

WARD: Redland

SITE ADDRESS: 7 Belvedere Road Bristol BS6 7JG

APPLICATION NO: 19/03104/F Full Planning

DETERMINATION DEADLINE: 25 March 2020

*Change of use from 3 x flats to a 17 x bed extension to the nursing home at 8-9 Belvedere Road.*

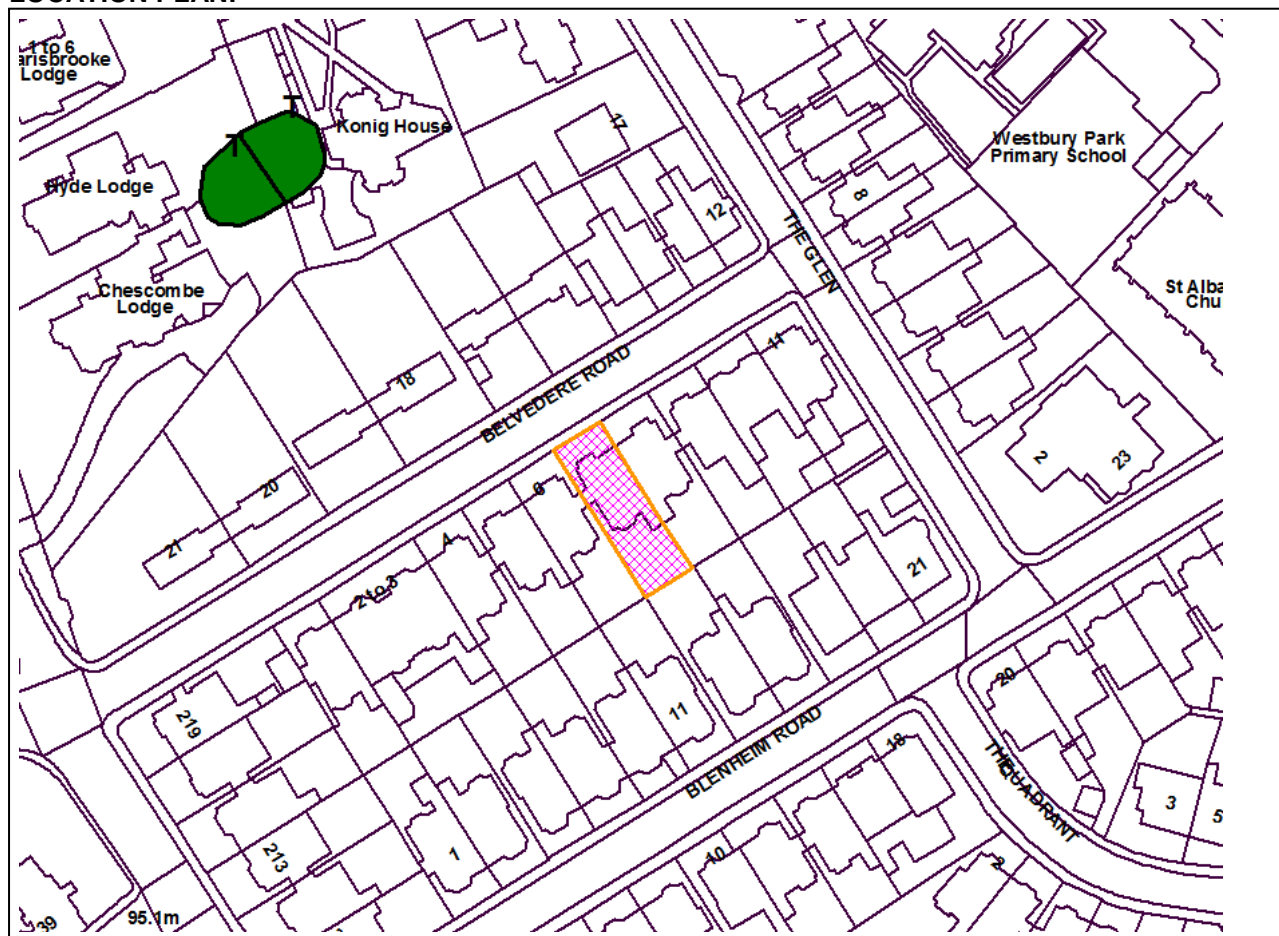
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: OXF Architects  
4 Bruton Place  
Bristol  
BS8 1JN

APPLICANT: Meadowcare Homes  
2-3 Belvedere Road  
BS6 7JG

*The following plan is for illustrative purposes only, and cannot be guaranteed to be up to date.*

LOCATION PLAN:



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## SITE DESCRIPTION

This application relates to a three-storey building known as 7 Belvedere Road, in Redland, north Bristol.

The building is split into three flats: a maisonette at ground floor and basement level; a flat at first floor level and another flat at second floor level. Each unit is in residential use under Use Class C3. Access to the building is maintained through a single storey porch to the side of the building.

The building is constructed in pennant stone and render and features a large bay window at the front elevation.

Belvedere Road includes a number of identical, large, late-Victorian townhouses which have largely been subdivided into maisonettes or flats, with two no. elderly peoples' homes / assisted living units. Historic maps indicate that 7 Belvedere Road was constructed around 1900.

Belvedere Road is a two-way street, lined on both sides with unallocated car parking. The site is on the outside edge of the Cotham North Residents' Parking Scheme.

The site is located within the Downs Conservation Area.

## APPLICATION

This application seeks full planning permission for the conversion of the existing building known as 7 Belvedere Road, containing three residential units (Use Class C3) to create a residential institution (use class C2) for people who require nursing or personal care.

The proposed development would result in the rearrangement and subdivision of the internal spaces within the building to form 17 no. bedrooms. The building would form part of the adjacent Glenview Nursing Home, with new openings proposed to be created in the side-facing wall between 7 and 8 Belvedere Road at basement, ground, first and second floors.

At basement level, the proposed converted building would consist of a laundry, a lounge and two no. bedrooms. Each of the bedrooms would be afforded with an en-suite bathroom.

At ground floor level, the proposed care home would consist of five no. bedrooms, each with an en-suite bathroom. Access to this part of the building would be retained through the porch to the side of the building. The extension to the existing care home would also enable an increase in size to one of the existing bedrooms at 8 Belvedere Road.

A further 10 bedrooms are proposed to be split across the first and second floors. Each of these bedrooms would have an en-suite bathroom and at least one window.

External alterations to the building are limited to the replacement of the front entrance with a window and the erection of a dormer to the rear roof elevation and a dormer to the side roof. The proposed development would also require some excavation to create lightwells down to basement bedrooms / living areas.

The garden to the rear of the building would be retained, with access to this area created through the lounge at basement level.

Cycle parking for residents and staff would be proposed to the front of the building in the form of a three space 'Asgard' secure container.

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An additional bin store (further to the existing one provided as part of the current Glenview Nursing Home) would be situated to the front of the building.

Landscaping is proposed along the frontage with Belvedere Road to reduce the visual impact of the proposed bin and cycle stores.

**RELEVANT HISTORY****Application site:**

17/04752/F - Change of use from 3 x flats to a 17 x bed extension to the nursing home at 8-9 Belvedere Road. External alterations to building including rear extension and side and rear dormer roof extension. – WITHDRAWN.

A previous application for a similar proposal was withdrawn due to concerns about the impact of the proposals on the highway network, the impact upon the appearance of the building and the surrounding Conservation Area and the absence of a justification for the loss of the three flats.

18/03500/F - Extension of existing basement level to create enlarged single residential dwelling (use class C3) – GRANTED subject to condition(s).

**Adjacent sites:**

08/02673/F - Construction of a new central entrance area linking Nos 8 & 9 Belvedere Road and extension to first and second floors above, and single storey rear extension to form a 40 bed nursing home. – GRANTED subject to condition(s).

**RESPONSE TO PUBLICITY AND CONSULTATION****Public comments**

125 comments were received from 117 interested parties.

55 of these comments were in support of the scheme. The following issues were raised:

- The proposed development responds to much-needed specialist healthcare
- The proposed development would enable the continuation of excellent and accessible care for the local community
- The proposed development would provide local employment opportunities
- Opportunity for enhanced amenity for future occupiers of the proposed development

62 of these comments objected to the scheme. The following planning issues were raised:

- Concerns about the impact of the proposed development on local parking provision and associated highways safety
- Concerns about the impact of the proposed development on local congestion, including by emergency vehicles and delivery vehicles
- Concerns about waste disposal and its impact on street scene and local amenity
- Concerns about potential noise, disruption and dust that would be caused by construction
- Concern about the effect of the proposed development on the Conservation Area and local cultural heritage
- Concern that the proposal would result in a disproportionate intensification of the site's existing use
- Concern about loss of outlook to the detriment of residential amenity
- Concern about the impact on the balance and character of this residential neighbourhood
- Concern that the proposed development would involve a loss of residential housing for the local community

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**Internal consultees**

Transport Development Management – No objection

The initial comments from TDM are available in full on the Bristol City Council website. The officer requested the submission of the following information:

- An updated travel plan
- An updated car parking survey, undertaken during operation/visiting hours
- Details of additional waste provision
- Details of cycle parking

Upon submission of the above, the following comment was provided in response by the TDM officer:

“Having reviewed the additional parking survey and given that the extension would only result in a maximum of two new staff on site between 0800 and 1400 it is considered that there would not be an unacceptable impact on parking in the area.

With regard to the issues with emergency vehicles and deliveries detailed within photos provided by neighbours, it is felt that the introduction of two loading bays, at the expense of the developer, would be sufficient in addressing any issues caused by the servicing of the development. The concerns of the residents are appreciated however with the introduction of formal loading areas this should go some way in alleviating the issues outlined.

The provision of a further area for waste storage is welcomed and it is recommended that a condition is attached to any permission to ensure that bins are stored within this area and only left out on collection days.”

City Design Group – No objection (Surgery Item)

The proposed external alterations are considered to be minor in nature, and the use of landscaping to reduce the visual impact of bin and bike stores is supported. It is recommended that a landscaping / planting plan is secured via condition.

The proposed excavation to increase the area of the basement of level is considered to have a limited impact upon the Conservation Area given the extent to which this has been implemented elsewhere on Belvedere Road at no's. 8 to 11 adjacent.

Both of the dormers and the new window are considered to be minor alterations that would not be out of keeping with the building.

**RELEVANT POLICIES**

National Planning Policy Framework – February 2019

Bristol Local Plan, Comprising Core Strategy (Adopted June 2011), Site Allocation and Development Management Policies (Adopted July 2014).

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

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**KEY ISSUES**

**A. IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?**

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas to contribute towards accommodating a growing number of people and households in the city. In order to maintain the net housing stock, the Policy states that existing homes will be retained unless they are unsuitable for residential uses, would be used for essential local community facilities or would be replaced.

