

# Highgate *Transportation*

Change of Use/Conversion of the Existing Domestic Garage  
(Use Class C3) to the Rear of Number 115 Hampton Road  
Redland, Bristol, BS6 6JG to Maintenance/Office Base  
(Use Class E(g)) and Associated External Alterations

Transport Statement  
(HTp/25178/TS/01)

December 2025

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## 1.0 Introduction

1.1 Highgate Transportation (HTp) have been appointed to prepare this Transport Statement (reference HTp/25178/TS/01) in support of a planning application to the Planning Inspectorate (PINS). The planning application seeks permission to for change of use and conversion of the existing domestic garage (Use Class C3) on land to the rear of number 115 Hampton Road, Redland, Bristol BS6 6JG, to a maintenance/office base, (Use Class E(g)), with associated external alterations for Penlane Limited. **Figure 1.1** shows the location of the application site.

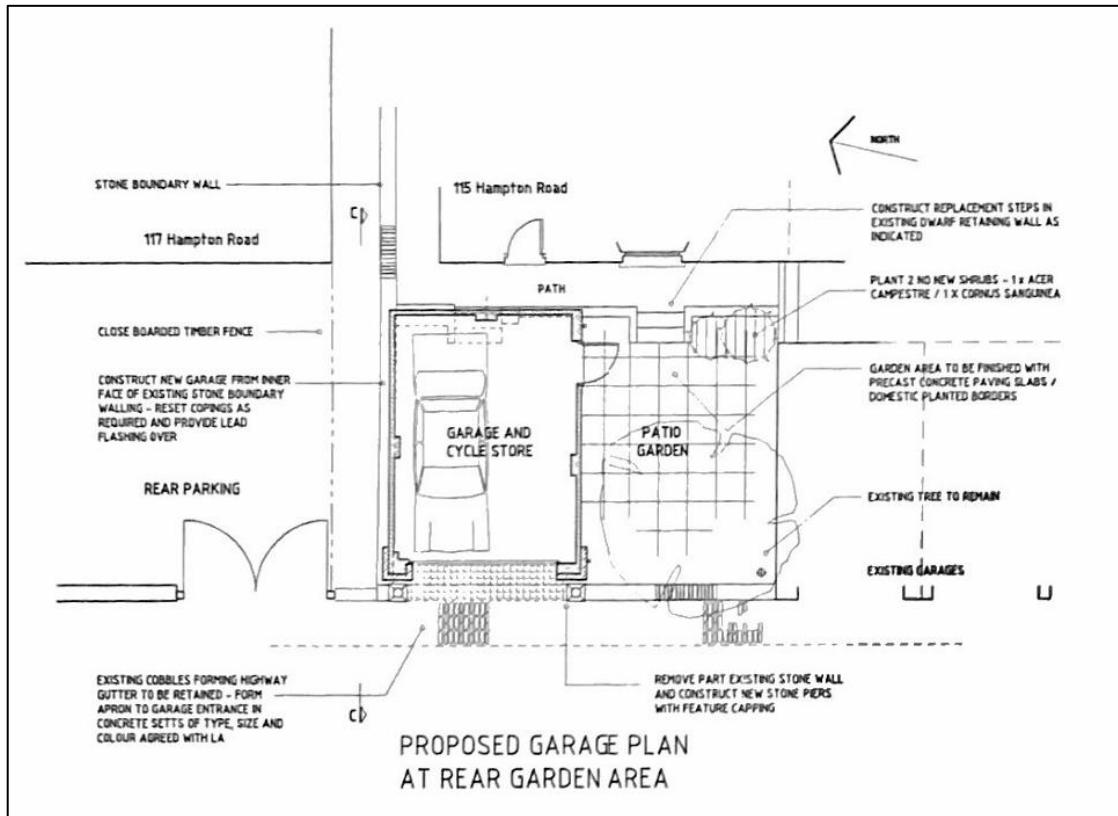
Figure 1.1 – Location of the application site



- 1.2 Penlane Limited are a property management company, which own number 115 Hampton Road, as well as several other residential properties throughout Clifton and Redland.
- 1.3 The application site is located in the Redland suburb of Bristol, which is residential in character, around 1.9km north-west of the city centre. The site is bounded to the north by number 113 Hampton Road, to the east by Hampton Road, to the south by number 117 Hampton Road, and to the west by Auburn Road.
- 1.4 It can be noted that the current domestic garage, access to which is taken from Auburn Road, was granted planning permission, via a BCC Notice of Decision dated 25<sup>th</sup> April 2002, which is provided as **Appendix 1**.

1.5 It appears that the garage floor plan/rear elevation were amended immediately prior to the decision being issued. The approved plan, reference 072/02 Revision A forms **Appendix 2**, an extract of which forms **Figure 1.2**.

**Figure 1.2 – Extract of approved plan reference 072/02 Revision A**



1.6 From **Figure 1.2**, it can be seen that a single open space garage was approved with no separate internal storage for cycles. It is considered that this reaffirms that there was no definitive record of the number of secure cycle parking spaces which were approved.

1.7 This Transport Statement has been provided to address the following:

- A review of the most recently available ten-years' collision data;
- Confirmation that a safe access from Auburn Road can be provided in accordance with Bristol City Council (BCC), Policy DM23 and Paragraph 115 and 116 of Chapter Nine, to the National Planning Policy Framework (NPPF);
- Confirmation that there is appropriate inter-visibility between the driver of a motor vehicle and a pedestrian(s) using the proposed office;
- Set out that the applicant would be agreeable to providing a pedestrian door which opens inwards, instead of outwards over the adopted public highway;
- Confirmation that the application proposals will not result in the loss of one existing off-street car parking space; and
- Confirmation that the existing cycle parking provision for the residents/tenants of number 115 Hampton Road, can be retained within the proposed office.

1.8 It will be concluded that the change of use and conversion of the existing domestic garage to provide a maintenance/office base for Penlane Limited, will not have an adverse impact on either the capacity or the safety of the local highway network and is therefore acceptable in highway terms.

## 2.0 Pre-Application Submission

- 2.1 In June 2025 a submission (reference 25/12819/PREAPP) was made to BCC which sought pre-application advice on the "*change of use/conversion of existing domestic garage (Use Class C3) to maintenance/office base (Use Class E(g)) with associated external alterations*", at land to the rear of number 115 Hampton Road, Bristol, BS6 6JG.
- 2.2 The formal pre-application consultation response provided by BCC, dated 24<sup>th</sup> September 2025, is provided as **Appendix 3**, with a summary of the observations provided by the Transport Development Management (TDM) team provided below for ease of reference.

### *Local Conditions*

*The site is located at the back Hampton Road, with access from Auburn Road, an unclassified road with a speed limit of 20 mph. The nearest bus stop is located at a walking distance of less than 500 meters. Apsley Road hosts the bus services Y6 South Glos Lynx, 1, 77, 2a Citylines, 4 Citylines and 3 Citylines that connect to the City Centre, Temple Meads, Bristol Parkway, Cribbs Causeway and Clifton & Horfield.*

### *Access*

*Main access to the proposed office is located on Auburn Road. However, TDM notes that currently there is not a continuous pavement outside the building, with the door opening directly to the existing highway with not enough space for the personnel to access and exit the office safely. Due to the lack of footway provision, there is a safety risk of vehicular/pedestrian conflict, given the nature of the highway at this point is grade separated, and drivers will not be expecting pedestrians to emerge directly onto the carriageway.*

*The proposed entrance is not considered to be safe and accessible, and it is contrary to policies DM23 and Chapter 9 of the NPPF (paragraphs 115 and 116). TDM would not support a new office located on Auburn Road, as it does not provide any protection to pedestrians and office personnel.*

### *Car Parking*

*The site is located within the Cotham residents' parking scheme. The proposed office does not have car parking spaces allocated as the building does not meet the minimum threshold required to provide car parking spaces. However, as mentioned in the amenity section of this response, the loss of the garage would result in the loss of a parking space for the dwelling, which will create a strain on vehicular parking on Auburn Road and surrounding streets where vehicle parking is already limited. Moreover, Auburn Road is protected with double yellow parking restrictions to control on-street parking, further demonstrating that levels of parking are already limited, and it is considered that the loss of this garage space would have a negative impact on this.*

*Cycle Parking*

*No cycle parking spaces are proposed as the office does not meet the threshold of minimum one parking space per 100m<sup>2</sup>. As well as this, in the description of development for the previous application for the building of the garage, 02/00798/F, secure cycle storage was included. Therefore, if the garage is to be converted to an office, this cycle storage will be lost. Information on whether this will be replaced or other cycle storage will be added has not been included as part of this pre application. As mentioned in the amenity section, the outdoor amenity space is small and therefore adding cycle storage in this location would further reduce outdoor amenity space and would not be considered approvable.*

*Storage of Refuse and Recycling*

*Waste bin store is located next to the property with access from Auburn Road using the existing 117 Hampton Road passageway. The location is considered acceptable, but further information would be required to determine if the storage will be secure, screened and ventilated to comply with the Council's Waste Guidance and the TDMG 3.6.1, design standards for waste management.*

*Summary*

*TDM would not support the application for the change of use. Due to the lack of footway provision, there is a safety risk of vehicular-pedestrian conflict given the nature of the highway, and drivers will not be expecting pedestrians to emerge directly onto the carriageway. The proposed entrance is not considered to be safe and accessible, and it is contrary to policies DM23 and Chapter 9 of the NPPF (paragraphs 115 and 116).*

- 2.3 This Transport Statement will consider and address each of the matters raised by the BCC TDM in the formal pre-application consultation response.

