



## City Transport

### *Transport Development Management*

### *Application response*

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**To:** Jonathan Dymond, Development Management  
**From:** Harry Simpson, Transport Development Management  
**Address:** 66 Church Road Redfield Bristol BS5 9JY  
**Reference No.:** 25/13171/PINS  
**Proposal:** Demolition of existing buildings, on site, and the erection of a three storey building comprising 6no flats and 3no terraced dwellinghouses.  
**Prior Response:** n/a  
**Response:** Final  
**Recommendation:** **Approve subject to conditions**  
**Contributions:** Section 278 Agreement

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| <b>Summary of comments</b>   |
| 1. Footway too narrow for adoption, accepted owing to site difficulties.<br>2. Flats' cycle store compliant, houses' require alterations obtained through condition.<br>3. Section 278 required for footway refurb and lighting design.  |
| <b>Recommended conditions</b>  |
| B1C Highway works – General Arrangement Plan<br>B3B Construction Management Plan<br>C5B Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans<br>C8A Completion of Pedestrians/Cyclists Access – Shown on Approved Plans<br>C29A Management and Maintenance of Private Streets<br>C30A Permissive Routes<br>C31 Access Entry/Exit Only<br>CX Further details of Cycle Parking Provision before occupation |
| <b>Recommended advice</b>  |
| I021B) Excavation and Installation of Dropped Kerbs<br>I024B) Works on the Public Highway<br>I043B) Impact on the highway network during construction<br>I053A) Excavation Works on the Adopted Highway<br>I054A) Private Road   |
| <b>Relevant policy and guidance</b>  |
| 1. DM23<br>2. DM32<br>3. TDMG  |

### **Introduction – Principle, property history, and accessibility**

The application proposes 4no. one-bedroom flats, 2no. two-bedroom flats, and 3no. two-bedroom terraced dwellinghouses. The site is on the corner of Church Road and Dove Lane, adopted highways with speed limits of 20mph and the former classified as an A-Road. Dove Lane has no through route, except for pedestrians. The Bristol and Bath Railway path provides a signed active travel route from Bristol to Bath via Staple Hill. Bus stops within a 15-minute walk provide ‘turn-up-and-go’, frequent, regular, cross-city, CAZ-funded, and night buses to destinations like central Bristol, Staple Hill, Avonmouth, Imperial Park, Whitchurch, and Kingswood, respectively. Nearby Lawrence Hill rail station provides hourly services to Avonmouth, Bristol Temple Meads, Filton Abbey Wood, Severn Beach, and Weston-super-Mare.

### **Access, visibility, and highway safety**

Proposed access to the development is via a 1.5m wide footway and circa 0.8m wide doors, bar the 1.2m wide cycle store door. The proposed 1.5m footway to the front of the development should be shown on a separate proposed site plan, rather than within a proposed site drainage plan. A 1.5m wide footway is not of an adoptable width, 2m minimum, and so therefore would not be adopted. However, owing to site-specific difficulties such as the carriageway’s sensitivity, usage, and width, private footway of 1.5m is accepted.

### **Motor Vehicle Parking, Clubs, and Controls**

Owing to its proximity to amenities/services and sustainable transport, lack of on-site parking, and waiting restrictions, TDM does not object to a lack of on-site parking.

### **Cycle Parking**

Proposed cycle parking for the three-storey block of 4no. one-bedroom flats and 2no. two-bedroom flats is wholly adequate through its use of compliantly-placed Sheffield stands.

Proposed cycle parking for the 3no. two-bedroom terraced dwellinghouses fail to provide enclosed, secure, weatherproofed, well illuminated, and overlooked Sheffield Stands.

### **Maintenance, Servicing, and Utilities**

TDM makes no comment on this aspect.

### **Refuse Storage**

Proposed refuse storage for the development is wholly compliant with capacity for a full set of the following containers per dwelling: a 180l Refuse bin, 55l Green recycling box, 45l black recycling box, 23l Food waste bin, 5l Kitchen caddy, and 90l Blue sack.

### **Wider compatibility – Construction Management, Travel Planning, and Projects**

Owing to the site’s proximity to strategic roads, a **Construction Management Plan** will be obtained through condition.

A **Section 278 Agreement** will be sought for the following works:

1. Refurbishment of existing adopted footway around Dove Lane and Church Road.
2. Updated lighting design for Dove and Church (including possible relocation of light columns).

The **proposed addition of a lift** will make Lawrence Hill rail station entirely step-free.

### **Recommendation**

Therefore, TDM recommends the application is approved with the following **conditions and advice** applied:

#### **B. Pre commencement conditions**

##### **PART 1 – Details needed before the work starts**

##### **B1C Highway works – General Arrangement Plan**

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

1. Refurbishment of existing adopted footway around Dove Lane and Church Road.
2. Updated lighting design for Dove and Church (including possible relocation of light columns).

Where applicable indicating proposals for:

- Existing levels of the finished highway tying into building threshold levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Signing, street furniture, street trees and pits
- Materials for use on the adopted highway
- Changes to existing or new street lighting columns

Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are: planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

##### **B3B Construction Management Plan**

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

**C5B Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans**

**C8A Completion of Pedestrians/Cyclists Access – Shown on Approved Plans**

**C29A Management and Maintenance of Private Streets**

**C30A Permissive Routes**

**C31 Access Entry/Exit Only**

**CX Further details of Cycle Parking Provision before occupation:**

No building or 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 covered cycle storage for 2no. cycles per two-bedroom terraced dwellinghouse, using the preferred 'Sheffield stand' design or metal cycle lockers, in compliance with the Council's [Guidance on 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.

**Advice**

I021B) Excavation and Installation of Dropped Kerbs

I024B) Works on the Public Highway

I043B) Impact on the highway network during construction

I053A) Excavation Works on the Adopted Highway

I054A) Private Road