Policy BCS12 states that community facilities should be located where there is a choice of travel options and should be accessible to all members of the community. Where possible community facilities should be located within existing centres.

Policy BCS20 states that development should maximise opportunities to re-use previously developed land.

Policy DM2 outlines that a range of housing and care options that promote and maintain housing independence for older people will be encouraged. Older persons' housing should be located close to shops and services, open space and public transport routes. Where possible, it should meet the Lifetime Homes Standards and 20% of the units should be wheelchair accessible or adaptable for wheelchair users.

Full planning permission is sought for the conversion of three no flats into a 17-bed care home connected to Glenview Nursing Home, which currently occupies 8 and 9 Belvedere Road.

Policy BCS5 requires the retention of existing housing stock in order to meet the Core Strategy aim to deliver new homes within Bristol.

Whilst it is noted that the proposed development would result in the loss of some family housing, it is considered that the proposed conversion would retain the overarching residential nature of the property by providing living accommodation, whilst also providing a local community facility by offering care to individuals that require such support. This would accord with Policy BCS5.

The extent to which the proposed development is needed and justified as an 'essential' local community facility, required by Policy BCS5 is set out within the Needs Assessment Report (London Care & Support Forum, March 2019) which outlines the increasing demand for dementia care at both a national and a local level, and the current issues faced by individuals being referred to hospitals where such care facilities are not available. This is considered to be a compelling needs case and as such, the change of use is justified.

As required by Policy BCS12 and Policy DM2, the proposed development would be within an accessible location a short distance from bus stops on both Westbury Road and Coldharbour Road. The nearest local centre is located approximately 350 metres away on Coldharbour Road (circa 5-10 min walk) with a larger, district centre located approximately 700 metres away (15 min walk) on North View in Westbury Park. Further detail regarding transport and accessibility is included within Key Issue B.

Assessment of the accessibility of the proposed units under Policy DM2 is set out under Key Issue C.

In conclusion, the proposed development is considered to be acceptable in principle.

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Policy BCS10 states that developments should be designed and located to ensure the provision of safe streets. Development should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Policy DM23 of the Site Allocations and Development Management Policies outlines that development should not give rise to unacceptable traffic conditions and will be expected to provide safe and adequate access onto the highway network.

The proposed development would result in the provision of 17 no. bedrooms for those requiring nursing or personal care and would result in the loss of three no. residential flats.

To support the application the applicant has provided a transport statement, a car parking survey and a travel plan. Each of these has been reviewed by Transport Development Management and no objection has been raised in relation to the proposed development.

A large number of the public comments have been submitted in objection to the proposed development on the basis of concerns around the impact on parking and impacts as a result of loading, deliveries and ambulances. Evidence in the form of photos has been provided to the Local Planning Authority and these have been reviewed by TDM.

The Travel Plan submitted by the Applicant outlines that there would be up to an additional 2 staff onsite between 8am and 2pm, with this reducing to 1 member of staff overnight and after 2pm. There would likely be 2 additional deliveries per week. Refuse collection would occur largely as existing given the current levels of occupancy with the three flats.

The applicant has undertaken two car parking surveys which demonstrated that there were 9 on-street car parking spaces between 10am and 12pm on Tuesday 3<sup>rd</sup> December and 10 on-street car parking spaces between 2pm and 4pm the following day (Wednesday 4<sup>th</sup> December).

The Travel Plan demonstrates that the proposed extension would result in up to 1 additional car requiring parking, which is sufficiently less than the numbers of car parking spaces available as demonstrated within the Parking Survey. The Parking Survey also demonstrates that there is some level of parking availability within the area for any potential visitors during the day.

In order to address any potential issues associated with additional deliveries and emergency vehicles, the introduction of two loading bays must be secured via TRO at the expense of the developer.

It is clear that there is an existing issue with deliveries / emergency vehicles stopping in the middle of Belvedere Road. Whilst beyond the assessment of this application, which must be considered on the basis of the information above, it is considered that the provision of these additional two loading bays may reduce the risk of any inconsiderate parking / stopping related to the existing Glenview Nursing Home.

Concerns have also been raised about the impact of bins being left out and the potential for this to block potential car parking spaces. A condition would be added to a permission to ensure that bins are stored solely within the area identified on drawing PO5C and that they would only be left out on collection days.

Due to the impact this proposal would have on the highway network during the demolition/construction period the applicant should be required to produce and submit a construction management plan prior to the commencement of development. This would be secured via condition.

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Overall, it is considered that the proposed extension would have a limited impact upon the highway, resulting in just one additional car being used by staff and just two additional deliveries/servicing movements per week. These impacts would be reduced by the provision of two delivery bays at the expense of the developer and it is considered that sufficient parking would remain available to other residents once these bays are implemented.

**C. WOULD THE PROPOSED DEVELOPMENT BE OUT OF SCALE OR CONTEXT WITH THE CONSERVATION AREA?**

Paragraph 193 of the National Planning Policy Framework (NPPF) outlines that:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”

Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Policy BCS20 sets out that an appropriate density should be informed by the characteristics of the site and the local context.

Policy BCS21 advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development.

Policy BCS22 and Policy DM31 state that development proposals will safeguard or enhance heritage assets such as the character and setting of Conservation Areas.

The application site is within the Downs Conservation and 7 Belvedere Road is a characterful Victorian building constructed in pennant stone and render with large bay windows.

The proposed development would be compliant with the Policy DM2 requirement for 20% of the units to be wheelchair accessible.

The proposed development would result in the loss of the existing front door and replacement with a sash window to match the adjacent windows, the construction of two dormers (one to the side elevation and one to the rear elevation) and excavation of part of the front and rear curtilage of the site to create lightwells.

On the basis of the adjacent buildings on Belvedere Road which are of uniform type and appearance, it would appear that the front door is a later addition to 7 Belvedere Road, with access originally gained via the single storey porch to the side of the building. As such, it is considered that the proposed removal of this door and replacement with a sash window to match the adjacent windows would enhance the character of the dwelling and in turn provide a benefit to the character of the Conservation Area by returning it back to its historic appearance.

The proposed rear dormer would not be visible from the public realm and would therefore have a limited impact upon the Conservation Area. The dormer has been designed to take the same form as the existing dormer at 8 Belvedere Road and is considered to be acceptable in terms of design.

The proposed side dormer would sit comfortably within the roof slope given its small nature and would have a limited impact upon character of the building or the Conservation Area.

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The proposed landscaping to the front of the building would minimise the impact of the proposed bin stores and cycle store.

The proposed excavations would have a less than substantial harm on the character of the building and the Conservation Area given the existing prevalence of such lightwells and basement extensions. This would be outweighed by the public benefit of providing care home accommodation.

Conditions should be attached to any recommendation for approval to secure construction details of the proposed new window, details of materials for the proposed window and the new dormers and for the submission of a landscaping scheme.

It is considered that the proposed development would be in keeping with the character of the Conservation Area.

**D. WOULD THE PROPOSED DEVELOPMENT CAUSE ANY UNACCEPTABLE HARM TO RESIDENTIAL AMENITY?**

Policy BCS21 states that new development should safeguard the amenity of existing development.

Policy DM30 states that proposals should not prejudice the existing and future development potential of adjoining sites.

The proposed development consists of only minor external alterations to the existing building which are unlikely to have an impact upon neighbours in terms of overlooking, overshadowing or creating a sense of overbearing.

The construction period is anticipated to be short given the nature of the works and a construction environmental management would be secured via condition to reduce any potential impacts upon neighbours.

The proposed use would remain residential in its nature and the level of occupancy would not increase significantly to result in unacceptable harm to amenity through noise and disturbance.

It is considered that the proposed development not have any unacceptable impacts upon neighbours.

The proposed development would create 17 no. new bedrooms for residents in need of care.

Each of the proposed rooms would benefit from having a window and an en-suite bathroom.

The garden to the rear of the building would be retained and provide amenity space for residents, as well as the existing garden to the rear of 8-9 Belvedere Road.

Each of the rooms would exceed the requirements for a double-bedroom as set out in the Nationally Described Space Standards; with bedroom sizes ranging from a minimum of 13sqm up to 22sqm (in excess of the minimum 11.5sqm standard).

It is considered that the proposed development would offer sufficient space for future occupiers.

In conclusion, the proposed development is considered to be acceptable in terms of residential amenity.



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Policy BCS13 sets out that development should contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions.

Policy BCS14 sets out that development in Bristol should include measures to reduce carbon dioxide emissions from energy use by minimising energy requirements, incorporating renewable energy sources and low-energy carbon sources. Development will be expected to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%.

The proposed development would include the provision of an air source heat pump to provide heating to the building. The Energy Statement and Sustainability submitted with the application sets out that the proposed development would comply with Part L of the Building Regulations and the inclusion of a heat hierarchy-compliant air source heat pump would achieve an energy saving of approximately 22%. This would accord with Policy BCS14.

In conclusion, it is considered that sufficient consideration has been given the sustainable design and construction.

**PLANNING AGREEMENT**

A payment of £5724 for a TRO for the introduction of two loading bays.

**RECOMMENDED GRANT subject to planning agreement****Time Limit for the commencement of development****1. Full Planning Permission**

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

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

**Pre-commencement conditions****2. 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.

Provision of two no. loading bays adjacent to no 7 Belvedere Road

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
- Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

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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.

**3. Further details of new window before relevant element started**

Detailed drawings at an appropriate scale of the proposed new window in the front elevation shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

Reason: In the interests of visual amenity and the character of the area.

**4. Submission of samples before specified elements started**

Samples or further details of the proposed materials for new windows and dormers shall be submitted to and be approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

Reason: In order that the external appearance of the building is satisfactory.

**5. 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;
- 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;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud being carried onto the highway;
- Measures to protect vulnerable road users (cyclists and pedestrians)
- Any necessary temporary traffic management measures;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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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.

**6. Air source heat pumps**

Prior to the commencement of the relevant part of the works hereby approved details relating to the air source heat pumps (including the exact location, dimensions, design/technical specification and method of fixing) shall be submitted to and agreed in writing by the Local Planning Authority. The approved equipment shall be installed and operational prior to the first occupation of the use which they serve and retained as operational thereafter in perpetuity.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions and to ensure that the external appearance of the building is satisfactory.

**Pre-occupation conditions**

**7. Land affected by contamination - Reporting of Unexpected Contamination**

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken if contamination is found and where remediation is necessary a remediation scheme must be prepared in accordance with the findings of any risk assessment, which is to be submitted to and be approved in writing by the Local Planning Authority.

Should a remediation scheme be required, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

**8. 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 store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans 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. 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.

**9. Completion and Maintenance of Vehicular Servicing facilities – Shown on approved plans**

No building or use hereby permitted shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these uses.

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Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

**10. Completion and Maintenance of Cycle Provision – Shown on approved plans**

No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.