### 3.0 The Existing Situation

- 3.1 The application site is located in the Redland suburb of Bristol, which is residential in character, around 1.9km north-west of the city centre. The site is bounded to the north by number 113 Hampton Road, to the east by Hampton Road, to the south by number 117 Hampton Road, and to the west by Auburn Road.
- 3.2 It can be noted that access to the existing domestic garage is taken from Auburn Road, which is of an historic design.

#### Auburn Road

- 3.3 Auburn Road is a single carriageway, two-way road typically, 6.0-metres-wide with a footway circa 2.0-metres-wide, on the west side of the carriageway. There is no footway provision on the east side of the carriageway, as shown by **Photograph 1**.

**Photograph 1 – Auburn Road looking northwards**



- 3.4 **Photograph 1** confirms that pedestrians walk on the east side of the Auburn Road carriageway, even though there is no footway provision.
- 3.5 Auburn Road is located in the existing BCC Cotham Residents Parking Scheme (RPS). Waiting on both sides of the carriageway is controlled by a combination of No Waiting at any Time restrictions, (double yellow lines), and on-street parking bays defined by broken white longitudinal carriageway markings, waiting within which, is limited to RPS permit holders only Monday to Friday between 9am and 5pm. Outside of these days and times, the on-street parking bays, are available to all on a first-come-first-served basis.

- 3.6 There are sections of carriageway on both sides of Auburn Road where waiting is unlimited. However, these are typically in front of dropped kerb vehicle crossovers, which provide access to off-street car parking provision, and waiting within these areas may cause obstruction.
- 3.7 Auburn Road is lit by a system of street lighting and is subject to a speed limit of 20mph. It is not a through-route and low traffic flows and speeds have been observed.

#### Personal Injury Collision Data

- 3.8 Personal Injury Collision (PIC) data for the ten-year period January 2014, to December 2023, has been obtained from the CrashMap Pro database for Auburn Road and the output report is provided as **Appendix 4**.
- 3.9 The PIC plot, included as **Figure 3.1**, confirms that there have been no collisions recorded on Auburn Road during the study period. It is therefore concluded that there are no existing road safety problems on Auburn Road.

**Figure 3.1 – Personal Injury Collision plot**



### Highway Boundary and Public Rights of Way

3.10 The highway boundary and Public Rights of Way plan is provided as **Appendix 5**, an extract of which forms **Figure 3.2**.

**Figure 3.2 – Extract of the highway boundary and Public Rights of Way plan**



3.11 From **Figure 3.2**, it can be seen that the Auburn Road carriageway is an adopted, unclassified public highway. It can also be seen that the footway on the west side of the Auburn Road carriageway is adopted public highway.

3.12 **Figure 3.2** confirms that there are no existing Public Rights of Way, either within the vicinity of the site or running through it.

## 4.0 The Application Proposals

4.1 The application proposals are for the change of use and conversion of the existing single domestic garage (Use Class C3), located on land to the rear of number 115 Hampton Road, to a maintenance/office base (Use Class E(g)) with associated external alterations. The existing garage is shown by **Photograph 2**.

**Photograph 2 – The existing garage**



4.2 From **Photograph 2**, it can be seen that there is an area of private land between the back edge of the adopted public highway and the front of the garage, which provides an existing retreat for pedestrians entering and exiting the existing garage.

4.3 Penlane Limited employs a small maintenance team, who require a convenient office/maintenance base from which to undertake administration, serve as a welfare facility (toilet and tea breaks), and for the storage of tools. It can be noted that there would be no construction activities at the application site.

4.4 It is envisaged that the base will be used during weekday hours only, on an infrequent basis by the maintenance manager and up to a maximum of two other workers/contractors. It can be seen that the number of pedestrian trips attracted by the proposed base will be minimal.

## 5.0 Other Matters Arising

5.1 The issue summarised by **paragraph 1.5**, are reproduced below for ease of reference.

- i. A review of the most recently available ten-years' collision data;
- ii. Confirmation that a safe access from Auburn Road can be provided in accordance with Bristol City Council (BCC) Policy, DM23 and Paragraph 115 and 116 of Chapter Nine of the National Planning Policy Framework (NPPF);
- iii. Confirmation that there is appropriate inter-visibility between the driver of a motor vehicle and a pedestrian(s) using the proposed office;
- iv. Set out that the applicant would be agreeable to providing a pedestrian door, which opens inwards, instead of outwards over the adopted public highway;
- v. Confirmation that the application proposals, will not result in the loss of one existing off-street car parking space; and
- vi. Confirmation that the existing cycle parking provision for the residents/tenants of number 115 Hampton Road, can be retained within the proposed office.

5.2 Bullet point number **5.1 (i)** has already been considered; therefore, the remaining points are addressed in turn with the observations provided by the BCC TDM team in italic text, together with the HTp response.

### Safe Access

*Main access to the proposed office is located on Auburn Road. However, TDM notes that currently there is not a continuous pavement outside the building, with the door opening directly to the existing highway with not enough space for the personnel to access and exit the office safely. Due to the lack of footway provision, there is a safety risk of vehicular/pedestrian conflict, given the nature of the highway at this point is grade separated, and drivers will not be expecting pedestrians to emerge directly onto the carriageway.*

*The proposed entrance is not considered to be safe and accessible, and it is contrary to policies DM23 and Chapter 9 of the NPPF (paragraphs 115 and 116). TDM would not support a new office located on Auburn Road, as it does not provide any protection to pedestrians and office personnel.*

5.3 Safe access to the proposed maintenance/office base is considered in greater detail in the following paragraphs against both local and national planning policy.

5.4 The BCC Site Allocation and Development Management Policies Local Plan Policy, DM23, is shown by **Figure 5.1**.

**Figure 5.1 – Site Allocation and Development Management Policies Local Plan Policy DM23**

**Policy DM23: Transport Development Management**

2.23.1 This Development Management policy sets out the transport and traffic considerations that development proposals should address. This includes parking standards for residential and non-residential development. It also seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport. It therefore helps to implement Core Strategy policy BCS10. This policy applies across the city except the city centre. Separate policies for parking and movement in the city centre are set out in the Bristol Central Area Plan.

5.5 In their formal pre-application consultation response, BCC TDM confirm that the proposed office does not require the provision of off-street car parking, as the building does not meet the minimum threshold required to provide car parking spaces.

5.6 It is considered that the application site is accessible by sustainable modes of transport, including walking and cycling. The formal pre-application response confirms that the nearest bus stop to the application site, Apsley Road, is within a walking distance of less than 500 metres and that the stop is served by route numbers Y6, 1, 77, 2a, 4, and 3, which provide a frequent service to and from origins and destinations both within Bristol and the surrounding area.

5.7 It is therefore considered that the application proposals accord with Policy DM23.

5.8 Paragraph 115 of NPPF states:

*"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all users;*
- c) The design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

5.9 Auburn Road is of an historic design, which does not include a footway on its eastern side, given that no residential dwellings front the eastern side of the carriageway. However, the majority of the residential dwellings located on the west side of Hampton Road, to the east of Auburn Road, have either a rear garage, a rear off-street car parking area, or dedicated pedestrian access to the rear of their property, all of which, are accessed via Auburn Road.

5.10 The existing garages (including the application site), off-street parking areas, and pedestrian accesses, currently attract pedestrian trips to and from the east side of Auburn Road, therefore, drivers are used to seeing pedestrians emerge directly onto the carriageway, and drive accord to the prevailing conditions.

5.11 **Photograph 1** confirms that pedestrians walk on the east side of the Auburn Road carriageway even though there is no footway provision.

5.12 It is noted that the highway officer has provided no evidence in support of their statement that the lack of footway provision, is a safety risk resulting in vehicular/pedestrian conflict.

5.13 It is reiterated that analysis of PIC data for the ten-year period January 2014 to December 2023, confirms that there were no collisions recorded on Auburn Road during the study period. The PIC data confirms that Auburn Road safely accommodates the existing pedestrian movements on its eastern side, without incident.

5.14 We do not agree with the highway officer's statement that Auburn Road, in the vicinity of the application site, is grade-separated. **Photograph 2** confirms that the Auburn Road carriageway provides relatively level access to the existing garage.

5.15 It is reiterated that, from **Photograph 2**, it can be seen that there is an area of private land between the back edge of the adopted public highway and the front of the garage, which provides an existing retreat for pedestrians entering and exiting the existing garage.

