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**Appendix 1 Appeal Decision Notice Ref. APP/Z0116/W/22/3299847**

**Appendix 2 Decision Notice Application Ref. 24/03733/F**

## 1.0 EXECUTIVE SUMMARY

This application seeks full planning permission from the Planning Inspectorate (PINS) under Section 62A of the Town and Country Planning Act 1990, on behalf of Meadowcare Homes for the change of use and conversion of No. 7 Belvedere Road, Bristol, BS6 6JG from three residential flats (Use Class C3) to a 12-bedroom extension to an existing Nursing Home (Use Class C2). The site is within the jurisdiction of Bristol City Council (BCC).

The application represents a resubmission of Application Ref. 22/01529/F, which was dismissed at appeal in January 2023 (PINS Ref. APP/Z0116/W/22/3299847<sup>1</sup>). The proposals are supported by updated Highways evidence (including recent On-Street Car Parking Stress Surveys) which specifically seek to address and overcome the Appeal Inspectors reasons for dismissal regarding parking and highways impact. The proposals also incorporate external alterations to the building already approved under a separate recent planning application to BCC (Ref. 24/03733/F<sup>2</sup>).

The proposals meet the tests of BCC and national government guidance, in proposing a development which promotes an appropriate form and quantum of residential use, offers a contribution to the stock of specialist care housing in the city, represents high quality design, will have no adverse highway or parking impacts, is sustainably located and well served by public transport, involves no harm to heritage assets, involves no harm to residential amenity, incorporates suitable renewable energy measures and will have no discernible impacts on local infrastructure or facilities. Furthermore, in the absence of a BCC five year housing land supply, the 'tilted balance' is engaged under Paragraph 11(d) of the NPPF (December 2024), and there are no impacts in this instance which would significantly and demonstrably outweigh the delivery of this 12-bedroom care home extension.

It is contended that there has been a significant change in material considerations since 2023 (updated highways evidence and new NPPF) to warrant reconsideration of these proposals. Also a time period in excess of two years has elapsed since the above appeal decision, which further enables this new application to be entertained.

## 2.0 INTRODUCTION

This statement is submitted in support of an application for full planning permission to the Planning Inspectorate, on behalf of Meadowcare Homes, for the:

*'Change of use from three residential flats (Use Class C3) to a 12-bedroom extension to an existing Nursing Home (Use Class C2), including demolition and replacement of rear extension and external alterations', at No.7 Belvedere Road, Westbury Park, Bristol, BS6 7JG.*

This application should be read in conjunction with the following documents and plans

- Site Location Plan
- Existing and Proposed Plans and Elevations
- Daylight and Sunlight Impacts Plan
- Biodiversity Net Gain Exemption Statement

<sup>1</sup> Appendix 1 Appeal Decision Notice Ref. APP/Z0116/W/22/3299847

<sup>2</sup> Appendix 2 Application Decision Notice Ref. 24/03733/F



- CIL Additional Questions Form 1
- Design and Access Statement
- Energy Strategy
- Heritage Statement
- Planning Statement
- Service Management Plan
- Sustainability Statement
- Technical Note On-Street Parking Stress Surveys
- Transport Statement
- Staff Travel Plan
- Unilateral Undertaking (draft)

### 3.0 SITE LOCATION AND DESCRIPTION

The site is located on the southern side of Belvedere Road (towards the eastern end), within the suburb of Westbury Park, north Bristol. It is situated east of Westbury Road/Durdham Park (A4018) a main thoroughfare into the city centre. The area is predominantly residential and quite dense, characterised by large late-Victorian villas/townhouses (two-four storey, including basement and roof accommodation). The wider neighbourhood is well served by a range of retail, commercial and entertainment uses, public transport links and expansive public open space (Durdham Down).

No. 7 Belvedere Road is a three-storey end-of-terrace property comprising three residential flats (Use Class C3), currently laid out as a 5-bedroom maisonette across the lower ground and ground floors, and two 2-bedroom flats on the first and second floors. Access is currently via a small front door off Belvedere Road, and a single storey porch on the side (western) elevation. The maisonette features a modest single-storey rear extension at ground floor level, and has access to the enclosed rear garden. This is largely gravelled with some small domestic trees, and includes a greenhouse. To the front of the building is a paved forecourt area, partially enclosed by a low stone boundary wall to Belvedere Road. The forecourt features steps both up to the front door, and down to the lower ground floor. The building is constructed of pennant stone and render, with small elements of brick. The front elevation includes a prominent double-height bay window.

The site immediately adjoins No.'s 8-9 Belvedere Road to the east, which operates as a 40-bedroom nursing home specialising in Dementia Care (Glenview Nursing Home). To the west and south, the site is bounded by similar large Victorian villas (a narrow alleyway separates it from No. 6 Belvedere Road to the west), whilst directly opposite the site to the north is a pair of brick-built infill dwellings. At the western end of Berkeley Road are two further care homes, including 'Meadowcare' at No.'s 2-3 which comprises 34-bedrooms, and 'Belvedere Lodge' at No. 1 with 20-bedrooms. Both offer care for older people, including those living with Dementia and Alzheimer's.

Belvedere Road is a two-way street with unallocated/unrestricted car parking on both sides, and located on the edge of the Cotham North residents parking scheme.

### 4.0 PLANNING HISTORY AND EXISTING LAWFUL USE

There are various BCC planning records for the site dating from 2011, the most relevant are as follows:

**Application Ref. 19/03104/F** - 'Change of Use from 3 flats to 17-bedroom extension to the nursing home





at No.'s 8-9 Belvedere Road'. Whilst this application was dismissed at appeal on 10 March 2021 (Ref: APP/Z0116/W/20/3263935), it was recommended for approval by BCC planning officers and supported by Transport Development Management (TDM) officers. This was on the basis that the proposals would involve only two new members of staff (at any one time), and subject to the provision of two loading bays. The Appeal Inspector ultimately concluded that an increase in visitors, additional deliveries and servicing, and the uncertain deliverability/benefits of the loading bays would harm highway safety.

**Application Ref. 20/06030/F** - 'Change of use from 3 No. residential flats to provide 14 No. additional bed spaces to Glenview Nursing Home at 8-9 Belvedere Road'. This application was refused on 17 June 2021 on grounds of highway safety due to increased demand for on-street car parking. Of note, TDM officers again originally supported these proposals (prior to the issue of appeal decision Ref: APP/Z0116/W/20/3263935) on the basis that the development would involve a minimal requirement for additional on street parking for staff, and subject to the provision of two loading bays.