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

**11. Submission and Approval of Landscaping Scheme**

No building or use hereby permitted shall be occupied or the use commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection, in the course of development. The approved scheme shall be implemented so that planting is carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory.

**Post-occupation management****12. External Works to Match**

All new external work and finishes and work of making good shall match existing original work adjacent in respect of materials used, detailed execution and finished appearance except where indicated otherwise on the approved drawings.

Reason: In the interests of visual amenity and the character of the area.

**List of Approved Plans and Drawings****13. List of Approved Plans and Drawings**

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision:

Sustainability Statement, received 10 July 2019

Heritage statement, received 10 July 2019

Supporting planning statement, received 10 July 2019

3143 P03A Existing floor plans, received 10 July 2019

3143 P04 Existing elevations, received 10 July 2019

3143 P05A Proposed floor plans, received 17 December 2019

3143 P06A Proposed elevations, received 10 July 2019

Construction method statement, received 10 July 2019

Cover letter, received 10 July 2019

Excavation method statement, received 10 July 2019

Needs assessment report, received 10 July 2019

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Transport statement, received 10 July 2019

Travel Plan, received 8 October 2019

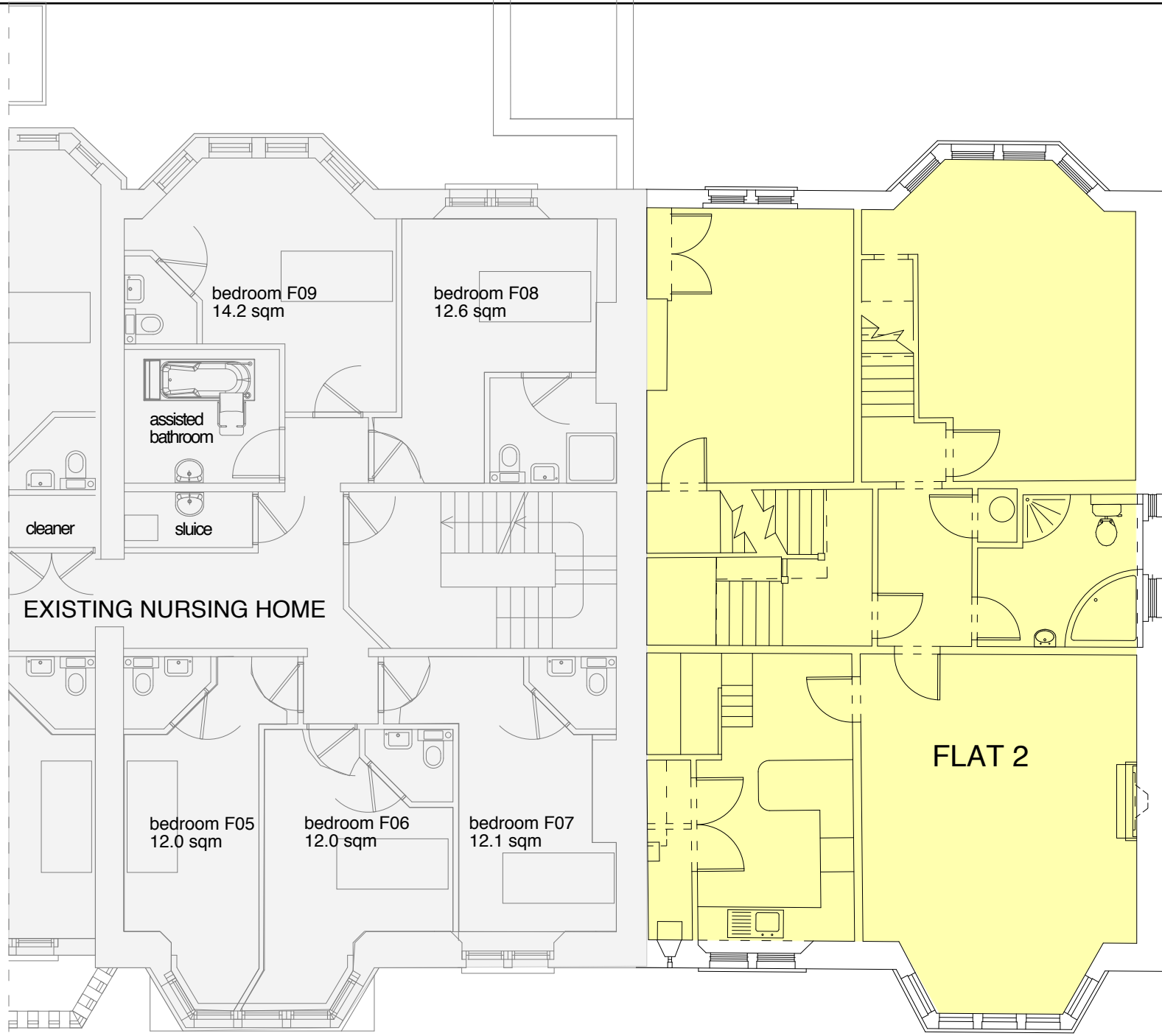
Car Parking Provision Review (Survey), received 17 December 2019

Reason: For the avoidance of doubt.

## **Supporting Documents**

### **2. 7 Belvedere Road**

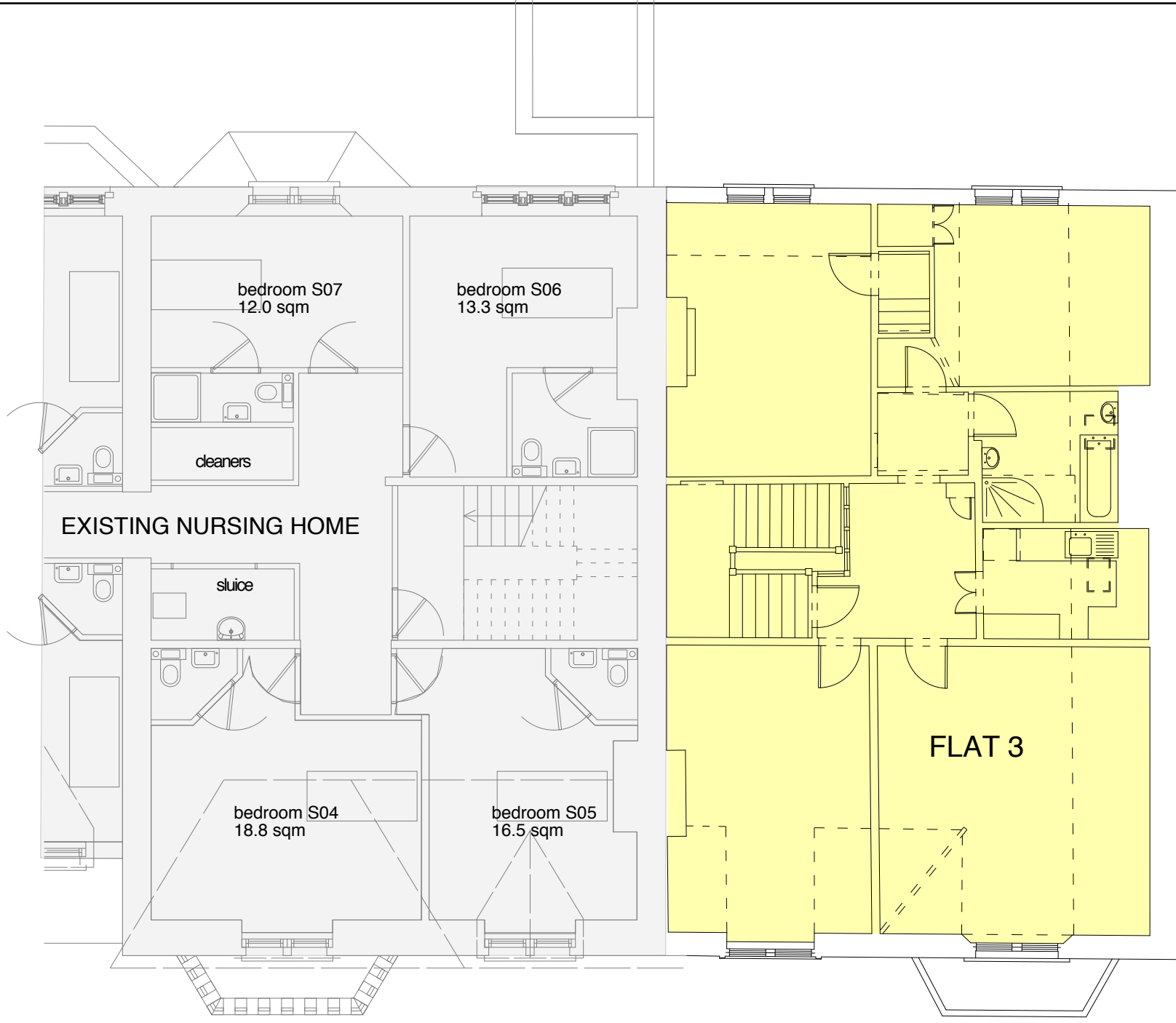
1. Existing floor plans
2. Proposed floor plans
3. Proposed elevations
4. Car working paper



