ground floor from ancillary commercial space to a large 8-bed HMO. They also plan to create new shopfronts for the retained ground floor commercial units.

#### **Local Conditions**

The site is located on the A420 Church Road, which is an adopted A-road with a speed limit of 20mph. Since 2020, there have been a total of 4 traffic collisions near to the site. Immediately adjacent to the site there were 2 incidents in 2022, both were slight, and one involved a cyclist. To the east of the site there was a slight incident involving a cyclist, and to the west of the site there was also a slight incident involving a cyclist.

Church Road is a designated Town Centre in the Local Plan meaning a large number of amenities can be reached by walking from the site. As well as this, it is an assigned walking route in the LCWIP, W12 Fishponds and Church Road. In addition, Church Road is a popular busier road route for cyclists, and the site is located approximately 300m from the LCWIP cycle route C17 Bristol/South Glos route 3. These cycle routes both offer routes into either the City Centre or out to the East of Bristol and beyond.

Immediately adjacent to the site is Blackswarth Road bus stop. This stop offers a number of

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routes into and out of Bristol, with services such as the no's 16, 41, 42, 43, 44 and 45. Lastly, Lawrence Hill rail station is located approx. 850m from the site and offers both local and wider services.

### **Access**

TDM finds the proposed pedestrian/cycle access into the site to be satisfactory.

### **RPZs**

The site is situated outside of the current residential parking zones. To classify the development as 'car-free', TDM recommends that residents should not be eligible for parking permits if any future controlled parking zones or residential parking schemes are established.

### **Cycle Parking**

While the proposed number of cycle parking spaces (4 Sheffield stands, 8 total) is acceptable and exceeds the minimum requirement specified in the parking standards schedule (appendix 2 of the SADMP, 2014); the dimensions of the cycle store and the spacing of the Sheffield stands are too small in relation to the [TDM cycle parking design guidance](#), rendering them unusable.

TDM requests the applicant updates the plans to show the location, dimensions, layout, and capacity meet the design guidance. This can be addressed via condition.

### **Waste**

TDM accept the proposed number of containers for the residential unit set out in the cover letter. However, the applicant has not demonstrated on their plans that there is sufficient space for all required containers.

Furthermore, no details have been provided regarding commercial waste storage for the retail unit. This must be kept strictly separate from domestic waste, in its own dedicated store.

TDM request the applicant submits a plan via a condition showing the proposed location for both residential and commercial waste.

### **Construction Management**

A construction management plan has not been included in the application. Given the site's sensitive location on a major A-road, the applicant is required to submit a construction management plan. This can be secured via condition.

### **Recommendation**

TDM recommend approval of the application subject to the following conditions:

#### **Pre-commencement conditions**

##### **1) Construction Management Plan**

No development shall take place, including any demolition works, until a construction

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management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- 24-hour emergency contact number;
- Hours of operation;
- Delivery hours (avoiding peak times on traffic sensitive routes and school times if near to a school);
- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Routes for construction traffic avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Method of preventing mud being carried onto the highway such as wheel washing facilities;
- Measures to protect vulnerable road users (cyclists and pedestrians) such as hoarding;
- Any necessary temporary traffic management measures such as the suspension of parking, loading, one way working, footway and road closures, portable signals, stop & go, lane closure, contraflow, priority working and give & take;
- Measures to protect street furniture such as parking meters, lighting columns and traffic signs;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles, the delivery of cranes/portakabins and specialist plant;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

The plan/statement shall include a plan which identifies where required:

- Hoarding lines with access gates (vehicle, pedestrian, and cyclist);
- Pedestrian, cycle, and vehicle routing in to and within the site;
- Temporary traffic management measures (including footway and road closures) and traffic marshal/banksman locations;
- Locations for the loading/unloading and storage of plant, waste, and construction materials;
- Crane and site welfare portakabin locations;
- Parking (vehicle and cycle).

Prior to the installation of traffic management measures on traffic sensitive streets the location, date and time must be agreed by the Highways Authority.

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

## **Pre-occupation conditions**

### **2) Completion of Pedestrians/Cyclists Access – Shown on approved plans**



No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only for the lifetime of the development.

**Reason:** In the interests of highway safety.

**3) Further details of Cycle Parking Provision before occupation**

No details of use hereby permitted shall be occupied or use commenced until detailed designs of the following have been submitted to and approved in writing by the local planning authority:

- The intended location, dimensions, layout, and capacity of internal secure cycle storage, using the preferred 'Sheffield stand' design, in compliance with the council's [Guidance of Cycle Storage](#).

The detail thereby approved shall be carried out in accordance with that approval and thereafter be kept free of obstruction and available only for the parking of cycles.

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

**4) Further details of Refuse Storage and Recycling Facilities before occupation**

No building or use hereby permitted shall be occupied or the use commenced until detailed designs of the following have been submitted and approved in writing by the local planning authority:

- Dedicated, suitably screened, ventilated and secure storage for 2no. sets of the standard containers set out in the council's [Waste & Recycling Guidance](#).
- Sufficient commercial storage space for the separation of recyclable materials within the retail unit.

The detail thereby shall be carried out in accordance with that approval, and thereafter all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the buildings that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

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

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