5.16 This area of private land will be retained as part of the application proposals and will provide a retreat for pedestrians entering and exiting the proposed maintenance/office base, via the proposed dedicated pedestrian door.

5.17 It is therefore concluded that this evidence-based response to the matters raised by BCC TDM confirms that safe and suitable access to the proposed maintenance/office base can be achieved for all users, in accordance with Paragraph 115 of NPPF.

5.18 Paragraph 116 of NPPF states:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

5.19 It has clearly been demonstrated that the proposed maintenance/office base, would not have an unacceptable impact on highway safety or that the residual cumulative impacts on the road network would be severe, thereby satisfying the tests of NPPF Paragraph 116.

### Appropriate Inter-Visibility

5.20 Street view images confirm that waiting on the eastern side of Auburn Road, along the site boundary, is prohibited by an existing No Waiting at any Time restriction, (double yellow lines). The prohibition of waiting provides appropriate inter-visibility between pedestrians, entering and exiting the existing garages and the drivers of motor vehicles.

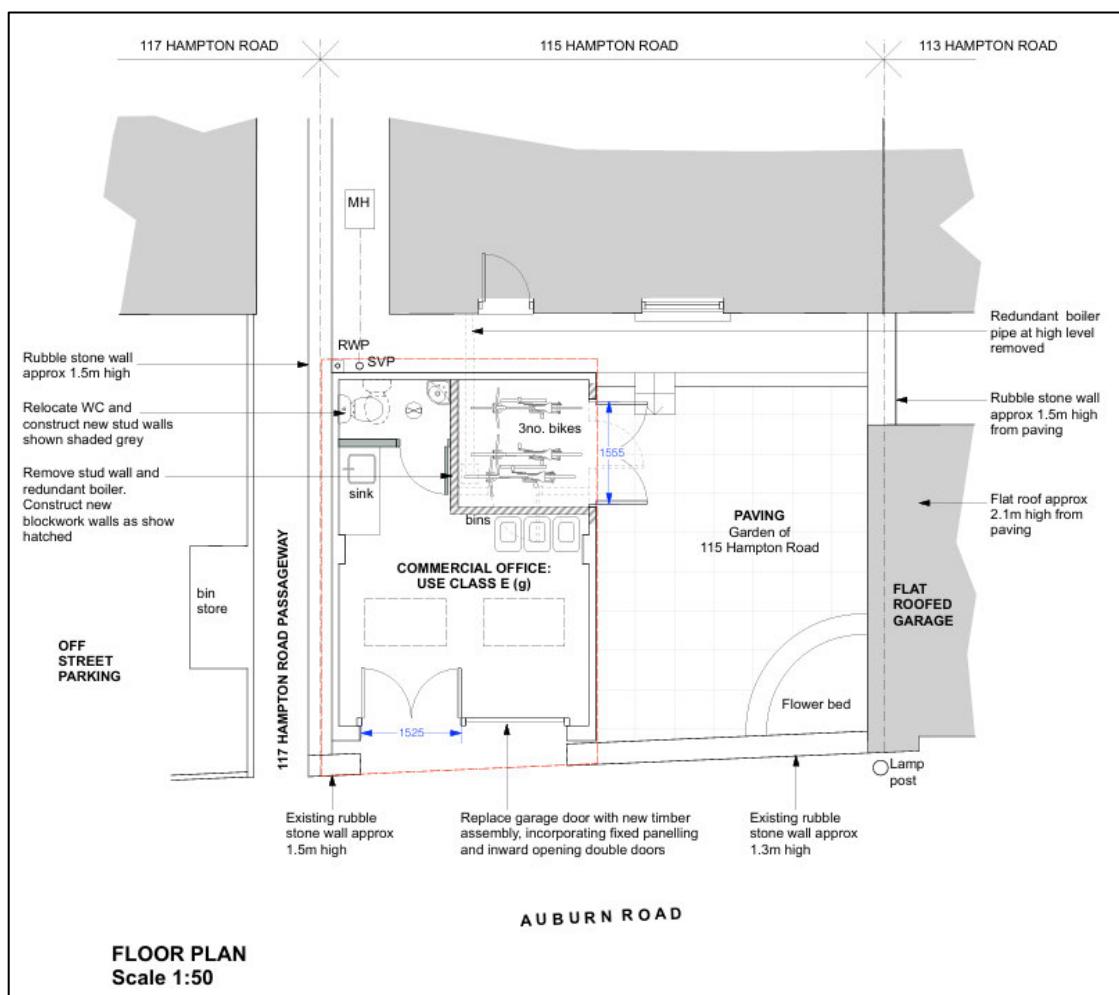
5.21 The existing prohibition of waiting restriction will also provide appropriate inter-visibility between pedestrians entering and exiting the proposed maintenance/office base and the drivers of motor vehicles, thereby reducing the risk of any conflict between pedestrians and motor vehicles.

5.22 It is considered that appropriate inter-visibility has been demonstrated.

### Pedestrian Door

5.23 The Architect's proposed layout plan (reference SDD4995.06) is provided as **Appendix 6**, an extract of which forms **Figure 5.2**.

**Figure 5.2 – Extract of the Architect's proposed layout plan**



5.24 From **Figure 5.2**, it can be seen that the access to the proposed maintenance/office base, includes the provision of 1.525-metre-wide double inward opening pedestrian doors. This will allow pedestrians to safely wait on the private area of land to the front of the office, when entering and exiting, reducing the risk of conflict with motor vehicles.

5.25 It is concluded that the proposed pedestrian access to the maintenance/office base, satisfactorily addresses the matter raised by the BCC TDM officer in their formal pre-application consultation response.

#### **Loss of One Existing Off-Street Car Parking Space**

*The site is located within the Cotham residents' parking scheme. The proposed office does not have car parking spaces allocated as the building does not meet the minimum threshold required to provide car parking spaces. However, as mentioned in the amenity section of this response, the loss of the garage would result in the loss of a parking space for the dwelling, which will create a strain on vehicular parking on Auburn Road and surrounding streets where vehicle parking is already limited. Moreover, Auburn Road is protected with double yellow parking restrictions to control on-street parking, further demonstrating that levels of parking are already limited, and it is considered that the loss of this garage space would have a negative impact on this.*

5.26 The internal dimensions of the garage, as constructed, have been confirmed as 5.1-metres-long by 3.8-metres-wide. The length of the garage has been reduced to around 3.4 metres, by the construction of a partitioned area, which currently provides secure cycle parking for the residents of number 115 Hampton Road, accessed by a door from the garden of the dwelling, as demonstrated by **Photograph 3**.

**Photograph 3 – Existing access to the garage from the garden of 115 Hampton Road**



5.27 The length of the garage falls below BCCs adopted standard of 6.0 metres and is insufficient to be used for its intended purpose of parking a car, regardless of the installation of the existing storeroom. It can also be noted that the garage has long been used for domestic storage and not for the parking of a car.

5.28 Therefore, the application proposals will not result in the loss of one existing off-street car parking space.

5.29 Furthermore, as set out in the planning statement, all visits to the area by Penlane staff are either by car or a 4x4 vehicle (which has a parking permit), with these vehicles already parking on-street. Therefore, the application proposals will not place a greater strain on on-street car parking on the local highway network.

5.30 It can also be noted that the following planning applications, which were approved by BCC, involved the conversion of an existing garage:

- i. 14/00567/H – former coach house, 91 Hampton Road: conversion of garage to sunroom; and
- ii. 21/06923/H – Auburn House: rear single-storey extension, with replacement first floor balcony, rear terrace and garden works, conversion of the integral garage, and the conversion of the loft space, with side and rear dormers.

5.31 Interrogation of the BCC planning portal confirms that the TDM team did not provide a formal consultation response to either planning application. In each case, the planning case officer's report, does not make reference to any consultation with BCCs TDM team, and it is therefore considered that the loss of existing parking spaces, in the form of a garage, was not a reason for refusal.

5.32 It has been clearly demonstrated that the proposed development will not result in the loss of any existing off-street parking provision. It is also noted that BCC has previously approved applications on both Hampton Road and Auburn Road that involved the loss of existing garages.

#### **Retention of the Existing Cycle Parking Provision**

*No cycle parking spaces are proposed as the office does not meet the threshold of minimum one parking space per 100m<sup>2</sup>. As well as this, in the description of development for the previous application for the building of the garage, 02/00798/F, secure cycle storage was included. Therefore, if the garage is to be converted to an office, this cycle storage will be lost. Information on whether this will be replaced or other cycle storage will be added has not been included as part of this pre application. As mentioned in the amenity section, the outdoor amenity space is small and therefore adding cycle storage in this location would further reduce outdoor amenity space and would not be considered approvable.*

5.33 The Architect's proposed layout plan, (see **Appendix 6**), confirms that the application proposals include the provision of secure parking for up to three cycles within the store accessed via the existing door from the garden of number 115 Hampton Road, which is proposed to be widened to 1.595 metres. The proposed cycle parking provision accords with BCC standard for a residential dwelling with four or more bedrooms and is therefore considered to be appropriate.