No. 8

No. 7

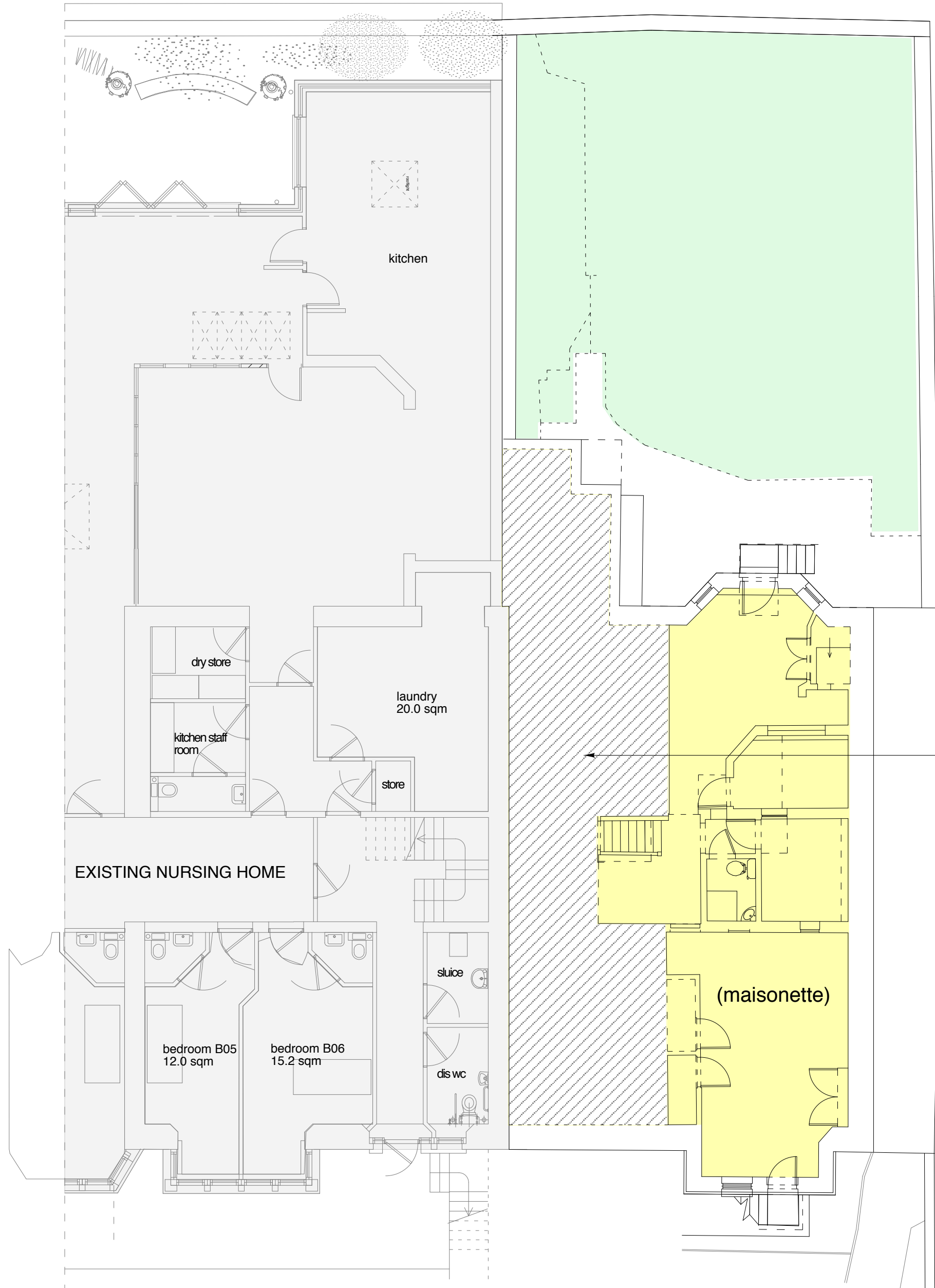
FIRST FLOOR



No. 8

No. 7

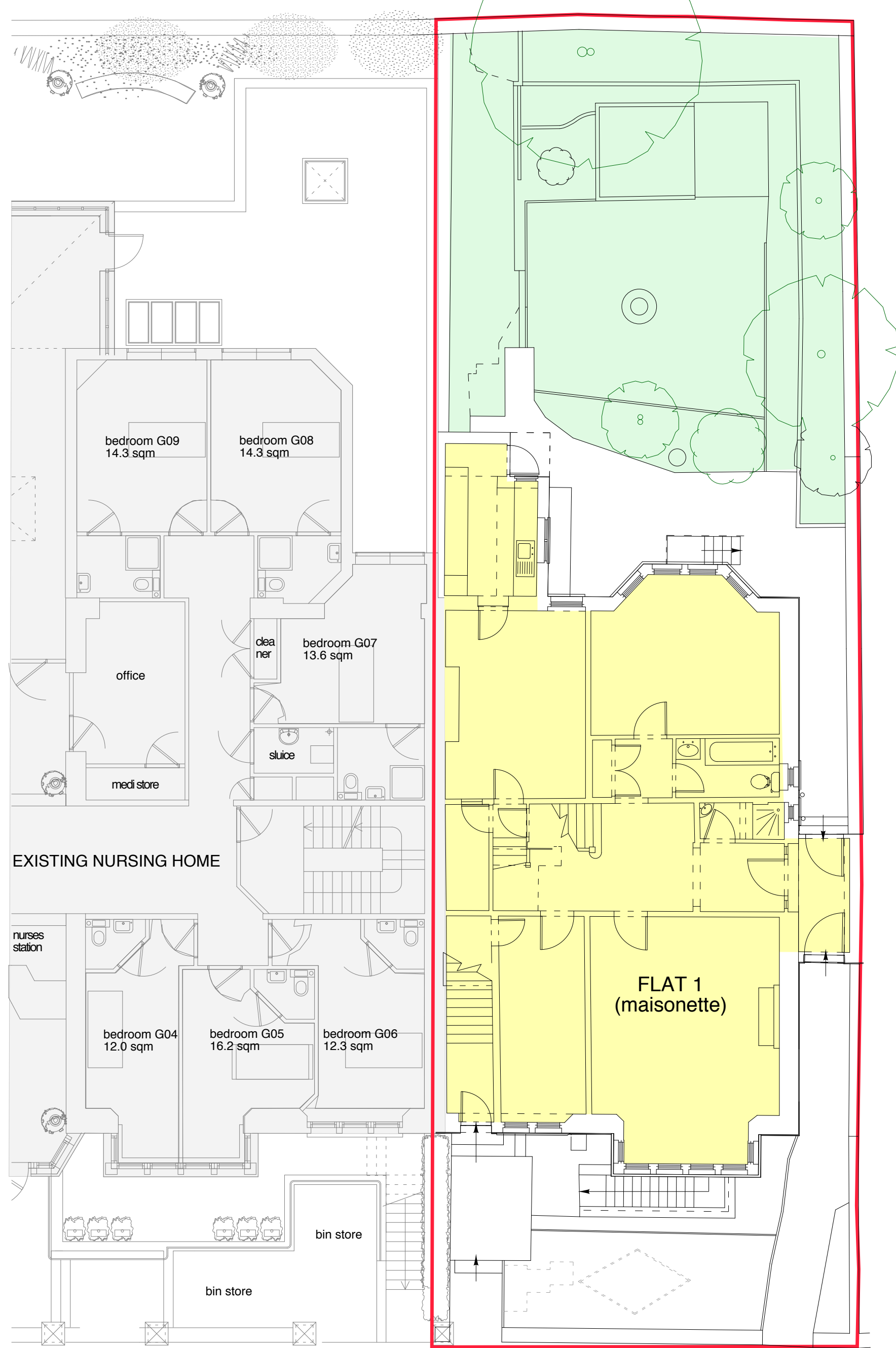
SECOND FLOOR



No. 8

No. 7

BASEMENT FLOOR



No. 8

No. 7

GROUND FLOOR

Rev.	Date	By	Description

**oxfarchitects**  
4 Bruton Place  
Clifton, Bristol  
BS8 1JN  
0117 9739649  
mail@oxf.co.uk  
www.oxf.co.uk

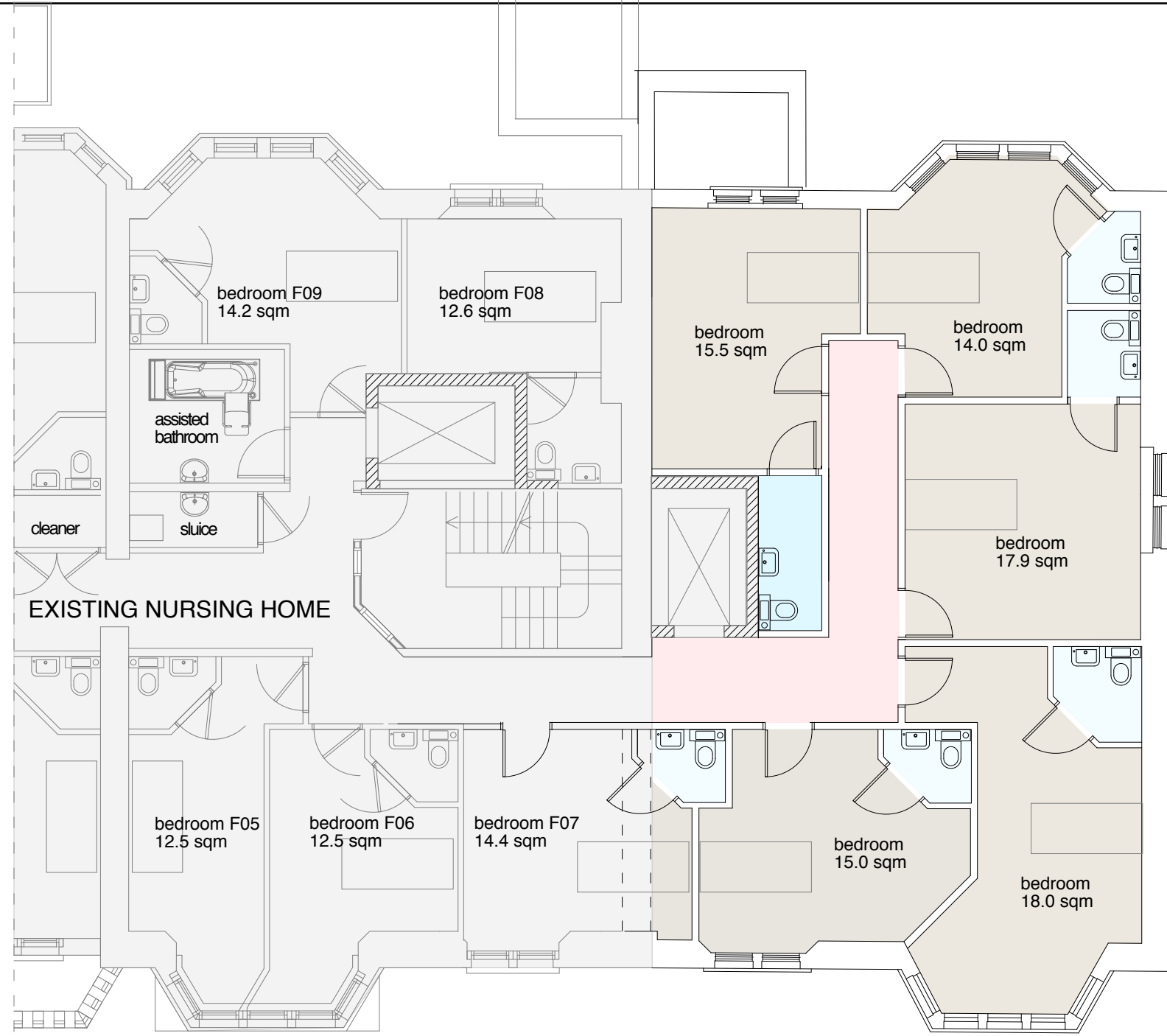
Job  
**7 BELVEDERE ROAD  
WESTBURY PARK, BRISTOL**  
Client  
**MEADOWCARE HOMES**  
Title  
**EXISTING FLOOR PLANS**