**Application Ref. 22/01529/F** - 'Change of use from 3 No. 2-bed flats (Class C3) to a 12-bed extension to the nursing home at 8-9 Belvedere Road'. This application was pursued to appeal against the failure of the LPA to determine the application within the prescribed period, and dismissed on 30 January 2023 (Ref: APP/Z0116/W/22/3299847). Of note, no LPA Statement of Case is available online with this appeal, although the Inspectors decision confirms that the LPA would have refused permission.

The salient paragraphs from the Inspectors report in respect of the 12-bedroom scheme comprise<sup>3</sup>:

- The appellant has confirmed that residents of the care home cannot drive and so would not have a car. Furthermore, the appellant estimates that three spaces currently taken up by occupants of the three flats to be converted would become available because of the proposal. However, the increase in bedspaces would generate further demand for parking from additional visitors and staff members, which the appellant estimates would result in approximately four additional parked vehicles, taking into account staff changeover periods (Para. 6);
- The previous appeal decision identified concerns regarding existing delivery and service vehicles blocking the road, and that this problem could be worsened by use of the site for more bedspaces. In response, the proposal includes the creation of two part-time loading bays on-street, in place of up to four parking spaces. The loading bays would be in operation during weekday daytimes. At other times the bays would be available for unrestricted parking (Para. 9);
- The Traffic Regulation Order process (necessary to implement the proposed loading bays) 'involves public consultation and so may not succeed. Although a negatively worded planning condition could be used to prevent implementation of the proposal until any TRO were approved, there would remain a degree of uncertainty' (Para. 10);
- The appellants surveys identify that parking demand is high during weekday times when loading bays would be in operation. The appellant calculates that in the worst-case scenario, there would be an overall loss of four-to-five on-street spaces (Para. 11);
- The appellant proposes a Delivery and Servicing Management Plan (SMP). To minimise disruption, a qualified employee would co-ordinate deliveries and collections, and controls would be placed on delivery movements so that they are spread throughout the day rather than in clusters. The

<sup>3</sup> Appendix 1 Appeal Decision Ref. APP/Z0116/W/22/3299847

provision of an SMP and its suggested content was not before the previous Inspector and could be secured by planning condition (Para. 12);

- The SMP provided would permit deliveries after 8am, despite the high level of parking that still occurs beyond this time. Furthermore the extent of the appellants control over third party delivery and collection companies would in practice be limited. Therefore, whilst the provisions of the SMP would no doubt be beneficial, and its precise wording could be left to a planning condition, it would be unlikely to make a significant material difference to the effects of the proposal on parking and congestion locally (Para. 13);
- Additional demand for parking... would risk further vehicles blocking footways and dropped kerbs, causing some pedestrians, particularly those with buggies or in wheelchairs, to use the carriageway itself. This would result in conflict with moving vehicles and risk the highway safety of road users (Para. 14);
- The evidence of the appellant, undisputed by the Council, is that the number of older people in Bristol may rise by 44% by 2039 and that there is a significant shortfall in specialist dementia care bed spaces across the city. The suggested need is for 1,151 spaces by 2031 (Para. 18);
- Despite the loss of the existing flats, the proposal would make a positive contribution to the supply of housing, and to addressing the need for bed spaces. Its future use would also make wider positive social and economic contributions including from both staff and residents, and the communal space within the proposal may be made available for community use (Para. 19);
- The proposal would have a neutral effect on the Downs Conservation Area, and so would preserve its character and appearance (Para. 20);
- The proposal would extend the existing (care) home and would replace flats rather than family dwellings. As such, it would not result in a harmful perception of overdominance of care homes (Para. 21).

**Application Ref. 24/03733/F<sup>4</sup>** - Replacement rear extension and works to existing building to include external alterations to window levels, new dormers to rear and side, formation of windows to lower ground floor level and creation of associated lightwells. Approved with conditions 4 December 2024, not yet implemented.

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<sup>4</sup> Appendix 2 Application Decision Notice Ref. 24/03733/F



## 5.0 PLANNING FRAMEWORK AND POLICY CONTEXT

### 5.1 THE LOCAL DEVELOPMENT PLAN

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004), any planning application for the site will be determined against the current adopted Development Plan, unless material considerations indicate otherwise. In this case, the relevant adopted Development Plan comprises:

- Bristol Core Strategy (2011)
- Bristol Site Allocations and Development Management Policies (2104)

Preparation of a new Local Plan is underway. This is at a relatively advanced stage of production, and currently undergoing independent examination by the Secretary of State. Nevertheless, it is currently afforded no/very limited weight in decision making.

### 5.2 LOCAL DEVELOPMENT PLAN DESIGNATIONS AND ALLOCATIONS

The above documents locate the site within the development boundary for the city and within The Downs Conservation Area, but not allocated for any land use or purpose. The site lies within Flood Zone 1 (low risk of river/tidal flooding) and a Smoke Control Area (Area 15).

### 5.3 KEY DEVELOPMENT PLAN POLICIES

#### Bristol Core Strategy (2011)

Core Strategy Policies BCS5, BCS10, BCS12, BCS13, BCS14, BCS15, BCS16, BCS18, BCS20, BCS21 and BCS22 are of relevance to the proposals.

Policy BCS5 relates to housing provision and aims to deliver new homes within Bristol's built up areas. It resists the loss of existing housing stock unless it is unsuitable for residential uses, would be used for essential local community uses, or would be replaced.

Policy BCS10 requires development proposals to be located where sustainable travel patterns can be achieved, minimising the need to travel, especially by private car, and maximising opportunities for the use of walking, cycling and public transport. Developments should be designed and located to ensure the provision of safe streets, and create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

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

Policies BCS13, 14 and 15 respectively concern the mitigation of climate change, measures to reduce carbon dioxide emissions, and sustainable design and construction within any development. Policy BCS16 requires development to follow a sequential approach to flood risk management, giving priority to the development of sites with the lowest risk of flooding. All development should incorporate water management measures to reduce surface water run-off.

Policy BCS18 seeks to achieve a mix of housing tenures, types and sizes to support the creation of mixed,





balanced and inclusive communities, whilst Policy BCS20 seeks to maximise opportunities to re-use previously developed land, and encourages imaginative design solutions at all sites to ensure optimum efficiency in the use of land.

Policy BCS21 expects all new development to deliver high quality design and safeguard the amenity of existing development (amongst other criteria), whilst Policy BCS22 seeks to ensure that proposals safeguard or enhance heritage assets and the character and settings of areas of acknowledged importance, including locally listed buildings and Conservation Areas.