5.34 It has clearly been demonstrated that the application proposals will not result in the loss of the existing secure cycle parking provision.

## 6.0 Summary and Conclusion

6.1 HTp have been appointed to prepare this Transport Statement in support of a planning application to PINS. The planning application seeks permission for the change of use and conversion of the existing domestic garage on land to the rear of number 115 Hampton Road, Bristol to a maintenance/office base, with associated external alterations for Penlane Limited.

6.2 The application site is located in the Redland suburb of Bristol, which is residential in character, around 1.9km north-west of the city centre. The site is bounded to the north by number 113 Hampton Road, to the east by Hampton Road, to the south by number 117 Hampton Road, and to the west by Auburn Road.

6.3 It can be noted that the current domestic garage, access to which is taken from Auburn Road, was granted planning permission via a BCC Notice of Decision dated, 25<sup>th</sup> April 2002.

6.4 It appears that the garage floor plan/rear elevation were amended immediately prior to the decision being issued. The approved plan, reference 072/02 Revision A (see **Appendix 2**) confirms that a single open space garage was approved with no separate internal storage for cycles. It is considered that this reaffirms that there was no definitive record of the number of secure cycle parking spaces which were approved.

6.5 In summary:

- i. A review of the most recently available ten-years' collision data confirms that there are no road safety problems on Auburn Road;
- ii. It has clearly been demonstrated that safe and suitable pedestrian access to the proposed maintenance/office base, can be provided from Auburn Road in accordance with BCC Policy, DM23 and Paragraph 115 and 116 of Chapter Nine of the NPPF;
- iii. It has been confirmed that the existing No Waiting at any Time restriction (double yellow lines), on the east side of Auburn Road, along the site boundary, provides appropriate inter-visibility between the driver of a motor vehicle and pedestrians entering/exiting the proposed maintenance/office base;
- iv. The Architect's proposed layout plan, (see **Appendix 6**), confirms that the proposed includes the provision of 1.525-metre-wide double inward opening pedestrian doors. This will allow pedestrians to safely wait on the private area of land to the front of the office, when entering and exiting, reducing the risk of conflict with motor vehicles;
- v. It has been demonstrated that the application proposals will not result in the loss of one existing off-street car parking space; and

vi. The Architect's proposed layout plan, (see [Appendix 6](#)), confirms that the application proposals include the provision of secure parking for up to three cycles within the store accessed via the existing door from the garden of number 115 Hampton Road, which is proposed to be widened to 1.595 metres. The proposed cycle parking provision accords with BCC standard for a residential dwelling with four or more bedrooms and is therefore considered to be appropriate. Therefore, the application proposals do not result in a loss of the existing secure cycle parking provision.

6.6 It is considered that each of the matters identified in the BCC TDM formal pre-application consultation response has been considered and satisfactorily addressed by this Transport Statement.

6.7 It is reiterated that Paragraph 116 of NPPF states:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

6.8 It has been demonstrated that the application proposals will not have an unacceptable impact on highway safety, and that the residual cumulative impacts on the road network would not be severe, thereby satisfying the tests of NPPF Paragraph 116.

6.9 It is therefore concluded that the proposed maintenance/office base will not adversely affect either the capacity, or the safety of the local highway network and is therefore, acceptable in highway terms.

## **Appendix 1**

Bristol City Council Notice of Decision Dated 25<sup>th</sup> April 2022



## NOTICE OF DECISION

This Notice of Decision is divided into two sections:

- (1) Details of Approval or Refusal; and
- (2) Details of any Conditions and/or Reasons

The two parts of this Notice should never be separated

### DETAILS OF DECISION ON AN APPLICATION (PART1)

Decision : GRANTED subject to condition(s)

Application No: 02/00798/F/N

Type of Application: Full Planning

Site Address: 115 Hampton Road, Redland, Bristol, BS6 6JG.

Description of Development: Construction of single storey garage to house 1 no. and secure cycle parking and formation of vehicular access from Auburn Road.

Applicant: Penlane Ltd  
Springfields, Post Office Lane, Flax Bourton, Somerset.

Agent [REDACTED]

Committee/Delegation Date: 25.04.02

File Reference: H/80

The details of any condition(s) associated with this decision are attached

## DETAILS OF DECISION ON AN APPLICATION (PART 2)

Application No: 02/00798/F

DECISION: GRANTED subject to condition(s)

The following condition(s) and/or advice(s) are associated with this decision.

### Condition(s)

1. SC1 Full Planning Permission

The development hereby permitted shall begin before the expiration of 5 years from the date of the permission.

Reason: SR1 - As required by Section 91 of the Town and Country Planning Act 1990.

2. SC3 Incorporation of Application Documents

The development shall conform in all aspects with the plans and details shown in the application. The plans/documents considered as part of this application were Location Plan, Site Plan, Existing Elevations and Block Plan (072/01), Elevations and Site Plan (072/02), received 5/03/02 and Garage Block Plan and Rear Elevation, revised as part of 072/02, and door specification, received 12/04/02.

Reason: SR4 - For the avoidance of doubt.

3. SC57 Use of Garage/Car Parking Space(s)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and/or re-enacting that Order) the garage/car parking space(s) hereby permitted shall be retained as such and shall not be used for any purpose other than the garaging of private motor vehicles and ancillary domestic storage without the prior written permission of the local planning authority.

Reason: SR43 - To retain garage/car space for parking purposes.

### Advice(s)

1. A01 Extent of permission

This decision does not convey any approval or consent which may be required under any enactment, byelaw, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

2. A04 Approved Applications

This application has been approved on the basis of the plans/documents set out in Condition SC3. Should alterations or amendments be required to the approved plans, for example to satisfy requirements of other sections of the Department of Environment, Transport and Leisure (such as Building Control) or other City Council Departments (such as Neighbourhood and Housing Services) or any other

## DETAILS OF DECISION ON AN APPLICATION (PART 2)

Application No: 02/00798/F

circumstance, you should consult the Area Planning Team, Department of Environment, Transport and Leisure in writing before commencing any work, as these changes could require a fresh planning application and may not be acceptable.

### 3. A06 Discharging Conditions

When seeking to discharge conditions associated with this permission or consent you should use the form supplied with the Notice of Decision and supply all the information needed to meet the requirements of the condition. Please note that we will aim to respond within 20 working days, although in some cases where we need to consult with other colleagues this could take longer.

### 4. A10 Consent to Enter Adjoining Land

This permission granted by the Local Planning Authority does not grant you access rights over your neighbours' land. This is a private matter but your attention is drawn to the Access to Neighbouring Land Act 1992 and the Party Wall Act 1996.

### 5. A12 Building Regulations

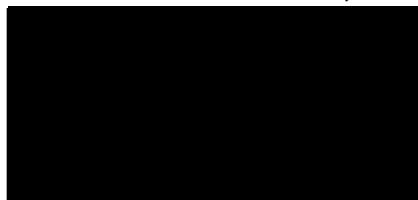
This planning permission does not convey any approval under the Building Regulations and you should seek further advice from this Directorate (telephone 9223080) concerning the need for such consent prior to the commencement of development.

### 6. A45 New vehicular crossing/new access/redundant footways

Applicants should note the provisions of the Highways Act 1980, Section 184. New vehicular footway crossings shall be in the form of a dropped kerb, so as to maintain continuity for pedestrian traffic. Any redundant vehicular footway crossings should be reinstated. All these works must be to the Director of Neighbourhood and Housing Services' specification and constructed to his satisfaction. (Telephone Bristol 9223838).

### 7. A47 Oversailing

Where new structures overhang or cross a highway an oversailing agreement must be obtained from the Local Highway Authority before any works commence. (Telephone Bristol 9223838).



Head of Planning Services

Brunel House, St. George's Road, Bristol BS1 5UY  
Telephone: [REDACTED] - please ask for Planning Reception

Date of Notice: 25.04.02

DETAILS OF DECISION ON AN APPLICATION (PART 2)

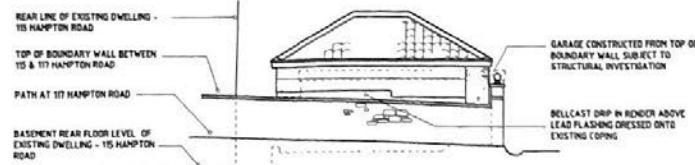
Application No: 02/00798/F

Please note that this notice relates only to the Council's decision in relation to the Town and Country Planning Acts and is NOT A BUILDING REGULATIONS APPROVAL. Building Regulations Approval will almost certainly be required. If in any doubt please contact us on the above number.

