



City Transport

Transport Development Management

Application Response

To: [REDACTED], Bristol Planning Team
From: [REDACTED], Transport Development Management
Date: 11 February 2026
Address: 265 - 267 Church Road Redfield Bristol BS5 9HU
Application No: 26/10006/PINS
Proposal: 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. New shopfronts to retained ground floor commercial units.
Response: Final Response
Recommendation: Refusal

Principle

The applicant is seeking planning permission for an eight bedroom HMO and a commercial unit on the ground floor. The proposal includes provision for waste and cycles.

Planning History

Application 25/11000/PINS was refused by the Planning Inspectorate for the following reasons:

- The access to the cycle store would require occupiers to wheel bicycles through a narrow corridor through the property. This arrangement would be inconvenient and impractical and would have a negative impact upon the use of the bike store. Therefore, the development would fail to encourage travel by sustainable means.
- The lack of a ventilated commercial waste store would be harmful to the site's retail function.

This application seeks to resolve these reasons for refusal.

Local Conditions

The site is located on the A420 Church Road, which is an adopted A-road with a speed limit of 20mph. 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 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.

It is therefore considered that the site is located in a highly sustainable location.

Access

Primary accesses to the commercial unit and residential HMO are from Church Road. The residential access is 1m wide, whilst this falls below TDMs standards for access to cycle storage and waste storage, it is considered acceptable due to the scale of the site.

Car Parking

No off-street parking is proposed. The site is located outside of any existing Residents Parking Scheme (RPS) and therefore future residents of the development would be able to park vehicles on street. However, due to the site's proximity to public transport, local amenities and local services, TDM deems this to be acceptable. As the site would be classified 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

The applicant has proposed a total of nine cycle parking spaces including a two tier cycle rack (stacker unit) for 8 cycles and a Sheffield stand for 1 cycle located within the building.

The two tier cycle rack is located within the same area as the proposed waste store. Cycle parking should be kept separate from waste storage and should not have to be accessed via waste storage areas. These are unpleasant areas to use and are not conducive to attractive cycle parking provision. There is also a risk that spills of refuse can cause damage, particularly to tyres.

Two tier cycle racks are considered to be less accessible than Sheffield stands as these require residents to lift their cycles into the mechanism and then push the mechanism into the unit. Due to this these units require more upper body strength to use. Additionally, these units require additional space to use and manoeuvre cycles into and out of, this would be hindered by the presence of residential waste bins.

The Sheffield stand is located underneath the staircase on the ground floor. The dimensions of the space are acceptable for one cycle.

The lack of separation between the storage of cycles and the storage of waste containers and the use of a two tier cycle rack would therefore be detrimental to the propensity of future occupiers to use the cycle store and to travel by sustainable means, contrary to policies BCS10 and DM23 of Bristol's Local Plan.

Waste

As mentioned, the storage of waste containers should be kept separate from the storage of cycles. The proposal is contrary to Bristol's Local Plan Policy DM32 which states that

recycling and refuse storage should be separate from cycle storage, car parking and key circulation areas.

The movement of waste containers between the residential waste store and the collection point on the adopted highway is acceptable. However, the access door to the commercial waste store opens outward onto the adopted highway. Access doors should not open directly outwards onto the adopted highway as they can become an obstruction to pedestrians in accordance with Section 153 of the Highways Act 1980.

For these reasons, the waste storage arrangement would be contrary to Local Plan policy DM32, Bristol's Waste and Recycling SPD, and the Highway Act 1980.

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

For the reasons set out above, TDM would support a recommendation of **refusal**.

If the inspector is minded to grant the application planning permission, please apply the following conditions and advices:

1 Construction Management Plan

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

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

No building or use hereby permitted shall be occupied or use commenced until the refuse/area and where necessary, dropped kerb(s) to facilitate the manoeuvring of four wheeled bins onto the carriageway have been completed in accordance with the approved plans.

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 building(s) that form part of the application site for the lifetime of the development.

The refuse store/area is not to be used for any other purpose other than the storage of refuse and recyclable materials. 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.

3 Completion and Maintenance of Cycle Provision – Shown on Approved Plans

No building or use hereby permitted shall be occupied or the use commenced until secure cycle parking and where shown, for commercial developments shower/changing facilities and lockers for cyclists to store cycling equipment, as shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only for the lifetime of the development.

Reason: To ensure the provision and availability of adequate and accessible cycle parking and associated showering/changing/storage facilities for commercial uses.

Advice:

Restriction of Parking Permits – Future Controlled Parking Zone/Residents Parking Scheme

You are advised that the Local Planning Authority has recommended to the Highways Authority that on the creation of any Controlled Parking Zone/Residents Parking Scheme/Permit Parking Area area which includes the development, that the development shall be treated as car free / low-car and the occupiers are ineligible for resident parking permits as well as visitors parking permits if in a Controlled Parking Zone/Residents Parking Scheme/Permit Parking Area.

*Further information is available at www.bristol.gov.uk/low-car-permit-restrictions
Holders of a disabled persons badge do not require resident parking permits. This also does not affect your right to obtain an Essential Visitors Permit (EVP) available at www.bristol.gov.uk/parkingpermits*