### **Bristol Site Allocations and Development Management Policies (2014)**

Development Management Policies DM2, DM23, DM30 and DM31 are of relevance to the proposals.

Policy DM2 relates to shared housing, and confirms how proposals for such will not be permitted where:

- i. The development would harm the residential amenity of character of the locality as a result of
  - Levels activity that cause excessive noise and disturbance, or
  - Levels of on-street parking that cannot be reasonably accommodated or regulated; or
  - Cumulative detrimental impact of physical alterations to buildings and structures; or
  - Inadequate storage for recycling/refuse and cycles
- ii. The development would create or contribute to a harmful concentration of such uses within a locality as a result of:
  - Exacerbating existing harmful conditions including those listed at (i); or,
  - Reducing the choice of homes in the area by changing the housing mix

Policy DM23 concerns traffic and transport and confirms how development should not give rise to unacceptable traffic conditions and will be expected to provide safe and adequate highway access, access to public transport, appropriate transport improvements (if necessary) and appropriate car and cycle parking provision. The Policy sets out minimum cycle parking requirements for Nursing Homes of 1 staff space per 5 F/T staff and 1 visitor space per 10 bed spaces, and maximum car parking requirements of 1 staff space per 3 F/T duty staff and 1 visitor space per 3 bed spaces.

Policy DM30 requires alterations to existing buildings to respect the host building in respect of siting, scale, form, proportions, materials, design and overall character, to safeguard the amenity of the host/neighbouring occupiers, and to ensure sufficient external private space.

Policy DM31 seeks to ensure that development conserves and, where appropriate, enhances a heritage asset or its setting, and establishes the need to understand the significance of a heritage asset and how any changes will conserve or enhance it.

## **5.4 NATIONAL PLANNING GUIDANCE (NPPF, 2024)**

In addition to the adopted Development Plan, proposals will be considered against material considerations in the form of the National Planning Policy Framework (NPPF, 2024), supported by National Planning Practice Guidance (PPG). The NPPF sets out the Government's presumption in favour of sustainable development, and provides key policy text designed to be the core basis of local development plan policies on matters such as the appropriate location of development, transport and the historic environment.





Notably, the NPPF requires the planning system to (amongst other things):

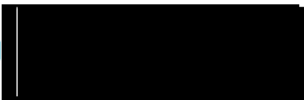
- Deliver a sufficient supply of homes, including an appropriate mix of housing types for the local community (Para. 61);
- Plan positively for the provision of community facilities and other local services to enhance the sustainability of communities and residential environments (Para. 98)
- Make effective use of land and encourage multiple benefits from the use of land in urban areas (Para.'s 124-125);
- Actively manage patterns of growth in support of sustainable transport objectives (Para.'s 110-111);
- Seek to secure high quality buildings and places, ensuring development is sympathetic to local character and optimises site potential to accommodate and sustain an appropriate amount and mix of development (Para. 135);
- Achieve a high standard of amenity for all existing and future occupants of development (Para. 135); and,
- Conserve heritage assets in a manner appropriate to their significance (Para. 202).

Further to the above, PPG: Housing Supply and Delivery (updated December 2024), confirms that housing for older people, including residential institutions in Use Class C2, should be included as part of LPA housing land supply (Para. 026). Similarly, PPG: Housing for Older and Disabled People (June 2019), confirms that plan-making authorities should count housing provided for older people against their housing requirement (Para 016a).

## 5.5 SUPPLEMENTARY PLANNING GUIDANCE

Supplementary guidance is also relevant in the form of:

- National Design Guide (2021)
- Climate Change and Sustainability (2020/addendum 2023)
- Waste and Recycling, Collection and Storage Facilities: Guidance for developers, owners and occupiers (2010, updated 2022)
- The Downs Conservation Area Enhancement Statement (1993)
- Guide to Cycle Parking Provision (2005)



## 6.0 KEY PLANNING ISSUES

### 6.1 THE PROPOSALS

The proposals comprise the:

- Conversion of 3 residential flats (Use Class C3) to form an extension to an existing Care Home (Use Class C2)
- Minor external alterations to the building, including demolition and replacement of an existing single storey rear extension
- Provision of staff and visitor cycle parking
- Provision of refuse/recycling storage
- Installation of renewable energy measures

The following key planning issues are identified with the proposals and addressed in turn below:

- Principle and Mix of Development
- Design and Layout
- Highway Access and Parking
- Heritage Impacts
- Amenity Impacts
- Sustainable Design and Construction
- Biodiversity Net Gain
- Planning Obligations and CIL

### 6.2 PRINCIPLE AND MIX OF DEVELOPMENT

#### *Principle of Use*

The proposals involve the change of use of an existing building from one type of residential use to another. The site is located within the northern built-up area of the city and close to a range of local amenities and public transport services. There are no local land-use policy restrictions on specific types of residential development in such locations within the city.

The NPPF requires Local Planning Authorities to demonstrate a five-year supply of deliverable housing sites. Where this cannot be demonstrated, Paragraph 11(d) of the NPPF is engaged, and the 'tilted balance' applies to applications which result in the gain of housing units. Currently, BCC can only demonstrate a 3.7 year supply (BCC Five Year Housing Land Supply Assessment, 2020-2025), such that the tilted balance applies in this instance. PPG guidance confirms that housing provision for older people should be counted against LPA housing requirements.

The BCC document 'Working with us for Better Lives, Market Position Statement for the provision of Care and Support for Adults in Bristol' (June 2018 - no updated version available), confirms that there are 59,300 people aged 65+ living in Bristol, projected to rise by 44% by 2039. Of that population, 4,100 are estimated to be living with Dementia, projected to rise by 66% by 2039 (due to a high projected rise in people 85+). Whilst these numbers were derived in 2018, it is unlikely that they will have since reversed (of note, the Inspector in respect of Application Ref.22/01529/F (Appeal Ref. APP/Z0116/W/22/3299847<sup>5</sup>).

<sup>5</sup> Appendix 1 Appeal Decision Ref. APP/Z0116/W/22/3299847



accepted these figures and acknowledged a need for 1,151 Dementia care bedspaces across the city by 2031). Thus it is reasonable to assume that there is a rising population of people with Dementia in Bristol, and an ongoing need for suitable accommodation.