IT IS IMPORTANT THAT YOU SHOULD READ THE ENCLOSED NOTES

## **Appendix 2**

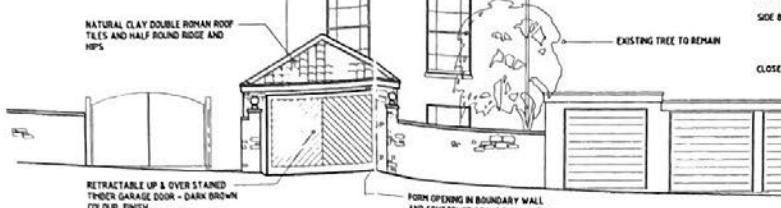
Approved Plan Reference 072/02 Revision A



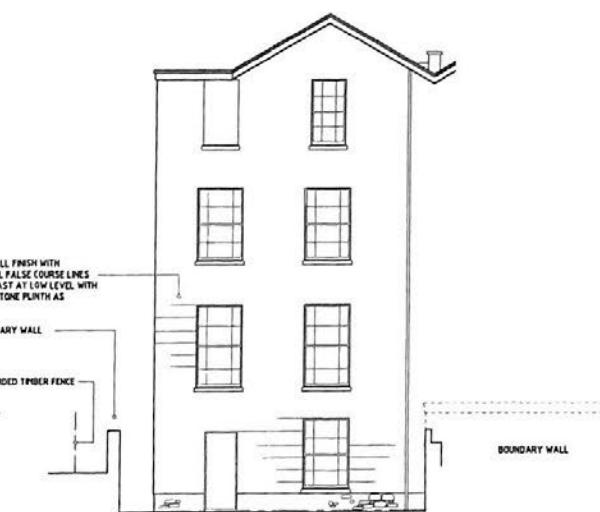
SECTION C-C / NORTH ELEVATION



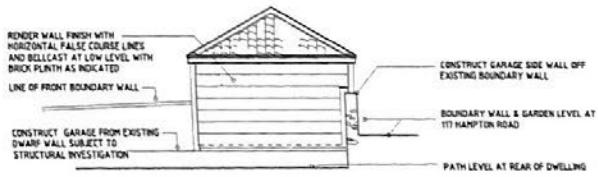
SOUTH ELEVATION



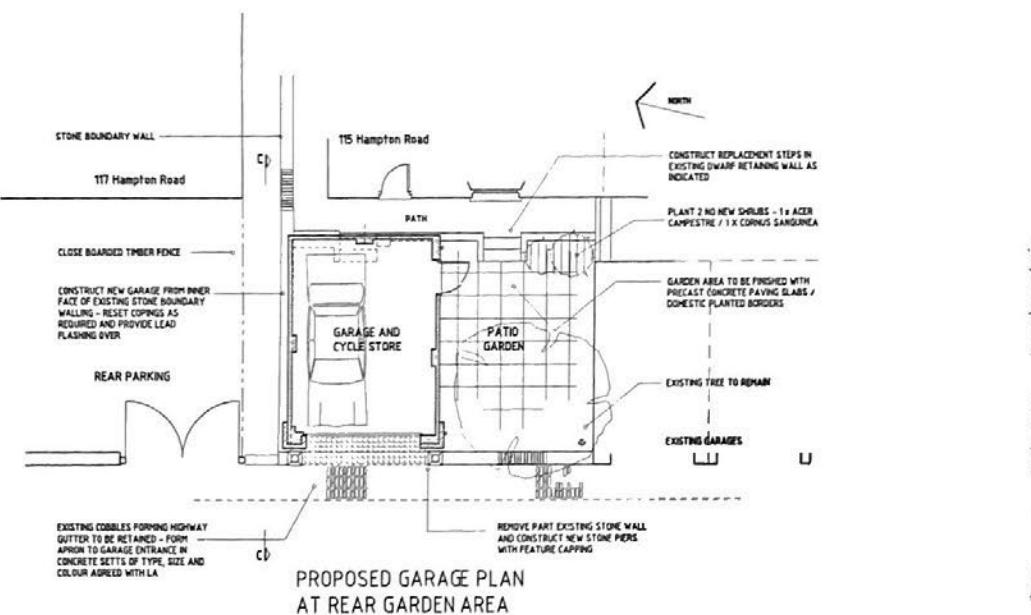
REAR ELEVATION [AT AUBURN ROAD]



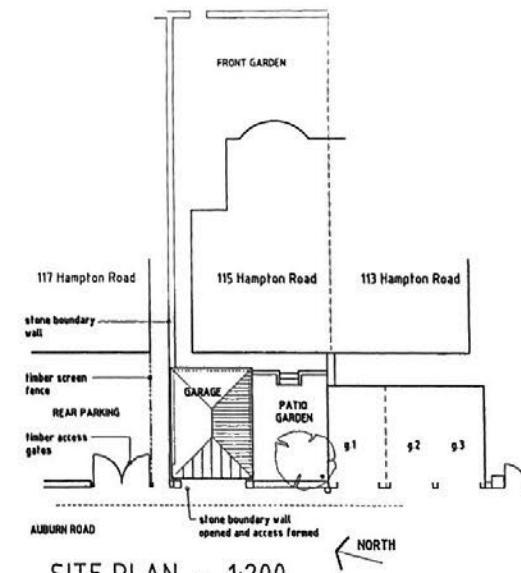
REAR ELEVATION OF DWELLING



EAST ELEVATION



PROPOSED GARAGE PLAN  
AT REAR GARDEN AREA



SITE PLAN - 1:200

DRAWING	115 HAMPTON ROAD / GARAGE DOOR ALTERED	4
DATE	APPROVED	REV
COPYRIGHT - THIS DRAWING SHALL NOT BE REPRODUCED OR COPIED EXCEPT WITH THE WRITTEN CONSENT OF THE LA/DESIGNER		
ALL DIMENSIONS SHALL BE CHECKED ON SITE PRIOR TO ANY BUILING OUT		
LAURE FOXWELL		
ARCHITECTURAL DESIGN CONSULTANT		
		
TEL / FAX		
DRAWING PROPOSED DETAILS		
PROJECT PROPOSED GARAGE AT : 115 HAMPTON ROAD COTHAM BRISTOL FOR PENLANE LTD		
SCALE	1/100	1/200
DATE	FEBRUARY 2002	
DRAWING NO	072:02	A

## **Appendix 3**

Bristol City Council's Formal Pre-Application Consultation Response



Lyn Jones  
Planning Ventures Ltd  
16 Albert Road  
Portishead  
BS20 6PP

reply to Customer Services  
telephone [REDACTED]  
E-mail [development.management@bristol.gov.uk](mailto:development.management@bristol.gov.uk)  
our ref  
your ref  
date 24 September 2025

Dear Lyn Jones

### Pre application response letter

**Pre application no:** 25/12819/PREAPP

**Site address:** Land To Rear Of 115 Hampton Road Bristol BS6 6JG

**Proposal:** Change of use/conversion of existing domestic garage (Use Class C3) to maintenance/office base (Use Class E(g)), with associated external alterations.

I refer to your pre-application enquiry regarding the above proposal.

### INTRODUCTION

The application refers to the existing single storey garage building to the rear of 115 Hampton Road on Auburn Road. The building was built following the approval of application 02/00798/F:

- Construction of single storey garage to house 1 no. and secure cycle parking and formation of vehicular access from Auburn Road.

The garage building has been in use as a garage/storage since it was first built. It opens out immediately onto Auburn Road with no pavement or separating walkway in between.

### RELEVANT POLICIES

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

Bristol City Council Core Strategy (Adopted) June 2011

- BCS10 Transport and Access Improvements
- BCS7 Centres and Retailing
- BCS21 Quality Urban Design
- BCS23 Transport Development Management

## Site Allocations and Development Management Policies (Adopted) July 2014

- DM7 Town Centre Uses
- DM26 Local Character and Distinctiveness
- DM30 Alterations to Existing Buildings
- DM31 Heritage Assets

### A) PRINCIPLE OF DEVELOPMENT

Policy BCS7 of the Bristol Development Framework Core Strategy states Town, District and Local Centres will also be focuses for the development of smaller scale office developments providing local office floorspace provision.

Policy DM7 of the Site Allocations and Development Management Policies states that out of centre development of main town centre uses will only be acceptable where:

- 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

It also states that the provision of small-scale developments outside centres will be supported where they provide for local needs.

It is stated in the Design and Access Statement provided by the applicant that the proposed office building will be used by Penlane Ltd, a property management company which owns/lets a number of residential properties throughout Clifton and Redland, employing a small maintenance team. The proposed office will be used as a convenient office/maintenance base from which to undertake administration, store tools and serve as a welfare facility.

The site of the existing garage is located approximately 200m from the Whiteladies Road Centre and 100m from the Chandos Road Centre as designated by BCS7 of the Bristol Development Framework Core Strategy and DM7 and DM9 of the Site Allocations and Development Management Policies. The development would be approximately 20sqm, which is considered to be of small scale.

While the building is small scale, the building itself is not designed to be used for business purposes and the type of building and location is unsuitable. A business of this type is far more suited to a location within a centre such as Whiteladies Road or Chandos Road, where there are many units that are more suited to the style of business. Although it is stated in policy DM7 that small scale developments will be considered outside of centres where they provide for the needs of a local community, it is considered that the business in this instance does not provide for the needs of a community, for example, as a post office would, but rather itself and specific individuals in the area. As stated in policy BCS7, it should be prioritised that small scale offices be situated within centres. There has been no evidence to suggest that there are no suitable sites available for the proposal within either the Whiteladies Road or Chandos Road centres, and therefore the proposed location outside of these centres cannot be supported.