Drawn . Date **JUL 2017**

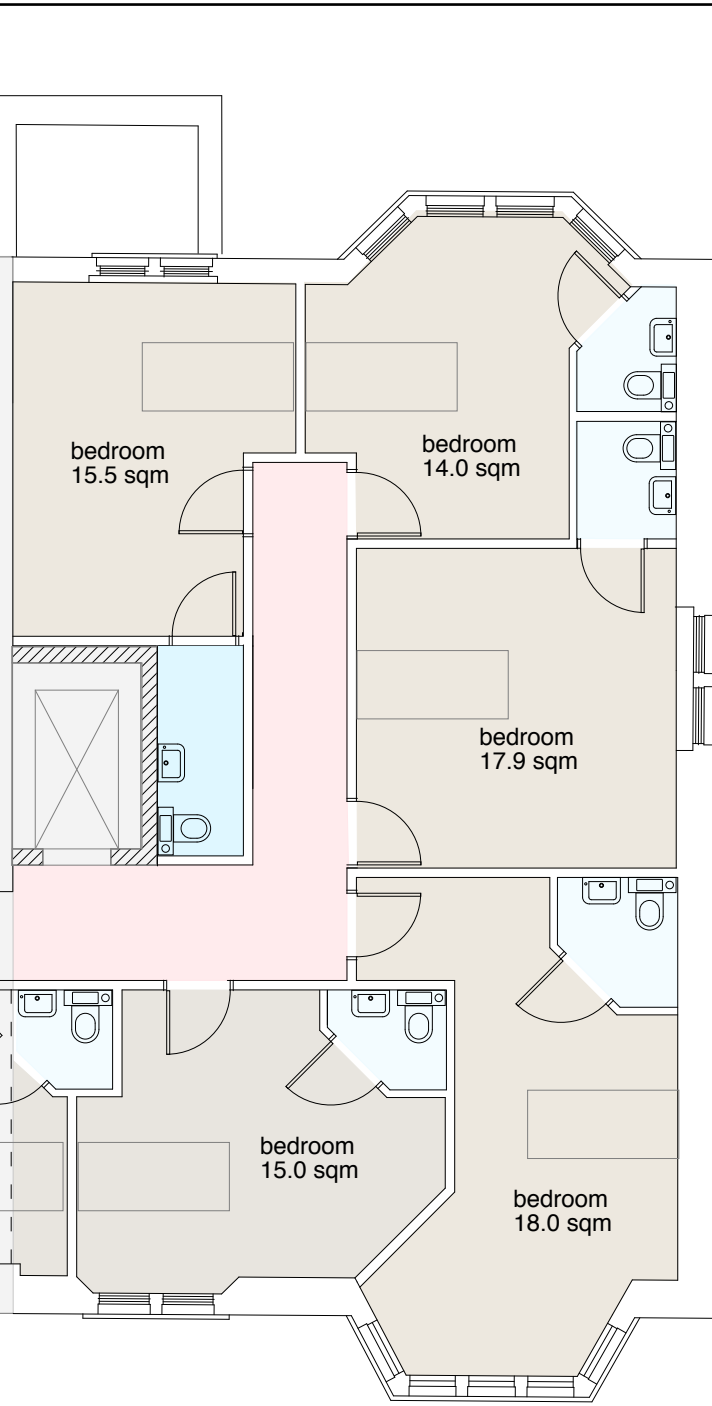
Checked . Scale **1:100 @ A1 SIZE  
1:200 @ A3 SIZE**

Job Number <b>3143</b>	Drawing Number <b>P03</b>	Revision <b>A</b>
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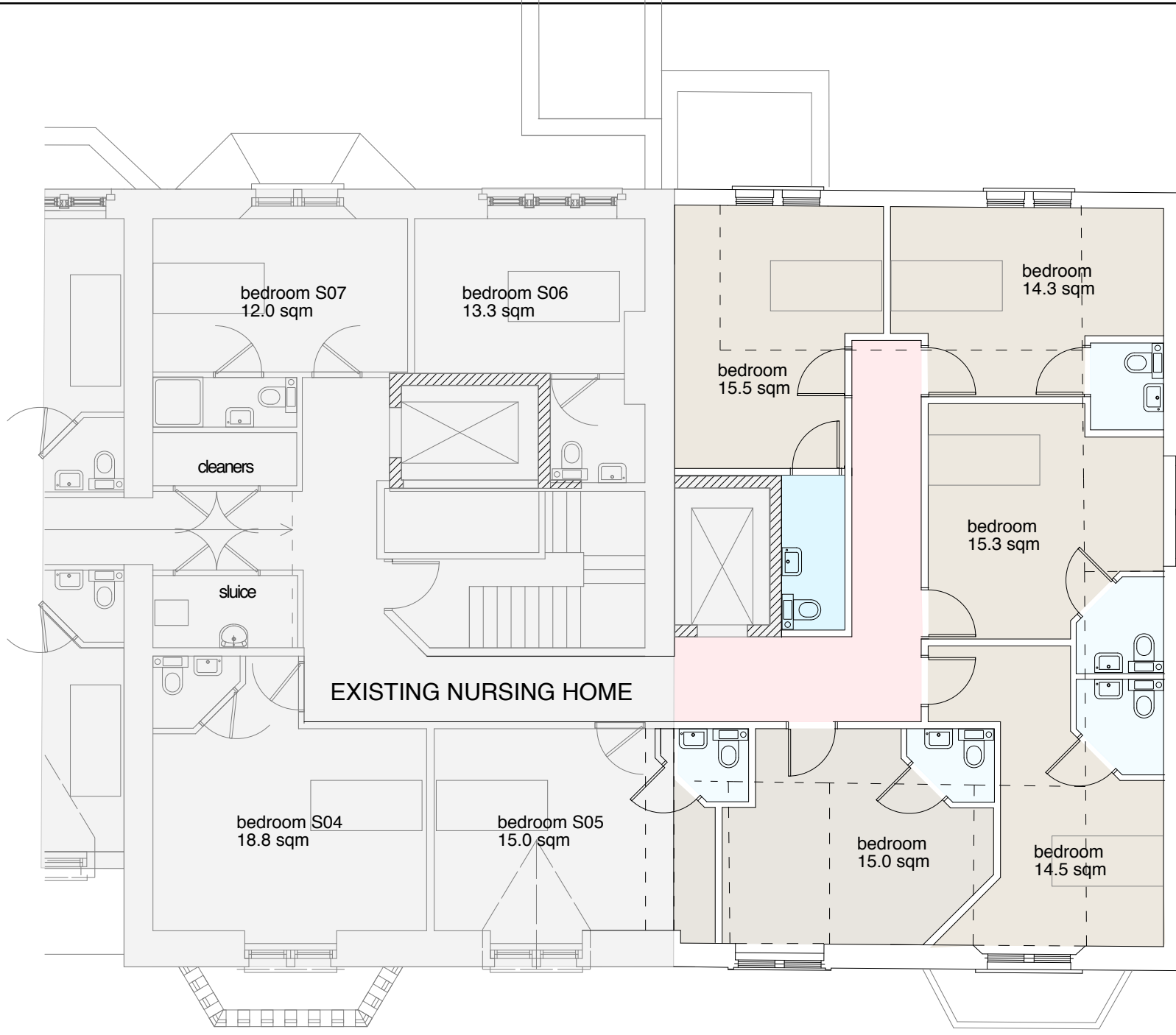