The proposed change of use would result in the loss of 3 residential flats, but conversely in the creation of living accommodation for 12 care home occupants. Therefore, whilst the loss of the 3 flats would be to the detriment of the city's housing stock, the provision of care accommodation is to its gain, and the proposals are still consistent with the fundamental aim of delivering housing, in all its forms. Further to this, the statistical ward profile for Redland (2021) confirms that, of its 5161 households (2021 census), 41% comprise flats (the largest proportion of housing type), such that there is a reasonable supply of flatted accommodation in the ward and the loss of the three units would not be detrimental to this supply.

Further to this, Policies BCS12 and DM5 seek to locate community facilities within existing centres where there is a choice of travel options, and to be accessible to all members of the community. Whilst the site is located outside the defined centres of Whiteladies Road and Westbury Park, it is within walking distance of both and has immediate access to Westbury Park Road (A4018), a main thoroughfare into the city centre. It is well served by non-car travel options. There are also obvious co-location benefits with the existing care home.

On the basis of the above, the principle of the change of use of No. 7 Belvedere Road to form an extension to the existing care home at No.'s 8-9 is considered acceptable. This is a suitable location for care home uses and there is a rising population of people with Dementia in the city, in need of specialist accommodation. The proposals would result in no net loss of housing supply. The proposals therefore accord with Core Strategy Policies BCS5, BCS12 and BCS20 and the guidance of the NPPF, in contributing towards the delivery of homes, the reinforcement of a community facility, the effective use of land and multiple benefits from the use of land in urban areas.

### Mix of Uses

Belvedere Road currently features three existing care homes, comprising Belvedere Lodge (No. 1), 'Meadowcare' (No.'s 2-3) and Glenview Nursing Home (No.'s 8-9). The proposals involve the creation of an extension to Glenview, and not the creation of an entirely new establishment, therefore there will be no net increase in Class C2 uses within the street.

In terms of occupants, the existing Glenview Nursing Home has a maximum occupancy of 40 residents. The proposed change of use of No. 7 would result in 52 residents, representing a 23% increase in the size of the establishment, which does not constitute disproportionate growth. Similarly, in terms of the wider residential demographic, census data confirms that (as of 2021 census), of the 2113 residents within the Manor Park Lower Super Output Area (including Belvedere Road), there were 97 residents living in 'communal establishments', which equates to 4.7% of the population. An additional 12 residents would increase this to 5.1%, which again is negligible.

As above, the statistical ward profile for Redland (2021) confirms that 41% of households in the ward comprise flats. This is also borne out by the Manor Park Lower Super Output Area, which confirms that 81.8% of housing stock in this more localised area comprises flats (significantly more than the Bristol average of 35.2%). Therefore on both sets of statistics, it is reasonable to conclude that there is a sufficient supply of flatted housing in the locality and that the loss of three flats is likely to be negligible.





For all such reasons, the proposed change of use of No. 7 Belvedere Road to form a 12-bedroom extension to an existing care home would not cause harm to the mix and balance of the community by unacceptable changing the housing mix or reducing the housing stock. Accordingly, the aims of Policies BCS18, DM2 and the NPPF with regard to the delivery of an appropriate mix of housing types are satisfied.

### 6.3 DESIGN AND LAYOUT

The architectural context to the site and design response are set out in detail in the accompanying Design and Access Statement. The context comprises a mixed, dense residential area, largely characterised by late-Victorian villas/townhouses, in detached, semi-detached and short-terraced forms. No. 7 Belvedere Road is a three-storey end-of-terrace property currently laid out as a maisonette across the lower ground and ground floors, and two flats on the first and second floors. The building is constructed of pennant stone and render, with small elements of brick. The front elevation includes a prominent double-height bay window.

Internally, the proposals involve the conversion of the building to create 12 en-suite bedrooms, plus a staff room, laundry, kitchen and residents dining/living room at lower ground floor, and communal day rooms on ground, first and second floors. A new lift will also be installed, and links created at all levels with the existing care home at No.'s 8-9 Belvedere Road.

Externally, the conversion works incorporate the following alterations to the building as recently approved under Permission Ref. 24/03733/F<sup>6</sup>, comprising:

- Insertion of two additional windows and lightwell (with metal railings) at lower ground floor level, in front (north) elevation
- Realignment of windows at first and second floors in rear (south) elevation (to reflect internal realignment of half landing floors)
- Insertion of dormer windows in rear (south) and side (west) roof planes
- Demolition and replacement of existing rear (south) extension over ground and lower ground floors (replacement to align with parapet of adjoining extension to No.'s 8-9 Belvedere Road)
- Replacement doors and windows to lower ground floor rear bay (south elevation), plus new steps and enlarged lightwell

The following additional external alterations are also now proposed:

- Existing front door (north elevation, ground floor, which is a later alteration) to be reinstated as a window, recreating the original three-window set here
- New lift head to be set within rear (south) main roof (replicating that to rear of No.'s 8-9, and no higher than existing ridgeline)

Overall, the conversion scheme endeavours to respect the traditional form and layout of the building, making efficient use of the generous rooms and circulation space, using fenestration improvements to create lighter living environments, and offering enhanced facilities to the existing care home (use of shared staff and day room facilities). The proposed replacement rear extension is proportionate in scale and massing to the building, and together with window rationalisation significantly upgrades the rear elevation of the building (which in any event is not visible in the public domain). The extension and wall to

<sup>6</sup> Appendix 2 Decision Notice Application Ref. 24/03733/F





the extended lightwell will be finished in painted rendered masonry, whilst new windows will be of painted timber, all maintaining the existing palette of the building.

In respect of curtilage, the existing front yard to No. 7 will accommodate refuse/recycling storage (for any overspill refuse/recycling from the provision to the front of No.'s 8-9). Two new Sheffield stands here will provide easy access for visitor cyclists, whilst a covered cycle store for staff use will be located in the rear garden (with level access via the side alley). The rear garden will remain as-is, largely gravelled, and made available for communal enjoyment by residents of No.'s 8-9, via a new link in the boundary fence. Details of the cycle store can be adequately covered by condition.

In summary, the proposals involve the sensitive conversion of a traditional Victorian villa, with minimal external alterations which rationalise and enhance its original features such that the building retains its strong residential identity. The demolition of the rear extension makes way for a more practical, updated replacement, whilst the use of high quality material finishes throughout reflect and complement the traditional palette. The conversion scheme is space efficient, suitably responsive to context and offers public realm improvements to the Belvedere Road frontage. The proposals therefore represent a positive response to Core Strategy Policy BCS21, Development Management Policy DM30 and the requirements of the NPPF and National Design Guide.