Based on the proposed location outside of a designated centre and no evidence suggesting there are no suitable sites within these centres, it cannot be determined that the proposal would not hinder their vitality, viability or diversity.

Overall, the proposed use of an office in the given location is considered unacceptable in principle based upon its location, unsuitable use and its undeterminable impact upon the nearby designated centres.

## B) DESIGN AND THE WHITELADIES ROAD CONSERVATION AREA

The site is located within the Whiteladies Road Conservation Area. A key objective of the Whiteladies Road Conservation Area Enhancement Statement is to reduce the loss of residential use to offices.

Policy BCS21 of the Bristol Development Framework Core Strategy states that development should contribute positively to an area's character and identity, creating or reinforcing local distinctiveness.

Policy DM26 of the Site Allocations and Development Management Policies states that the design of development proposals will be expected to contribute towards local character and distinctiveness by responding appropriately to the height, scale, massing, shape, form and proportion of existing buildings, building lines and set-backs from the street, skylines and roofscapes.

Policy DM31 of the Site Allocations and Development Management Policies states must demonstrate how the local character of an area will be respected.

The proposed design features minimal change to the outlook of the existing garage building. The proposed changes that are to be made include replacing the current garage door with a wicket door, rendering the current walls, removing the existing flush door and infilling with concrete block and rendering, and installing two rooflights.

An urban design officer was consulted on the proposal. The comments received were generally in support of the design but would prefer to see a quality timber door as opposed to the wicket door that has been proposed to keep it more in line with the existing building and surrounding conservation area. It was also noted that the rendering of the walls would be supported providing the colour used is in keeping with the surrounding area and existing dwelling.

It is considered that the proposed changes in design to the existing garage would bring about improvements that would improve the outlook of the dwelling and enhance the surrounding conservation area. If the proposed door to the building is changed to a timber door of good quality, the proposal would be acceptable on grounds of design and considered in line with policies BCS21 and DM26 and DM31.

## C) AMENITY

Policy BCS21 of the Bristol Development Framework Core Strategy states that new development will be expected to safeguard the amenity of existing development and create a high-quality environment for future occupiers.

Policy DM30 of the Site Allocations and Development Management states that alterations to existing buildings should safeguard the amenity of the host premises and neighbouring occupiers.

The proposal features minimal changes to the existing structure. Given the shape of the building would stay the same as it currently is, the potential impact on the amenity of neighbouring dwellings would be insignificant. There are two proposed rooflights that could provide some potential for overlooking to the immediate neighbouring dwellings on either side of the dwelling, however, the proposed office use mitigates this. However, there are concerns regarding levels of noise and disturbance that are associated with commercial premises given the close proximity to the surrounding dwellings.

Policy BCS23 of the Bristol Development Framework Core Strategy states that when locating and designing development, account should also be taken of the impact of new development on the viability of existing uses by reason of its sensitivity to noise or other pollution.

The location associated with the proposal is in very close proximity to the dwellings on Hampton Road and Auburn Road, and any perceived benefits of the scheme do not outweigh the harm on nearby occupiers that may arise as a result of this development. As well as this, the conversion of the garage to office use would result in the loss of a vehicle parking space within an area where on street parking is already stretched. There are double yellow lines directly outside the existing garage, meaning any vehicle user at the property would need to park elsewhere and potentially cause additional strain on parking on nearby streets. The conversion of the garage to an office would also result in the loss of a significant level of storage space for the dwelling, as well as the cycle storage that was added as part of the previous application 02/00798/F. Losing this cycle storage would mean it would need to be replaced elsewhere, possibly in the rear outdoor amenity space. Given this amenity space has already been significantly reduced when the garage was originally built, it would be unacceptable to install cycle storage in this location as this would further reduce the amount of amenity space available at the rear of the dwelling.

The proposal would result in the loss of key amenity spaces in the form of a vehicle parking and storage related to the dwelling, and the nature of the proposal would give rise to unsuitable levels of noise and disturbance in a residential area. The proposal is therefore not considered acceptable in terms of amenity of future occupiers, going against the objectives of and in line with policies BCS21 and DM30.

#### D) TRANSPORT ISSUES

A Transport Development Management officer was consulted on the proposal and provided the following comments:

##### Local Conditions

The site is located at the back Hampton Road, with access from Auburn Road, an unclassified road with a speed limit of 20 mph. The nearest bus stop is located at a walking distance of less than 500 meters. Apsley Road hosts the bus services Y6 South Glos Lynx, 1, 77, 2a citylines, 4 citylines and 3 citylines that connect to the City Centre, Temple Meads, Bristol Parkway, Cribbs Causeway and

Clifton & Horfield.

#### Access

Main access to the proposed office is located on Auburn Road. However, TDM notes that currently there is not a continuous pavement outside the building, with the door opening directly to the existing highway with not enough space for the personnel to access and exit the office safely. Due to the lack of footway provision there is a safety risk of vehicular-pedestrian conflict, given the nature of the highway at this point is grade separated, and drivers will not be expecting pedestrians to emerge directly onto the carriageway.

The proposed entrance is not considered to be safe and accessible, and it is contrary to policies DM23 and Chapter 9 of the NPPF (paragraphs 115 and 116). TDM would not support a new office located on Auburn Road, as it does not provide any protection to pedestrians and office personnel.

#### Car Parking

The site is located within the Cotham residents' parking scheme. The proposed office does not have car parking spaces allocated as the building does not meet the minimum threshold required to provide car parking spaces. However, as mentioned in the amenity section of this response, the loss of the garage would result in the loss of a parking space for the dwelling, which will create a strain on vehicular parking on Auburn Road and surrounding streets where vehicle parking is already limited. Moreover, Auburn Road is protected with double yellow parking restrictions to control onstreet parking, further demonstrating that levels of parking are already limited, and it is considered that the loss of this garage space would have a negative impact on this.

#### Cycle Parking

No cycle parking spaces are proposed as the office does not meet the threshold of minimum one parking space per 100m<sup>2</sup>. As well as this, in the description of development for the previous application for the building of the garage, 02/00798/F, secure cycle storage was included. Therefore, if the garage is to be converted to an office, this cycle storage will be lost. Information on whether this will be replaced or other cycle storage will be added has not been included as part of this pre-application. As mentioned in the amenity section, the outdoor amenity space is small and therefore adding cycle storage in this location would further reduce outdoor amenity space and would not be considered approvable.

Waste Bin store is located next to the property with access from Auburn Road using the existing 117 Hampton Road passageway. The location is considered acceptable, but further information would be required to determine if the storage will be secure, screened and ventilated to comply with the Council's Waste Guidance and the TDMG 3.6.1, design standards for waste management.

#### Summary

TDM would not support the application for the change of use. Due to the lack of footway provision there is a safety risk of vehicular-pedestrian conflict given the nature of the highway, and drivers will not be expecting pedestrians to emerge directly onto the carriageway. The proposed entrance is not considered to be safe and accessible, and it is contrary to policies DM23 and Chapter 9 of the NPPF

(paragraphs 115 and 116).

**E) Biodiversity Net Gain**

Considering that the site is situated in an urbanised area and the proposal features no change to the shape or footprint of the building, the development qualifies for BNG exemption on the grounds of development below the threshold. The proposal is acceptable in ecology terms.

## CONCLUSION

Overall, based on the level of detail provided, it is the view of the Local Planning Authority that the development would not have a harmful impact upon the character of the area and the conservation area. However, it is not considered to be a suitable location for the proposed use in principle and there are concerns regarding levels of noise and disturbance that may arise from a commercial use in a residential area. There are several issues regarding transport and highways that would need to be addressed if a full application were to be approved. The proposal would also result in a significant loss of amenity space for the host dwelling. Given the existing nature of the site, it is likely that the safety issue regarding vehicle/pedestrian conflict as mentioned in the transport section, as well as the impact on the amenity of future occupiers, would difficult to resolve. Due to this, it is unlikely that the submitted proposal would be approved in a full application.

The following Council webpage contains details of both the national and local list of planning application validation requirements: [https://www.bristol.gov.uk/planning-and-building-regulations/make-a-planningapplication](https://www.bristol.gov.uk/planning-and-building-regulations/make-a-planning-application) If you do decide to proceed with a planning application, the following documents are specifically required for assessment of a full application:

- Application form
- Site location plan
- Existing and proposed planning drawings (block, site and floor plans, elevations, sections, and details [plans and elevations] of cycle and refuse stores, and access to the rear of the dwelling)
- Design and Access Statement
- Ecological Impact Assessment
- Heritage Statement
- Sustainability Statement
- Biodiversity Net Gain Report / Exemption Statement
- CIL Liability Form
- Relevant fee Conclusion

The views given are current at the time of giving the advice, but changes in the planning circumstances can change, and will need to be taken into account when any subsequent application is determined.

