



City Transport

Transport Development Management

Application response

To: Catherine Forrester, Development Management
From: Harry Simpson, Transport Development Management
Date: 6th December 2024
Address: Christchurch Studios 38 Portland Street Clifton Bristol BS8 4
Reference No: 24/04065/F
Proposal: Change of use of existing building to 9 flats, office and associated alterations to the building.
Contributions: n/a
Response: Final
Prior Response: 24/02158/PREAPP – Further Information Required
Recommendation: **Recommend for Refusal**

Introduction

The application proposes the conversion of educational and office space into 2no. one-bedroom, 4no. two-bedroom, 3no. three-bedroom flats, and office space, with associated cycle and refuse storage. The site is between Gloucester Street and Portland Street, unclassified adopted highways with no official through routes and speed limits of 20mph, with further land currently used for parking and storage on the south side of Portland Street. Everyday necessities can be found in Clifton village with more infrequent amenities located in central Bristol. The Downs Way and Portway provide signed active travel routes from Cribbs Causeway and Avonmouth to central Bristol. Bus stops within a 15-minute walk provide frequent and regular services to destinations like Temple Meads and Southmead Hospital. Clifton Down station, a 5-minute cycle away, is served by hourly trains to Avonmouth, Bristol Temple Meads, Weston-super-Mare, and Severn Beach.

Access, visibility, and highway safety

Door widths leading to the cycle store are of compliant width bar the cycle store's door itself, being 0.97m and not the 1.2m.

Sufficient access has been provided for emergency vehicles with the width of the adopted highway exceeding the minimum operation width of 3.7m.

File Name:

<https://bristolcouncil.sharepoint.com/sites/TransportStrategyTeam/DEV%20MAN/02%20DEV%20MAN/01%20PLANNING/2024/24.04065.F%20Christchurch%20Studios%2038%20Portland%20Street%20Clifton%20Bristol%20BS8%204JB/24.04065.F%20TDM%20RESPONSE%20-%20Final.docx>

Motor Vehicle Parking, Clubs, and Controls

Proposed parking spaces comply with our minimum dimensions, maximum provision limits, and afford the necessary buffers of 0.45m to vertical structures and space to turn out of/into the spaces. However, the path accessing the refuse container stores, to the east of the car parking spaces, is unacceptable as it does not meet our minimum of 1.5m. Due to the shared nature of the parking and the presence of an RPZ in the area, Clifton Village residents' parking scheme, residents will not be eligible for parking permits. There are 4 car club parking facilities within proximity to the site, 2 operated by Zip Car and Co-Wheels each.

Cycle Parking

As outlined in our response to 24/02158/PREAPP, for a development of this size, cycle parking provision should have capacity for 16 resident cycle parking spaces and 1 office visitor cycle parking space. These should be enclosed, secure, weatherproofed, well illuminated, overlooked, and in the form of Sheffield Stands or similar. Therefore, the proposed vertical cycle parking in the basement stores, accessed via more than two doors with widths under 1.2m and a flight of stairs, is therefore unacceptable.

Maintenance, Servicing, and Utilities

Servicing has been demonstrated in the Design & Access Statement.

Refuse Storage

Proposed refuse storage is of adequate capacity for the residences but not the proposed office space. Residential and commercial refuse storage should be separate.

Wider compatibility – Construction Management, Travel Planning, and Projects

Due to the nature of the development and its location a Construction Management Plan is unlikely to be required.

Residents will likely benefit from the proposed timed closure of Princess Victoria Street and the increased public realm this will afford.

The Travel Plan is satisfactory.

Recommendation

TDM recommends the refusal of the above application on the grounds of non-compliance with DM23 as the development does not provide 'safe and adequate access for all sections of the community within the development and onto the highway network'. Required alterations and instances of non-compliance detailed in the response to 24/02158/PREAPP have not been addressed. Vertical basement cycle parking has been retained in the proposal, for example.

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