## 6.4 HIGHWAY ACCESS AND PARKING

The access, traffic and parking implications of the proposals are addressed in detail in the accompanying Transport Statement, and specifically seek to address the issues raised by the Inspector in respect of Application Ref. 22/01529/F (Appeal Ref. APP/Z0116/W/22/3299847<sup>7</sup>).

### Accessibility

The site is situated within a highly sustainable location, just east of Westbury Road (A4018/Durdham Park), a main thoroughfare into the city centre. It is easily accessible by public transport, located within 1.2km of Redland and Clifton Down stations, whilst the nearest bus stops are located on Coldharbour Road (290m to the north-east) and on the A4018 (390m to the south-west), each served by 8 different bus routes. The site is located approximately 800m from Westbury Park District Centre, and there are a variety of facilities and amenities within a one-kilometre radius, accessible on foot and by bicycle (including a pharmacy, major supermarket, shops, cafes and places of worship). The Downs Way (which forms part of Sustrans National Cycle Network Route 4) and the Southmead Quietway are within a short walk/cycle of the site, and there are also several traffic-free cycle routes in the vicinity.

The existing flats at No. 7 Belvedere Road and the existing carehome at No.'s 8-9 Belvedere Road have no direct vehicular access from Belvedere Road and no off-street car parking provision.

### Access

The proposed extension will be accessed via the main pedestrian front entrance to the existing care home at No.'s 8-9 Belvedere Road. The existing front door to No. 7 will revert to a window, whilst the existing side door to No. 7 (with access from the side alley) which would historically have been the main entrance to this property, will be used as a secondary access/fire exit to the home. As per the existing situation, there will be no new dedicated vehicular access off Belvedere Road to the premises.

<sup>7</sup> Appendix 1 Appeal Decision Ref. APP/Z0116/W/22/3299847



## Traffic Movements and Highway Impact

The accompanying Transport Statement sets out the traffic movements associated with the current operation of the care home at No.'s 8-9 Belvedere Road, based on staff data collected between February 2023 and February 2025. The key points from this data are as follows:

- **Existing Staff Numbers/Movements/Transport Modes** - the existing 40-bedroom care home is staffed by 34 full-time equivalent members of staff and operates satisfactorily with zero off-street car parking spaces (BCC's adopted car parking standards would ordinarily require the maximum provision of 30 off-street parking spaces for this care home). There are currently typically 17 members of staff on duty during the daytime between Monday and Friday, which reduces to 14 on Saturday and 15 on Sunday. Typically, there are five members of staff on duty overnight on all days of the week. In terms of transport modes, the majority of staff travel to and from the care home by walking, cycling, and public transport, and there are currently between just three and five staff-related on-street car parking activities over a typical 24 hour period. Accordingly, the parking activities associated with the existing care home staff are so few as to not have an unacceptable impact on road safety, and are adequately accommodated on-street in the vicinity of the care home;
- **Existing Visitor Numbers/Movements/Transport Modes** - There are typically between 8-10 daily visitors to the existing care home, split broadly evenly between the visiting times of 11am-2pm and 2pm-6pm. The average duration of stay is up to one hour, and the majority of visitors travel by private car. Again, the parking activities associated with existing care home visitors are so few as to not have an unacceptable impact on road safety, and are currently being adequately accommodated on-street;
- **Existing Deliveries and Collections** - deliveries and collections to the existing care home are only carried out Monday to Friday, with none on Saturdays, Sundays or Bank Holidays. Clinical waste is collected once a week, laundry delivered once a week, catering supplies are delivered twice a week, and sanitary supplies are delivered once a month. Almost all deliveries and collections are made by vans, which park-on street, for an average duration of 5-10 minutes. Occasionally a vehicle will be parked temporarily within the carriageway, although in reality, this is no different to conventional grocery/parcel deliveries to residential properties. Thus within a typical Monday-Friday week, there are four deliveries/collections to the existing care home, with an additional single delivery once a month. This low frequency/duration is not considered to have an unacceptable impact on road safety and is adequately accommodated within the vicinity of the care home; and,
- **Existing Refuse/Recycling** - General refuse and recycling is currently collected from the existing care home by BCC on a weekly basis (usually every Tuesday). Clinical waste is collected via a private contractor, on a weekly basis (usually on a Thursday). This existing regime does not have unacceptable impacts on highway safety or capacity.

The Transport Statement assesses the impact of the proposed 12-bedroom extension on the above movements, with the key conclusions as follows:

- **Proposed Staff/Numbers/Movements/Transport Modes** - the 12-bedroom extension will be staffed by the existing care home, and no increase in staff numbers is required/proposed to provide for the additional 12 residents (staff/resident ratios are determined by an industry-standard dependency tool, in accordance with CQC standards). Therefore, there will be no additional staff-related traffic movements/parking activities associated with the proposed extension and no increased impact on highway safety, capacity or current parking;
- **Proposed Visitor Numbers/Movements/Transport Modes** - on the basis of current visitors to the existing 40-bed care home (average 8 daily trips), it is predicted that the proposed 12-bed extension will generate no more than two additional daily visitor trips by car. This increase is not considered likely to have a detrimental impact on local highway safety or capacity (parking requirements are discussed separately);
- **Proposed Deliveries and Collections** - the current strategy for servicing and deliveries to the existing care home will be extended to include the 12 additional bedrooms. Thus there will be no increase in the frequency of servicing/delivery trips as a consequence of the proposed extension, and no increased impact on highway safety, capacity or current parking; and,
- **Proposed Refuse/Recycling** - the current regime for refuse and recycling collections from the existing care home will be extended to include the 12 additional bedrooms. Thus there will be no increase in the frequency of collections as a consequence of the extension, and no increased impact on highway safety, capacity or current parking. Space for additional storage bins will be provided to the front of No.7 Belvedere Road, but collection frequency will not alter.

The Transport Statement also considers the traffic movements associated with the extant use of No. 7 Belvedere Road as 3 residential flats (Use Class C3). Based on a TRICS database assessment, the 3 flats are forecast to generate up to around 10 two-way vehicle trips during the 12-hour period 07:00 to 19:00 (average of less than one movement per hour), whilst the proposed 12 -bed extension to the care home is forecast to attract 20 two-way vehicle trips over the same period. It should be noted however, that the TRICS assessment has the potential to double-count existing staff members and to assume that care home residents own/drive cars (which they do not). Therefore, the additional 10 daily daytime trips associated with the care home extension (at an average of up to around three trips every two hours) are considered to be negligible in terms of impact on highway safety and capacity.