No. 8

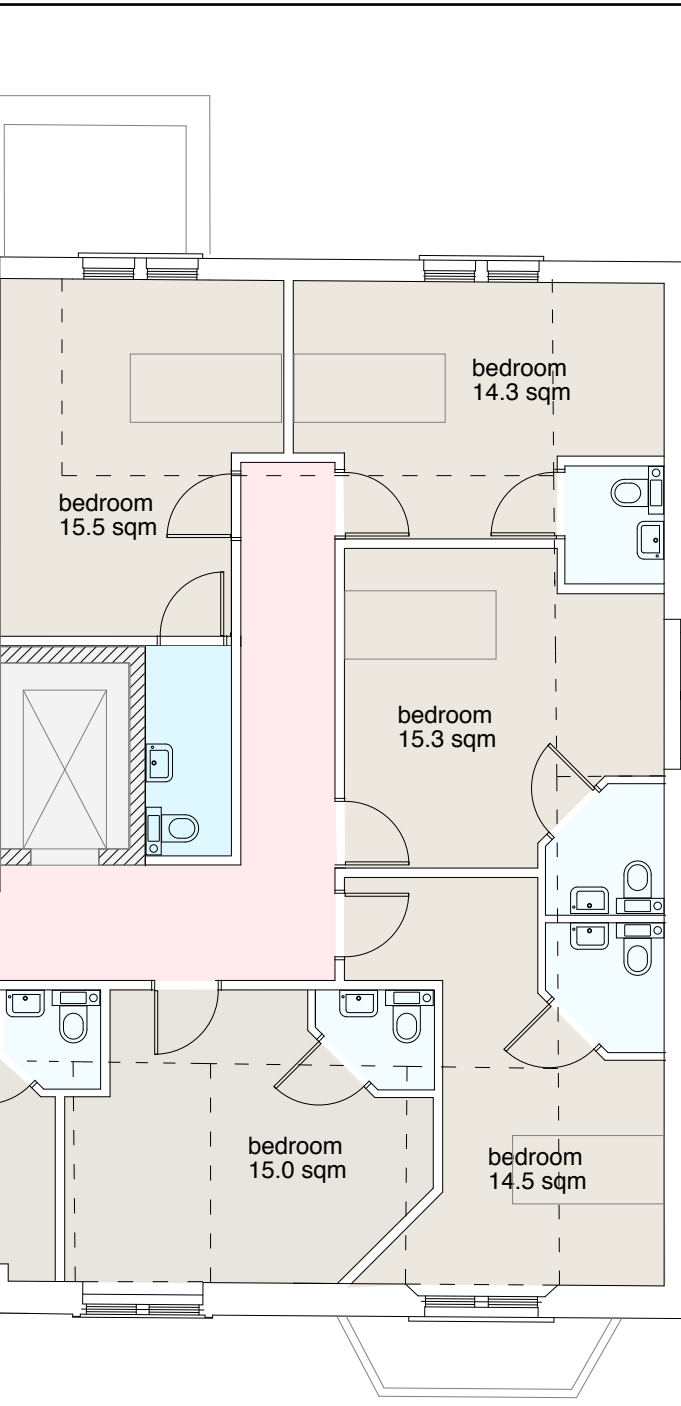


No. 7

FIRST FLOOR

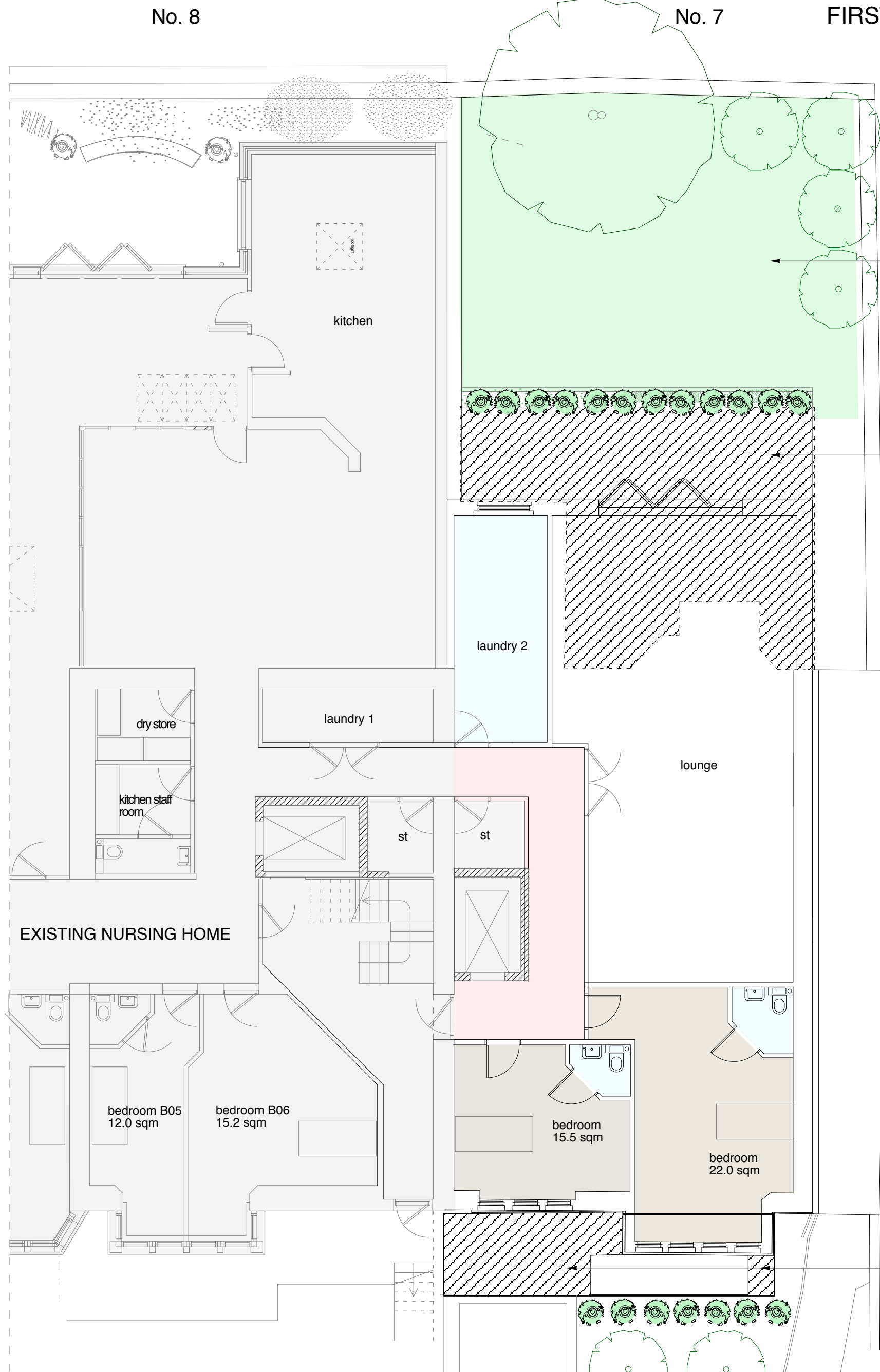


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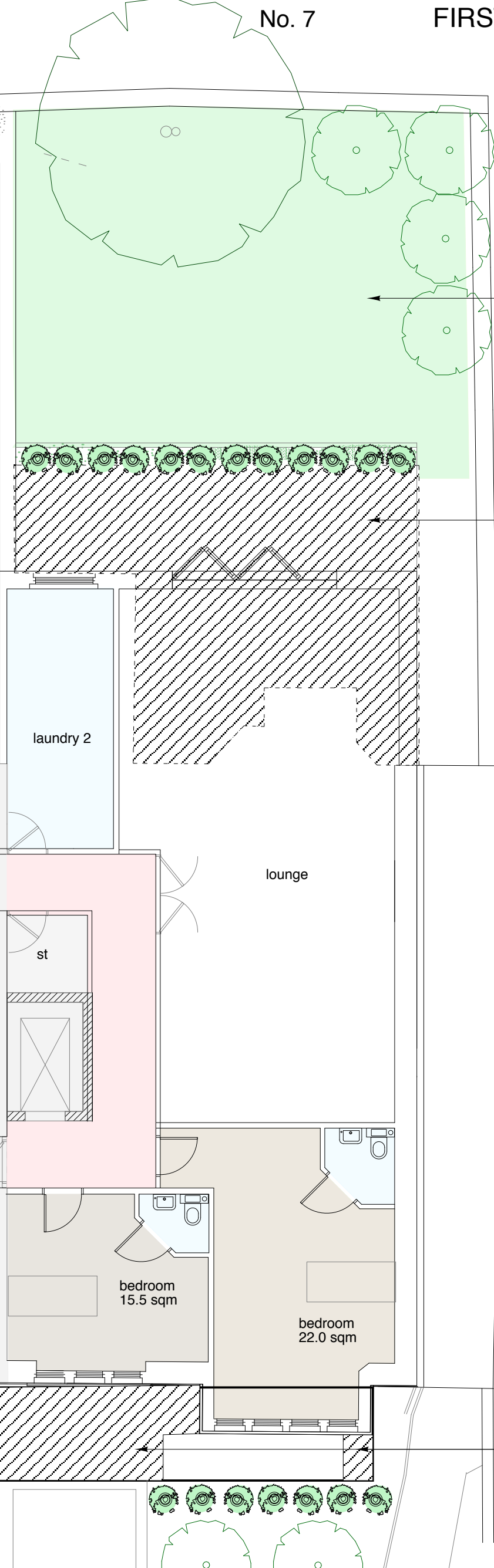


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SECOND FLOOR

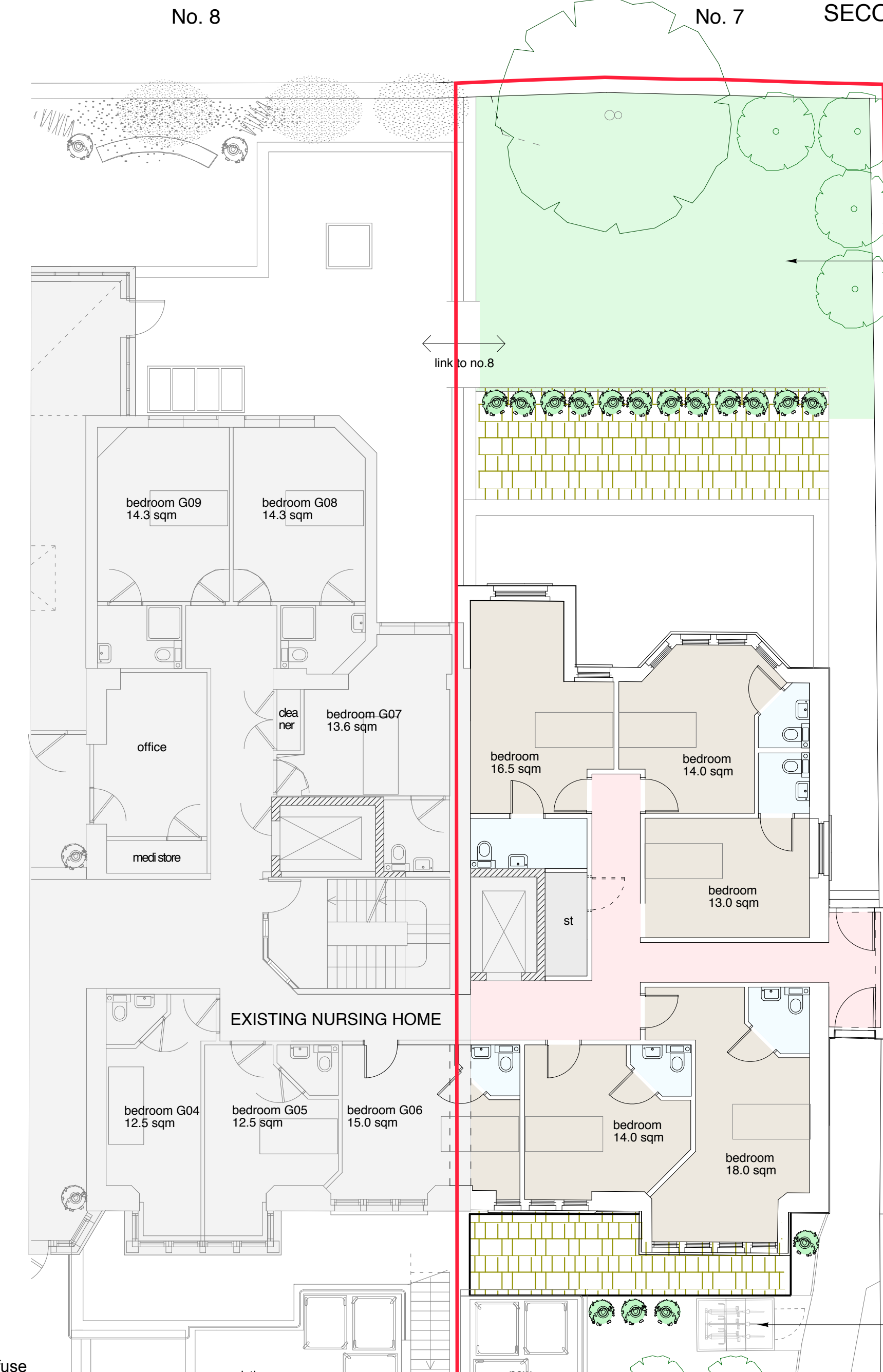


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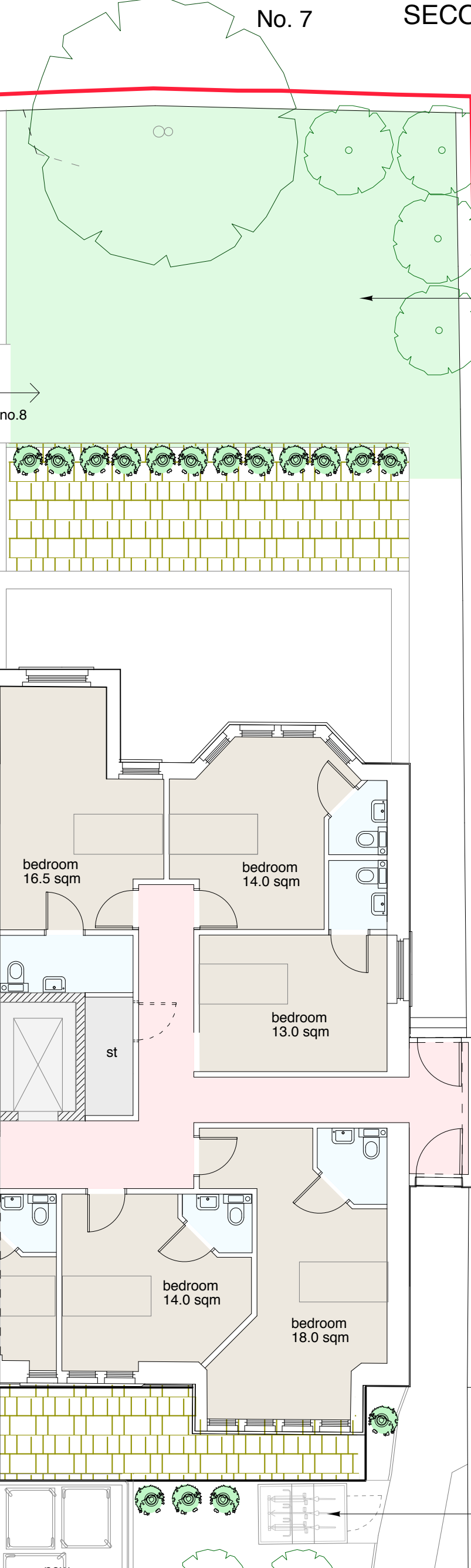