Please note that the above advice represents an informal opinion of an officer of the council who has

no power to bind the council by the views expressed.

Yours sincerely

Development Management

preform  
v1.1113

## **Appendix 4**

### Personal Injury Collision Report



# 25178 Person Injury Collision Report

## Area of Interest (AOI) Information

Area : 12,628.28 m<sup>2</sup>

Oct 16 2025 11:19:00 British Summer Time



## Summary

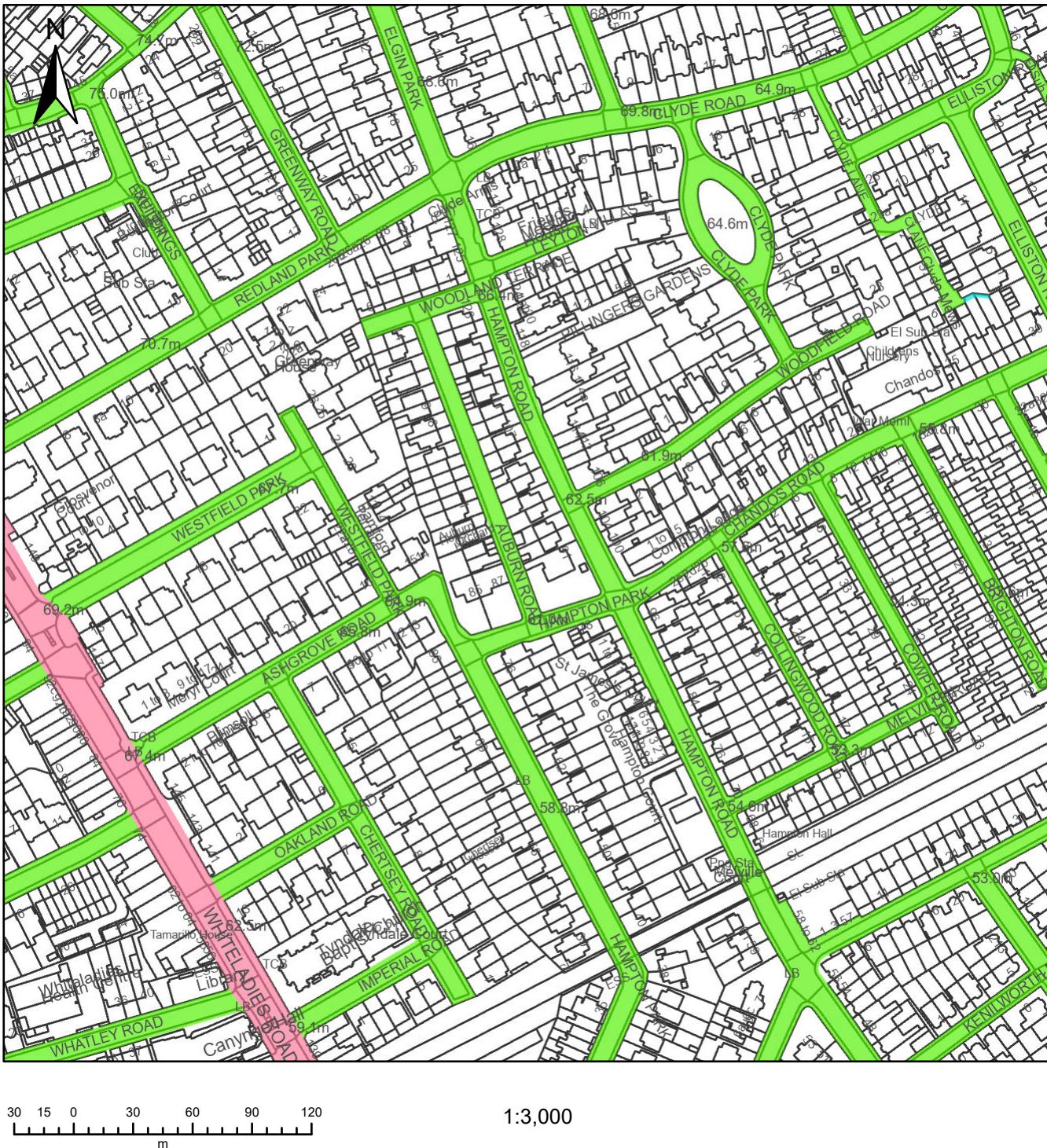
Name	Count	Area(m <sup>2</sup> )	Length(m)
Crashes	0	N/A	N/A

Report produced from CrashMap Pro

## **Appendix 5**

The Highway Boundary and Public Rights of Way Plan

# Bristol City Council map



## Legend

### localinfo

### Feature Description

- Building
- Structure / Building
- Road
- Path or Track
- Roadside
- Manmade Surface
- Natural Surface
- Multi-Surface
- Natural Environment
- Rail Manmade

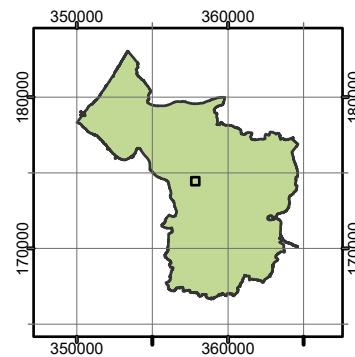
### Adopted, Confirmed

- A Road
- Footpath
- Unclassified

© Crown Copyright and database rights 2025 Ordnance Survey  
AC0000807971.

© Get Mapping Plc and Bluesky International Limited [2025]