## Parking

### Car Parking

The existing care home is not served by any off-street car parking, and similarly no off-street car parking will be provided with the proposed 12-bedroom extension.

Development Management Policy DM23 sets out maximum car parking requirements for nursing/care homes (Use Class C2) of 1 staff space per 3 F/T duty staff and 1 visitor space per 3 bed spaces. On the basis that the proposals involve an extension to an existing care home only and no additional staffing requirements, the additional 12 bedrooms would require up to the maximum provision of 4 off-street car



parking spaces for visitors. By comparison with the extant residential use, Development Management Policy DM23 sets out a maximum requirement for 1.5 car parking spaces per two-bed dwelling and an average of 1.5 car parking spaces per 3+ bedroom dwelling. This equates to a requirement for 4 off-street car parking spaces. Therefore, the maximum car parking requirements in respect of both the existing and proposed uses are the same.

A Parking Survey of the locality was conducted in January 2025, in accordance with BCC adopted methodology (involving 38 snapshot stress surveys of all uncontrolled on-street parking available within 150 metre walking distance of No. 7 Belvedere Road, over 2 days). This confirmed that there is sufficient on-street parking available to accommodate up to nine additional on-street parking activities within the vicinity of the application site. Thus this comfortably accommodates the four car parking spaces required with the proposed 12-bed care home extension (on the basis that this replaces 3 existing residential flats with the same 'allowance') plus up to four delivery/collection vehicles per week (also capacity is likely to increase further if measures to prohibit the long term parking of caravans are implemented). On this basis, the zero provision of off-street car parking with the proposed care home extension is considered appropriate in this instance.

Of further note, Application Ref. 22/01529/F (Appeal Ref. APP/Z0116/W/22/3299847<sup>8</sup>) proposed the creation of two part-time on-street loading bays, in place of up to four parking spaces on Belvedere Road. These would be in operation during weekday daytimes (available for unrestricted parking at other times) and secured via a Traffic Regulation Order (TRO). Aside from the uncertainties around securing the TRO, the Appeal Inspector concluded that use of the bays would force vehicles to park elsewhere, and would ultimately exacerbate local parking demand with a harmful effect on highway safety and congestion.

No on-street loading bays are proposed with this application, as the updated Staff and Parking Surveys undertaken demonstrate that the actual number of loading activities generated with the existing care home (and by association with the 12-bed extension) is relatively low (four per week), and furthermore that there is actually adequate parking capacity within the locality to accommodate such collection/delivery vehicles, without necessitating the provision of dedicated bays.

### Cycle Parking

Development Management Policy DM23 sets out minimum cycle parking requirements for Nursing Homes of 1 staff space per 5 F/T staff and 1 visitor space per 10 bed spaces. On the basis that the proposals involve an extension to an existing care home only and no additional staffing requirements, the additional 12 bedrooms would require the minimum provision of 1 secure and covered cycle parking space.

In this instance, given that the existing care home at No.'s 8-9 does not feature any cycle parking at all, excess provision is proposed for the parking of up to 8 bicycles within the curtilage of No. 7, which will take the form of two Sheffield stands (lockable use for up to 4 bicycles) located within the front forecourt area, and a secure storage unit for a further 4 bicycles located within the rear garden (with level access via the existing side alleyway). An enclosed unit is not considered appropriate on the front forecourt due to its potential prominence within the Conservation Area, although this form of storage could be provided, if so preferred - details can be adequately covered by planning condition.

Accordingly, the proposed cycle parking provision exceeds the minimum requirements for Care Home uses (as proportionate to the 12-bedroom extension), as set out in Policy DM23.

<sup>8</sup> Appendix 1 Appeal Decision Ref. APP/Z0116/W/22/3299847



## Refuse/Recycling

As above, whilst it is anticipated that all refuse/recycling from the proposed extension will be disposed of collectively with the waste from the existing care home, an additional refuse/recycling store will be located within the paved forecourt to the front of No. 7, as overspill capacity. This is within easy reach of the pavement for collection. Details of collection are set out in the accompanying Service Management Plan, and can be secured by planning condition, if necessary.

## Travel Plan and Service Management Plan

On the basis that the proposed 12-bedroom extension to the existing care home at No.'s 8-9 Belvedere Road would cumulatively result in a 52 bedroom establishment (Use Class C2), the application is accompanied by a Travel Plan, in accordance with the threshold criteria of BCC Travel Plan Guide for New Developments (202, Table 1). This incorporates measures to encourage and support sustainable means of non-car travel to the care home by all users, but particularly staff. Measures include the appointment of an in-house Travel Plan Co-ordinator, the provision of a Travel Information Pack, the promotion of public transport options, the provision of cycling incentives (e.g. financial contributions towards the purchase of bicycles/electric bicycles), and biennial monitoring. The BCC Management and Audit fee for overseeing the implementation of the Travel Plan will be secured by means of a Unilateral Undertaking, a proposed version of which is submitted with this application.

Further to the Travel Plan, a Service Management Plan is also submitted with the application which sets out measures to manage loading activities at the Care Home including the nomination of an in-house service coordinator, and restricted times for visiting collection/delivery vehicles (this will also serve the existing MeadowCare Home at No.'s 2-3 Belvedere Road). The final wording and implementation of this Plan can be adequately secured by Planning Condition. Contrary to the Appeal Inspector in respect of Application Ref. 22/01529/F (Appeal Ref. APP/Z0116/W/22/3299847<sup>9</sup>), it is contended that the applicant does have some control over when it can accept deliveries/collections by third party companies, and this is reflected in BCC's use/acceptance of Management Plans for commercial/hospitality venues across the city.

In summary, and as set out in the accompanying Transport Statement, the proposals are supported by updated Staff and Parking data which positively addresses the Appeal Inspectors concerns in respect of Application Ref. 22/01529/F (Appeal Ref. APP/Z0116/W/22/3299847<sup>10</sup>). This data represents a significant change in circumstances and demonstrates that the proposed 12-bedroom care home extension does deliver a quantum and type of development in support of sustainable transport objectives, satisfying Policies BCS10 and DM23, supplementary planning guidance and the guidance of the NPPF. The accompanying Travel Plan and Service Management Plan further support the sustainable function of the care home and the delivery of these objectives.

## 6.5 HERITAGE IMPACTS

The heritage impacts of the proposals are set out in detail in the accompanying Heritage Statement.