No. 7

BASEMENT FLOOR



No. 8



No. 7

GROUND FLOOR

retained garden

(shaded) rear area of basement excavation needed for this scheme

(shaded) front areas of basement excavation needed for this scheme (-to below window level only)

link to no.8

retained garden

Asgard type 3 x cycle secure container

existing and new refuse and recycling bins

existing bin store

new bin store

Rev.	Date	By	Description

**oxfarchitects**  
4 Bruton Place  
Clifton, Bristol  
BS8 1JN  
0117 9739649  
mail@oxf.co.uk  
www.oxf.co.uk

Job  
**7 BELVEDERE ROAD  
WESTBURY PARK, BRISTOL**  
Client  
**MEADOWCARE HOMES**  
Title  
**PROPOSED FLOOR PLANS**

Drawn	.	Date	<b>NOV 2018</b>
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Checked	.	Scale	<b>1:100 @ A1 SIZE 1:200 @ A3 SIZE</b>
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Job Number	Drawing Number	Revision
<b>3143</b>	<b>P05</b>	<b>C</b>

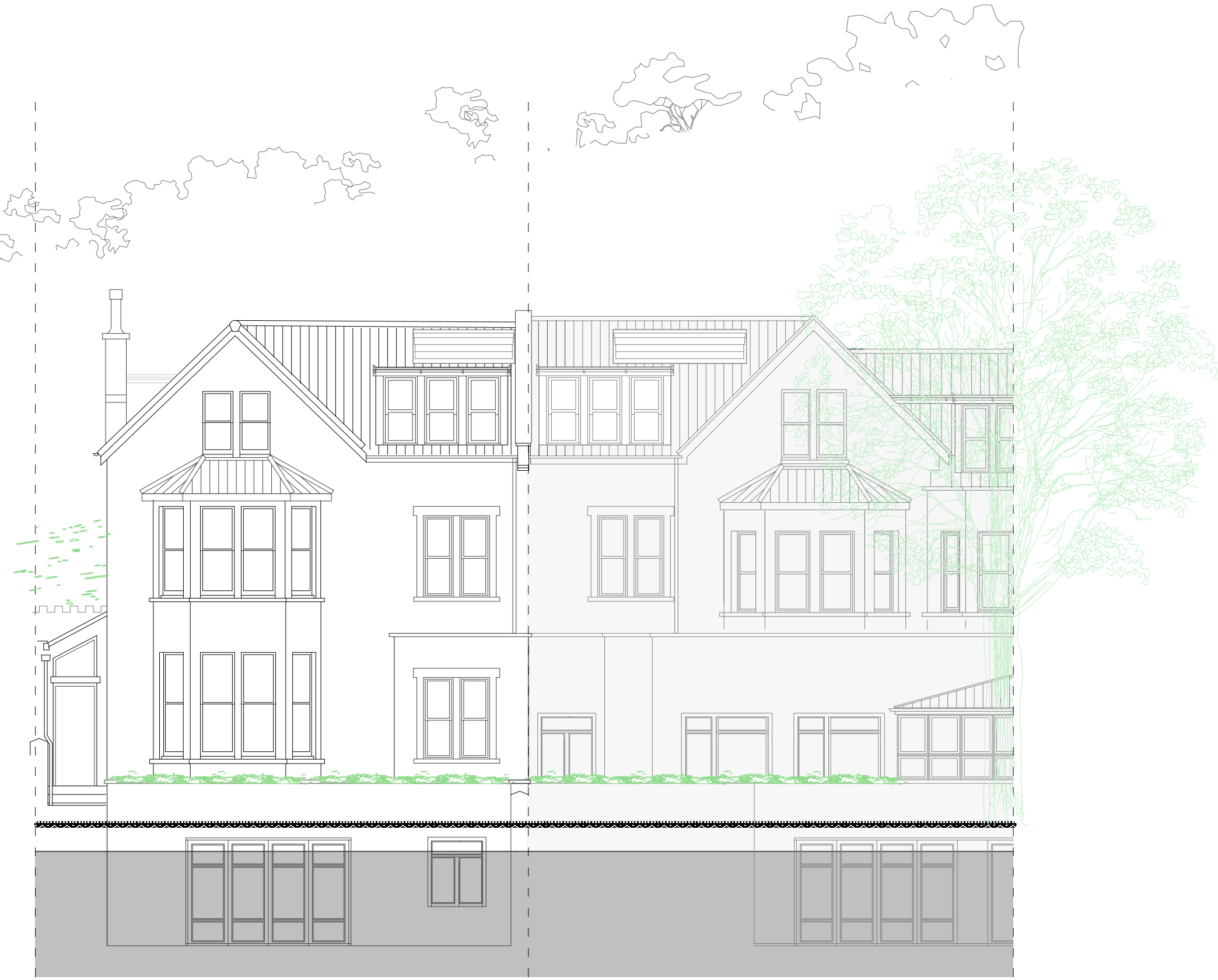




No. 8

No. 7

PROPOSED FRONT ELEVATION *North*



No. 7

No. 8

PROPOSED REAR ELEVATION *South*



No. 7

PROPOSED SIDE ELEVATION/ SECTION *East*

5 4 3 2 1 0 5

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Rev.	Date	By	Description
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**oxf**architects

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Job

**7 BELVEDERE ROAD  
WESTBURY PARK, BRISTOL**

Client

**MEADOWCARE HOMES**

Title

**PROPOSED ELEVATIONS**

Drawn	.	Date	<b>NOV 2018</b>
-------	---	------	-----------------

Checked	.	Scale	<b>1:100 @ A1 SIZE 1:200 @ A3 SIZE</b>
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Job Number	Drawing Number	Revision
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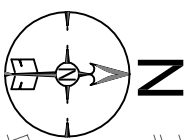
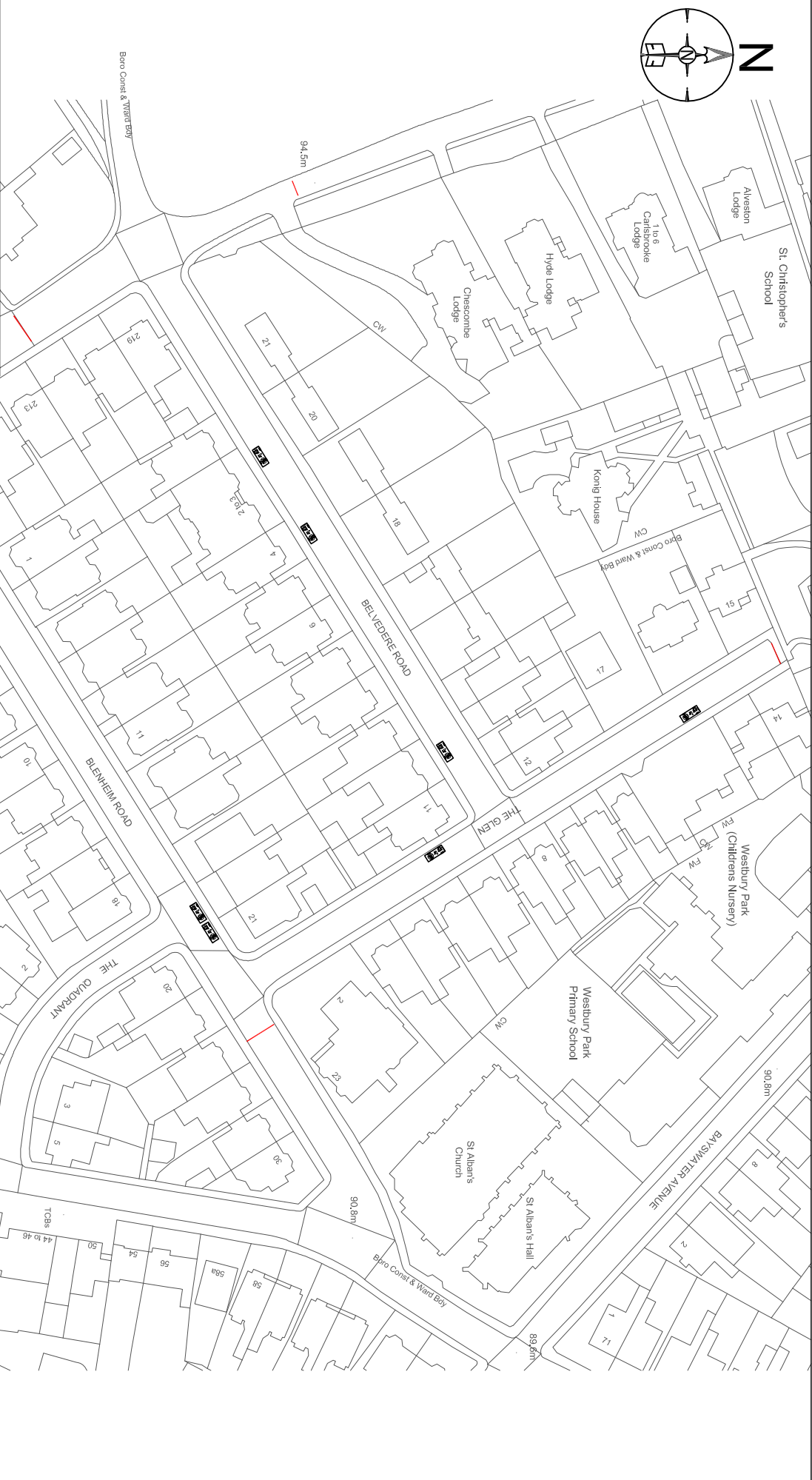
## 7 Belvedere Road, Bristol

### Car Parking Provision Review – September / October 2019

#### **1 Purpose**

- 1.1 This Working Paper has been prepared by Entran Ltd to assess the availability of on-street car parking in the vicinity of 7 Belvedere Road, Bristol.
- 1.2 No on-site car parking is proposed. Accordingly, BCC has requested that the applicant demonstrates that there is sufficient parking on street for development in accordance with their car parking survey methodology.
- 1.3 At the request of BCC, two car parking surveys have been carried out by Robert Williams of Entran Ltd in a 2016 Audi A4 saloon.
- 1.4 The surveys have been carried out in-line with BCC standards. The surveys are attached as **Appendix A**.
- 1.5 In summary within 150m of the site there were 8 available on-street parking spaces identified on the 25/09/19 at 2230 and 7 available on-street parking spaces identified on the 083/10/2019.
- 1.6 Further surveys were carried out on Tuesday 3<sup>rd</sup> September 2019 1000-1200 and Wednesday 4<sup>th</sup> December 2019 1400-1600. Available spaces during these further surveys totalled 9 and 10 respectively,
- 1.7 It is noted that the Care Home residents cannot drive and will therefore not own a car.
- 1.8 Furthermore, the proposed extension to the existing care home will result in 3 new staff and if travel behaviour of existing care home staff is replicated, 1 car driver.
- 1.9 Based on the above data, it is quite clear that there is sufficient on-street parking available to cater for any provision required by the development.