Date: 27/10/2025



## **Appendix 6**

The Architect's Proposed Layout Plan

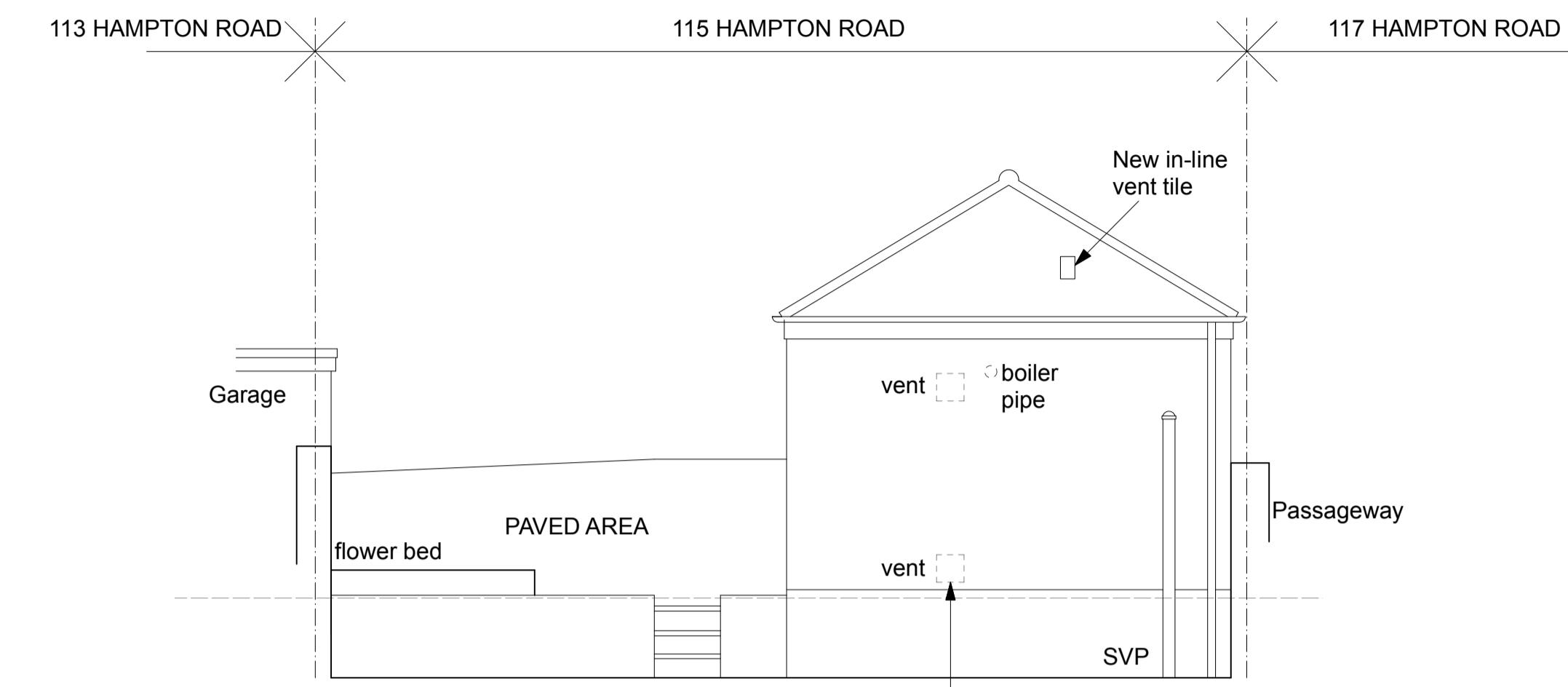
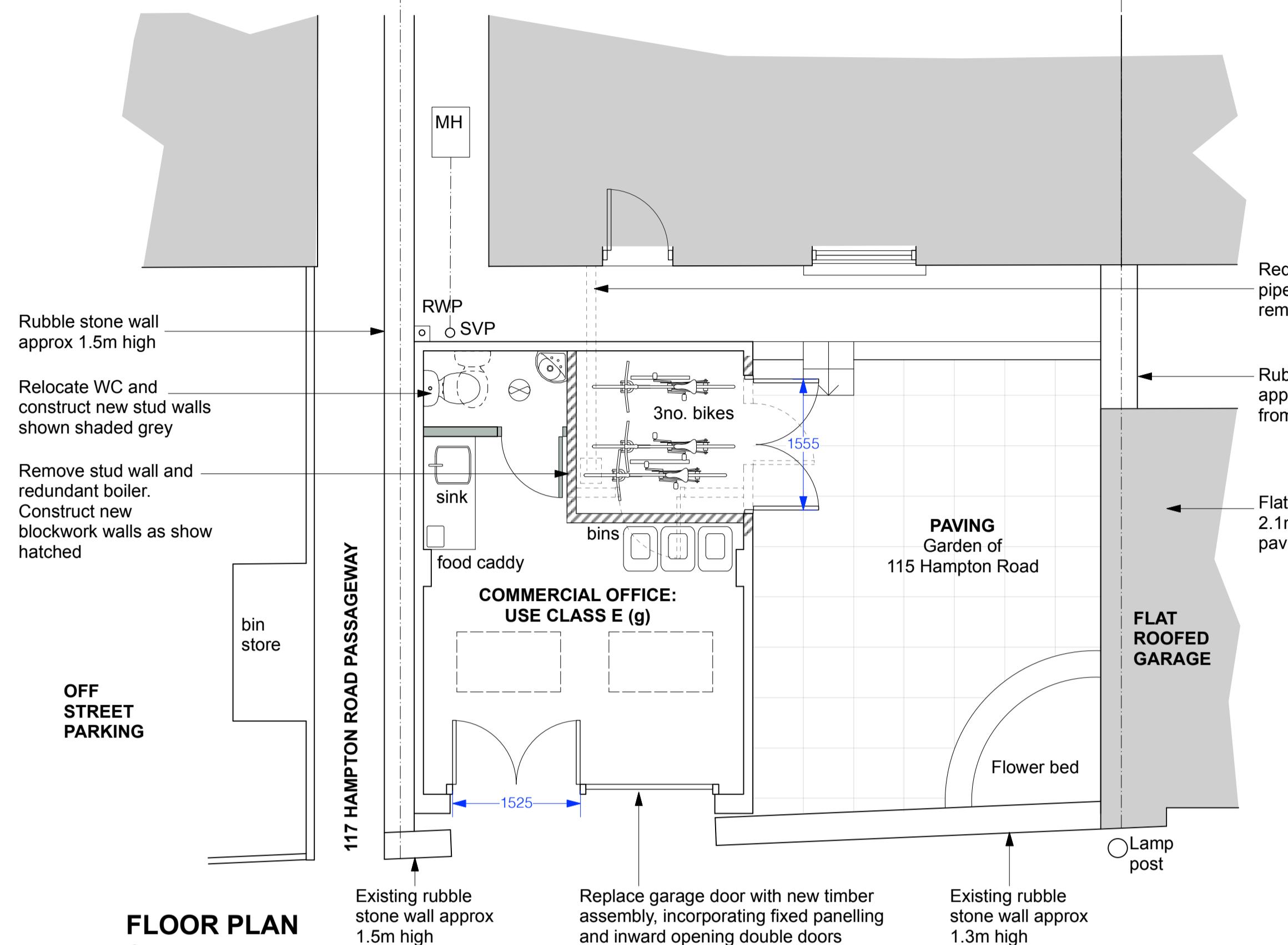
NORTH

117 HAMPTON ROAD

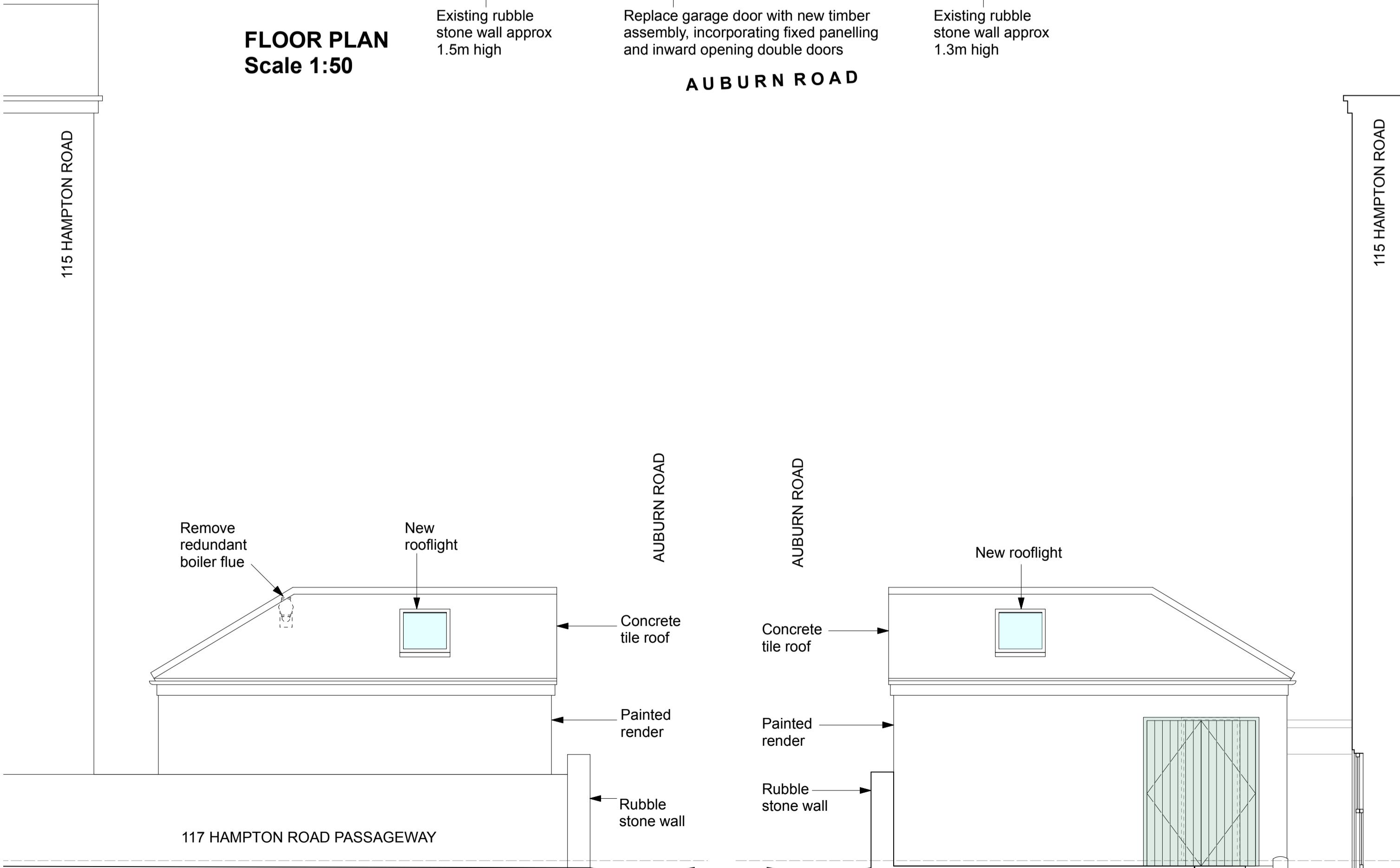
115 HAMPTON ROAD

113 HAMPTON ROAD

0 1 2 3 4 5m



**NE ELEVATION (TO HOUSE)**  
Scale 1:50



**NW ELEVATION (TO 117 HAMPTON ROAD)**  
Scale 1:50

**SE ELEVATION (TO GARDEN)**  
Scale 1:50



**SW ELEVATION (TO AUBURN ROAD)**  
Scale 1:50

01.12.25 AM First issue  
Rev Date Initials Details  
Purpose of Issue  
**PLANNING**  
**RICHARD PEDLAR ARCHITECTS**  
ARCHITECTURE • CONSERVATION • URBAN DESIGN  
RPCA, St Brandon's House, 29 Great George Street, Bristol BS1 5QT • [www.rpc.co.uk](http://www.rpc.co.uk) • [info@rpc.co.uk](mailto:info@rpc.co.uk)  
Project Garage to the rear of 115 Hampton Road, Bristol  
Client Penlane Ltd  
Title As Proposed  
Drawing No. SDD4995.06-  
Scale 1:50 @A1  
Note This drawing is not accepted for errors made by others in scaling from this drawing. All construction information to be taken from figured dimensions only.