The relevant heritage asset in this instance comprises the Downs Conservation Area. The Downs

<sup>9</sup> Appendix 1 Appeal Decision Ref. APP/Z0116/W/22/3299847

<sup>10</sup> Appendix 1 Appeal Decision Ref. APP/Z0116/W/22/3299847



Conservation Area Enhancement Statement (1993) locates the site within character Area 2 of the Conservation Area, identified as 'a more intensely developed area of diverse terraces around Westbury Park and Downs Park'. No. 7 Belvedere Road is not listed, locally listed or noted as a building of any architectural merit/character, although the following features of the Conservation Area are of note:

- Predominant materials characterised in the area characterised by the use of lias, pennant limestone rubble and render. Roofs, often visually prominent areas of slate and tile. Elaborate boundary walls with their gate piers in ashlar stone... area a feature of the area; and,
- Quality and consistency of building materials in many localities edging the Downs gives a distinctive character which is very sensitive to change and replacement

The proposals involve limited external alterations to No. 7 Belvedere Road, to facilitate the conversion of the property to care home accommodation. The most notable changes are to the rear facade, which are either obscured within the roofscape (the lift head) or not visible within the public domain. To the front of the property, the proposals involve the formation of a lightwell, the provision of refuse/recycling storage and the installation of two cycle stands, all of which will be contained by an existing low stone boundary wall. The reinstatement of the existing front door as a window will also restore an original triptych arrangement, whilst all new materials/fenestration will respect the local vernacular.

On the basis of the above, the proposed alterations represent an improvement in the appearance of the building, and reinforce the contribution it makes to the quality, longevity and consistency of the Belvedere Road street scene. Accordingly, they both conserve and enhance the character of this part of the Downs Conservation Area here, and involve no harm to its significance here, satisfying Policies BCS22 and DM31 and the guidance of the NPPF and supplementary Conservation Area Character Enhancement Statement.

Finally, it is of note that the heritage impacts of the external alterations recently approved under Permission Ref. 24/03733/F<sup>11</sup> were considered acceptable by BCC, and that the Appeal Inspector in respect of Application Ref. 22/01529/F (Appeal Decision APP/Z0116/W/22/3299847 Para. 20<sup>12</sup>) also concluded that the proposed conversion to 12 bedspaces would have no adverse effect on the Conservation Area

## 6.6 AMENITY IMPACTS

The proposals would introduce an additional 12 residents to an existing care home (resulting in a 52-bedroom facility), in an established residential area. No new staff will be required, as the increase in residents will not exceed relevant staff ratios. This level of occupation would not introduce levels of noise and activity to the street any greater than the existing use as three flats - in fact potentially less, given the demographic and the needs of the occupants.

Aside from the existing adjoining care home, the nearest residential neighbours are located immediately to the side (No. 6 Belvedere Road) and to the rear (13 Blenheim Road) of the site. The conversion works involve a replacement rear extension and the reconfiguration of first and second floor windows in the rear elevation, including a new roof dormer. However, the distance between the property and No. 13 Blenheim Road is such that there will be no difference to the existing level of mutual intervisibility. Similarly, the proposals involve the insertion of a new roof dormer window in the side roof plane. This will serve a

<sup>11</sup> Appendix 2 Decision Notice Application Ref. 24/03733/F

<sup>12</sup> Appendix 1 Appeal Decision Ref. APP/Z0116/W/22/3299847



second floor bathroom and dayroom, however will not look directly into No. 6 Belvedere Road (it will face onto roofscape) so will not result in any loss of privacy.

As previous, provision for the storage of overspill refuse/recycling will be made within the front forecourt area to No. 7 Belvedere Road. It is not envisaged that the additional 12 bedspaces would generate storage issues that would result in harm to the residential amenity or character of the area, although details of collection are set out in the accompanying Service Management Plan, which can be secured by planning condition.

In summary, the proposals are for an alternative residential use in a built-up residential area. The quantum and nature of the C2 use and the limited extent of external alterations to the building should ensure that it will not have any unacceptable or disproportionate impacts on the amenities of neighbouring or future occupiers. Accordingly, Core Strategy Policies BCS21 and BCS23 and Development Management Policies DM2 (criterion i), and DM30 are satisfied, along with the aims of the NPPF in respect of the multiple benefits of land in urban areas and achieving a high standard of amenity for all existing and future occupants of development.

## 6.7 SUSTAINABLE DESIGN, CONSTRUCTION AND DRAINAGE

The proposals have been designed in line with the aims of Core Strategy Policies BCS13, 14 and 15 concerning the mitigation of climate change, measures to reduce carbon dioxide emissions, and sustainable design and construction.

### Fabric Improvements and Minimising Energy Use

The external fabric elements of the replacement rear extension (walls, floor, roof and glazing) and new roof dormers will be designed to high levels of thermal performance. U-values will be minimised, meeting/exceeding the requirements of Part L of Building Regulations, and air tightness will be controlled to minimise levels of infiltration and reduce building heat demand. The thermal performance of the building will be improved with new windows, an air test (air permeability rate of 5) and Mechanical Ventilation with Heat Recovery throughout (with the exception of the circulation spaces and small stores). Measures to minimise energy use will include the use of LED lighting throughout the care home extension.

### Renewable and Low Carbon Technology

As set out in the accompanying Energy Report, various low and zero carbon technologies have been considered/discounted for the scheme. In respect of energy supply, the proposal is too modest to connect/contribute to a district heating system. Therefore, in order to offset residual energy demand, renewable measures will be installed in the form of an Air Source Heat Pump (ASHP) and Photovoltaic panels (PV). The ASHP will be mounted in the rear garden of No. 7, positioned well away from any windows/other openings, and will not be within the line of sight of any neighbouring windows so as to require any acoustic shielding. A total of PV 14 panels will be mounted on the flat and south (rear) facing roof slopes of No.7. The necessary SBEM calculations suggest that these combined measures will achieve a 20.06% reduction beyond residual emissions throughout the care home extension (30.45% beyond Building Regulations, Part L TER).





## Drainage

With regards to surface water management, the site is located in Flood Zone 1, with a low annual probability of river/sea flooding. The replacement rear extension and two new dormer roofs introduce different roof forms to the building, but involve no net increase in roof area. Run-off from the replacement extension will be routed via a replacement downpipe to an existing mains drain connection immediately to the rear of the building (as per existing arrangements), whilst the new lightwell to the front of the building and enlarged lightwell to the rear will be finished in suitable paving to mitigate any run-off pooling in these small areas. Overall, the proposals should result in a neutral/improved effect on current run-off rates from the building.