## **APPENDIX A**

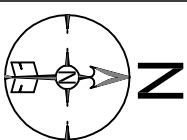
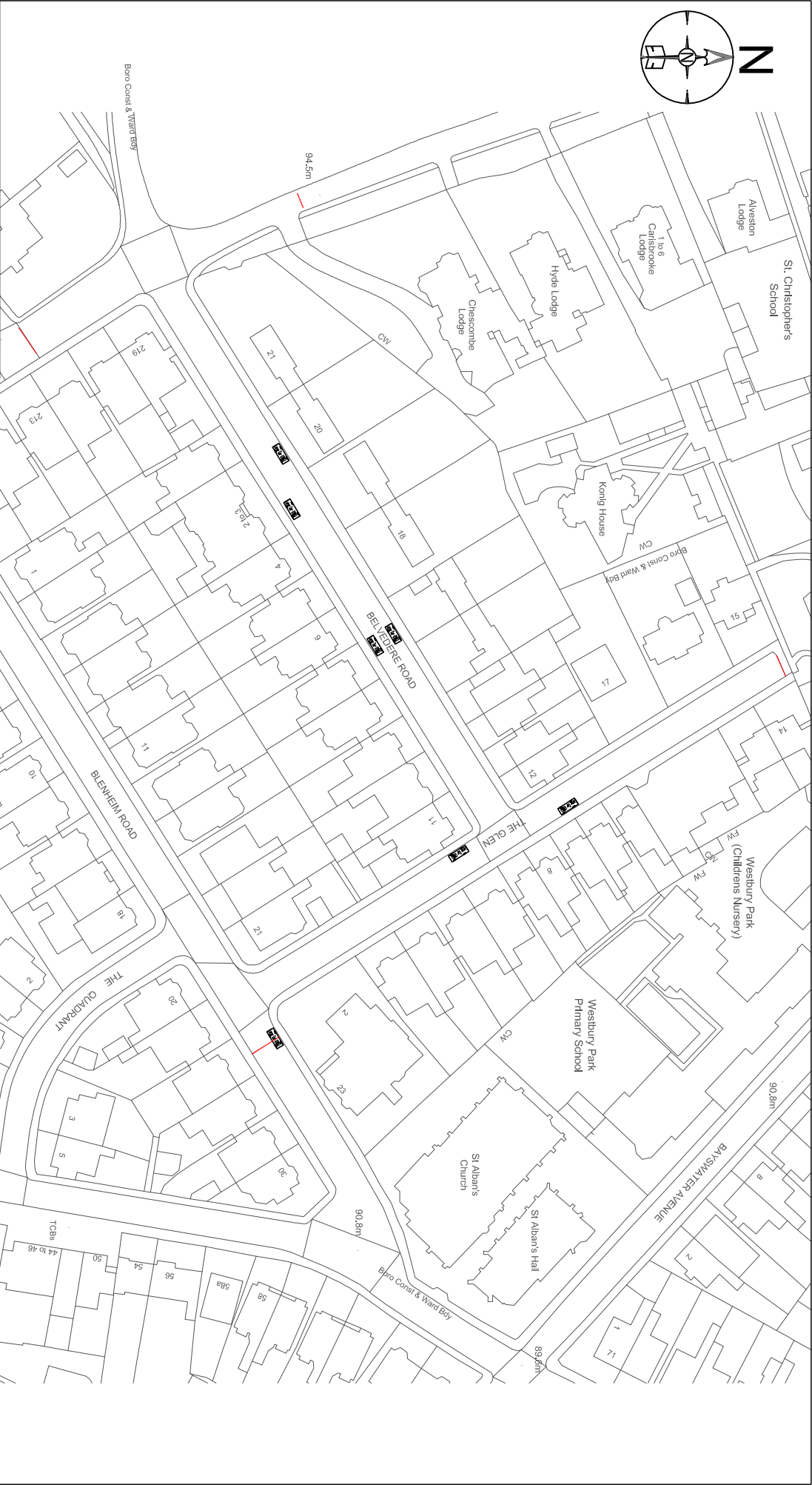


7 Greenway Farm | Bath Road | Wick | Bristol | BS30 5RL  
TELEPHONE : 0117 937 4077

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DRAWING TITLE				PARKING SURVEY, WEDS 25TH SEPT AT 22:30hrs	
DATE		8.10.19	SCALE	NTS	AT A4
DRAWN		DJA	CHECKED	RW	APPROVED RW
DRG SIZE		A4	DRAWING NUMBER		SK01
			REV		-

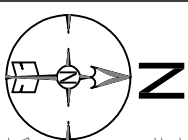
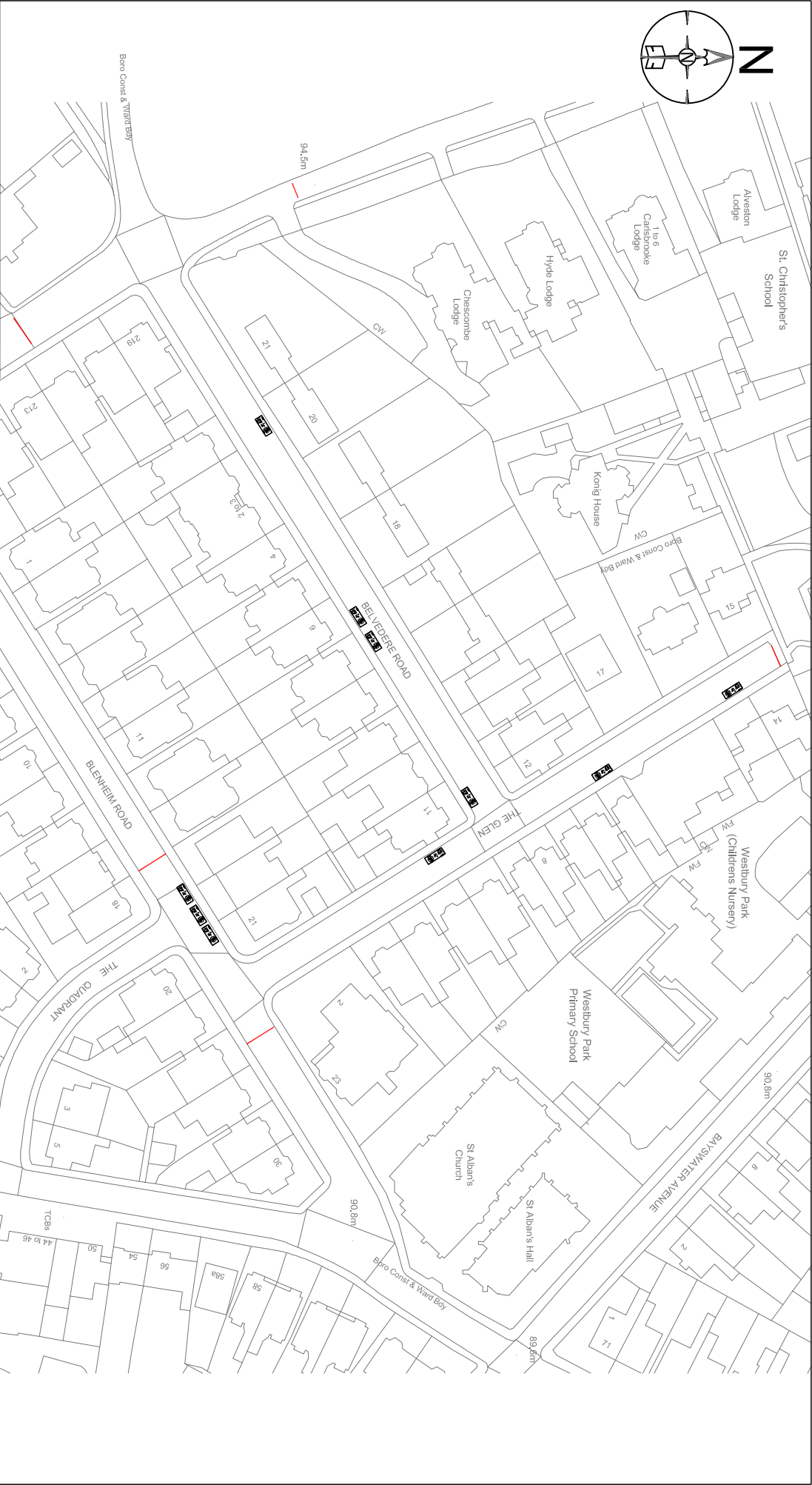
— 150m DISTANCE





7 Greenway Farm | Bath Road | Wick | Bristol | BS30 5RL  
TELEPHONE : 0117 937 4077

PROJECT TITLE				7, BELVEDERE ROAD	
DRAWING TITLE				PARKING SURVEY, THURS 3RD OCT - 23:30hrs	
DATE		8.10.19	SCALE	NTS	AT A4
DRAWN		DJA	CHECKED	RW	APPROVED
DRG SIZE		A4	DRAWING NUMBER		SK02
			REV		-



7 Greenway Farm | Bath Road | Wick | Bristol | BS30 5RL  
TELEPHONE : 0117 937 4077

PROJECT TITLE				7, BELVEDERE ROAD							
DRAWING TITLE				PARKING SURVEY, TUESDAY 3RD DEC AT 1000-1200hrs							
DATE		16.12.19		SCALE		NTS		AT A4		STATUS	
DRAWN		DJA		CHECKED		RW		APPROVED		RW	
DRG SIZE		A4		DRAWING NUMBER		SK03		REV		-	

— 150m DISTANCE



— 150m DISTANCE