In summary, this is an urban site which is well served by existing infrastructure, and the proposals offer sustainable construction measures, on-site renewable energy generation and surface water drainage measures which are proportionate to the scale of the development. For such reasons, the proposals meet the aims of Core Strategy Policies BCS13, 14, 15 and 16 and the guidance of the NPPF in delivering durable and sustainable design which supports the transition to a low carbon future. Further details of the PV panels can be adequately secured by planning condition.

## 6.8 PLANNING OBLIGATIONS AND CIL

The proposals are for an alternative form of residential development in a long established residential area, which is well served by facilities and amenities. The creation of 12 additional bedrooms to the existing care home is likely to have negligible impacts on the local environment or infrastructure, and no alterations are proposed to the public highway. For such reasons, it is not anticipated that any planning obligations would be required with the proposals.

It is noted that the development would not be liable for CIL, as the current BCC CIL Charging Schedule (2013) identifies a £0 rate for residential institutions.

## 6.9 BIODIVERSITY NET GAIN

The proposed replacement extension adds an additional 11m<sup>2</sup> to the existing structure (spread over two floors. The replacement extension is located on a paved patio area, in a largely gravelled domestic garden.

Thus the proposals represent De Minimis development and meet the two conditions (2) and (3) set out in the requirements of Section 4 of The Biodiversity Gain Requirements (Exemptions) Regulations 2024:

- (2) The proposed change of use and replacement rear extension does not impact an onsite priority habitat
- (3) (a) The proposed replacement rear extension impacts less than 25m<sup>2</sup> of on site habitat that has biodiversity value greater than zero; and,
- (b) The proposed replacement rear extension impacts less than 5 metres of on site linear habitat (it impacts no onsite linear habitat.

Furthermore, no BNG was required by BCC in respect of Application Ref. 24/03733/F, which these proposals effectively duplicate in built form.

The front forecourt and rear patio areas are hard paved and the remainder of the rear garden largely





gravelled. The proposals will result in general improvements to the upkeep of both, and provide an opportunity for nature conservation enhancements. Specific details of biodiversity enhancements could be secured by planning condition.

## 7.0 PLANNING BALANCE

The Council does not have a five year supply of deliverable housing sites. The latest BCC Statement on Housing Land supply confirms that the City only has a 3.7 year supply (BCC Five Year Housing Land supply Assessment, 2020-2025). Furthermore, PPG: Housing Supply and Delivery (updated December 2024), and PPG Housing for Older and Disabled People (June 2019) confirm that housing for older people, including residential institutions in Use Class C2, should be included as part of LPA housing land supply. There is also a projected rising population of people with Dementia in the city, and commensurate ongoing need for suitable accommodation.

On the basis of the above, Paragraph 11(d) of the NPPF is engaged and planning permission should be granted unless i. The application of policies in the NPPF that protect areas or assets of particular importance provide a strong reason for refusing the development proposed; or ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

The benefits of the proposed development are as follows:

- *Provision of care home accommodation that will contribute to Dementia Care provision within the city;*
- *High quality external and general fabric improvements to the building, reinforcing its longevity and contribution to the public realm and the character and appearance of the Conservation area;*
- *Improved provision of shared staff and communal day facilities with the existing care home;*
- *Installation of renewable energy measures, enhancing the energy performance of the building and its contribution towards mitigating climate change;*
- *Provision of dedicated staff and visitor cycle storage for the extension, in excess of adopted standards, and providing overspill storage for the existing care home;*
- *Provision of an accountable Staff Travel Plan (to be audited/monitored by BCC) for the extended care home, incorporating measures to promote sustainable patterns of staff and visitor travel;*
- *Provision of Service Management Plan, to facilitate improved control of deliveries and collections to the existing care home and thereby improve highway/traffic conditions in the locality.*

As set out previously, and in the accompanying Heritage Statement, the proposed change of use and conversion of No. 7 Belvedere Road would result in no harm to the significance of the Downs Conservation Area. Accordingly, the above public benefits of the development should be afforded significant weight in the planning balance here.



## 8.0 SUMMARY AND CONCLUSIONS

The application seeks full planning permission for the change of use and conversion of No. 7 Belvedere Road from three residential flats (Use Class C3) to a 12-bedroom extension to an existing Nursing Home (Use Class C2), including demolition and replacement of a rear extension and external alterations. It follows the refusal of a previous 12-bedroom scheme on the site (Application Ref. 22/01529/F), and subsequent dismissal at appeal (PINS Ref. APP/Z0116/W/22/3299847<sup>13</sup>).

The proposals are supported by updated Highways evidence which specifically seeks to address the Appeal Inspectors reasons for dismissal regarding parking and highways impact. The proposals also incorporate external alterations to the building already approved under a separate application (Ref. 24/03733/F<sup>14</sup>). They meet the tests of Bristol City Council and national government guidance, in proposing a development which:

- Promotes a form and quantum of residential use which is entirely appropriate to the urban locality;
- Offers a contribution to the stock of specialist care housing in the city, in the absence of an identified five-year housing land supply;
- Represents high quality design which responds appropriately in layout, scale and form to the locality and follows the scale, layout and appearance of previous applications;
- Will not result in any adverse impacts on the local highway network or highway safety, as demonstrated by updated Highways data which fully addresses the Inspectors concerns in respect of Appeal Ref. APP/Z0116/W/22/3299847;
- Is well served by public transport and proposes cycle parking in excess of minimum standards, and zero car parking as per existing arrangements and as appropriate to the urban locality;
- Conserves and enhances the character and appearance of the Downs Conservation Area, with no harm to its significance;
- Would not adversely impact on the character of the area of the amenities of existing neighbouring or future occupiers;
- Aspires to produce a sustainable development with proportionate renewable energy and surface water management measures; and,
- Will have no discernible impacts on local infrastructure or facilities.

On account of all the above, the proposals accord with the adopted Development Plan documents, the NPPF and supplementary planning guidance. In particular, in the absence of a five year housing land supply, the proposals trigger the 'presumption in favour' under Paragraph 11(d) of the NPPF (December 2024), such that permission should be granted unless any adverse impacts outweigh the benefits of the proposals. In the planning balance, there are no such impacts in this instance which would significantly

<sup>13</sup> Appendix 1 Appeal Decision Ref. APP/Z0116/W/22/3299847

<sup>14</sup> Appendix 2 Decision Notice Application Ref. 24/03733/F



and demonstrably outweigh the delivery of this 12-bedroom care home extension. Accordingly, this proposal would assist in achieving the objectives of the Development Plan and the NPPF, and the proposals are commended to the Council for approval.