

Highgate *Transportation*

Change of Use of Number 7 Belvedere Road
from Three Residential Flats to a
12-Bedroom Extension to the Existing Glenview Care Home
at Numbers 8 to 9 Belvedere Road, Bristol, BS6 7JG

Staff Travel Plan
(HTp/2330/STP/01)

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EXECUTIVE SUMMARY

The application proposals are for the change of use of Number 7 Belvedere Road from three residential flats to provide a 12-bedroom extension to the existing Glenview Care Home at numbers 8 to 9 Belvedere Road, Redland, Bristol. It is important to note that the application is for an extension to the existing care home and not for a new, stand-alone care home. The proposed extension will increase the number of bedrooms to 52.

The existing Glenview Care Home does not have any off-street car parking spaces, and none are proposed to be provided by the application proposals. The care home also has no existing secure cycle parking provision.

It can be noted that the application proposals will provide two Sheffield type stands to the front of number 7 Belvedere Road, which will provide secure short stay parking for up to four visitors cycles.

The application proposals will also provide a cycle store to the rear of number 7, providing secure and covered parking for up to four staff cycles.

Care home staff recorded data relating to the following:

- i. Staff travel habits between Monday 20th February 2023 and Sunday 29th December 2024;
- ii. Visitor travel habits between Monday 20th February 2023 and Monday 23rd December 2024; and
- iii. Deliveries received between Monday 20th February 2023 and Sunday 16th February 2025.

It is considered that the recorded data provides a robust record of the number of activities attracted by the care home, together with a breakdown of mode of transport. The recorded data is summarised and analysed in Section 4.0 of a Transport Statement (reference 2330/TS/01) prepared by Highgate Transportation in support of the application.

The additional 12 bedrooms will not increase the frequency of deliveries to the proposed extended care home as set out in the 'Deliveries and Collections' section of Section 4.0 of the Transport Statement.

The site is bounded to the north by Belvedere Road with existing residential buildings on all other sides.

The key objectives of this Staff Accommodation Travel Plan are to:

- i. Minimise single occupancy car travel to and from the development;
- ii. Promote sustainable travel and set out initiatives to do this including the provision of a Travel Information Pack to be provided to staff annually;
- iii. Identify which measures are needed to maximise the use of non-car travel; and
- iv. Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then maintain that change.

Jas Baryahs (the applicant) is the operator of the existing and proposed extended care home who will implement the secure and covered cycle parking spaces.

Bristol City Council's 'Travel Plan Guide for New Developments' confirms that C2 land use residential institutions (hospitals, nursing homes) of 50 beds and over require a Travel Plan and that a Travel Plan Management and audit Fee of £4,252 for this sized care home will be payable to the Council.

Bristol City Council has confirmed that it does not undertake the implementation of a care home Staff Travel Plan. Therefore, the applicant will be responsible for implementing and monitoring the Travel Plan, including the appointment of a Travel Plan Co-Ordinator.

1. INTRODUCTION

1.1 Background

- 1.1.1 This Staff Travel Plan (STP) (reference HTp/2330/STP/01) has been prepared by Highgate Transportation (HTp) in support of a planning application to Bristol City Council (BCC) for the change of use of number 7 Belvedere Road from three residential flats to provide a 12-bedroom extension to the existing Glenview Care Home at numbers 8 to 9 Belvedere Road, Redland, Bristol. It is important to note that the application proposals are for an extension to the existing care home, not for a new, stand-alone care home.
- 1.1.2 The proposed extension will increase the number of bedrooms to 52.
- 1.1.3 **Figure 1.1** shows the location of the application site.

Figure 1.1 – Location of the application site



- 1.1.4 The provision of this STP accords with BCCs 'Travel Plan Guide for New Developments' which requires a Travel Plan for C2 residential institutions (hospitals, nursing homes) of 50 beds and over.
- 1.1.5 The existing Glenview Care Home does not have any off-street car parking spaces, and none are proposed to be provided by the application proposals. The care home also has no existing secure cycle parking provision.

- 1.1.6 It can be noted that the application proposals will provide two Sheffield type stands to the front of number 7 Belvedere Road, which will provide secure short stay parking for up to four visitors cycles.
- 1.1.7 The application proposals will also provide a cycle store to the rear of number 7, providing secure and covered parking for up to four staff cycles. This is considered to be appropriate given that no additional staff are to be employed as part of these application proposals and the maximum number of staff recorded cycling to work is four.
- 1.1.8 This STP should be read in conjunction with Highgate Transportation's Transport Statement (reference HTP/2330/TS/01).
- 1.1.9 The applicant is the operator of the existing and proposed extended care home, and who will implement the secure and covered cycle parking spaces.
- 1.1.10 BCCs 'Travel Plan Guide for New Developments' confirms that C2 land use residential institutions (hospitals, nursing homes) of 50 beds and over require a Travel Plan and that a Travel Plan Management and audit Fee of £4,252 for this sized care home will be payable to the Council.
- 1.1.11 BCC has confirmed that it does not undertake the implementation of a care home Staff Travel Plan. Therefore, the applicant will be responsible for implementing and monitoring the STP, including the appointment of a Travel Plan Co-Ordinator.

1.2 The Development

- 1.2.1 Details of the proposed development are provided in **Table 1.1**.

Table 1.1 – Development Details

Planning Application Number (where known)	To be confirmed following submission
Name of Applicant	Jas Baryahs
Name of Development	Number 7 Belvedere Road
Development Address and Postcode	Number 7 Belvedere Road Redland Bristol BS6 7JG
Use Class	C2 residential institution
Brief Description of Development	12-bedroom extension to the existing Glenview Care Home at numbers 8 to 9 Belvedere Road, Redfield, Bristol which will increase the number of bedrooms to 52 Two Sheffield type stands to the front of number 7 Belvedere Road, within the red line boundary, providing secure short stay parking for up to four visitors cycles. Cycle store in the rear garden of number 7 to provide secure and covered parking for up to four staff cycles
Size – no. of dwelling units/GFA	Extension will increase the existing 40 bedrooms by 12 to 52
Planned Date of Opening	2026

1.2.2 Care home staff recorded data relating to the following:

- i. Staff travel habits between Monday 20th February 2023 and Sunday 29th December 2024;
- ii. Visitor travel habits between Monday 20th February 2023 and Monday 23rd December 2024; and
- iii. Deliveries received between Monday 20th February 2023 and Sunday 16th February 2025.

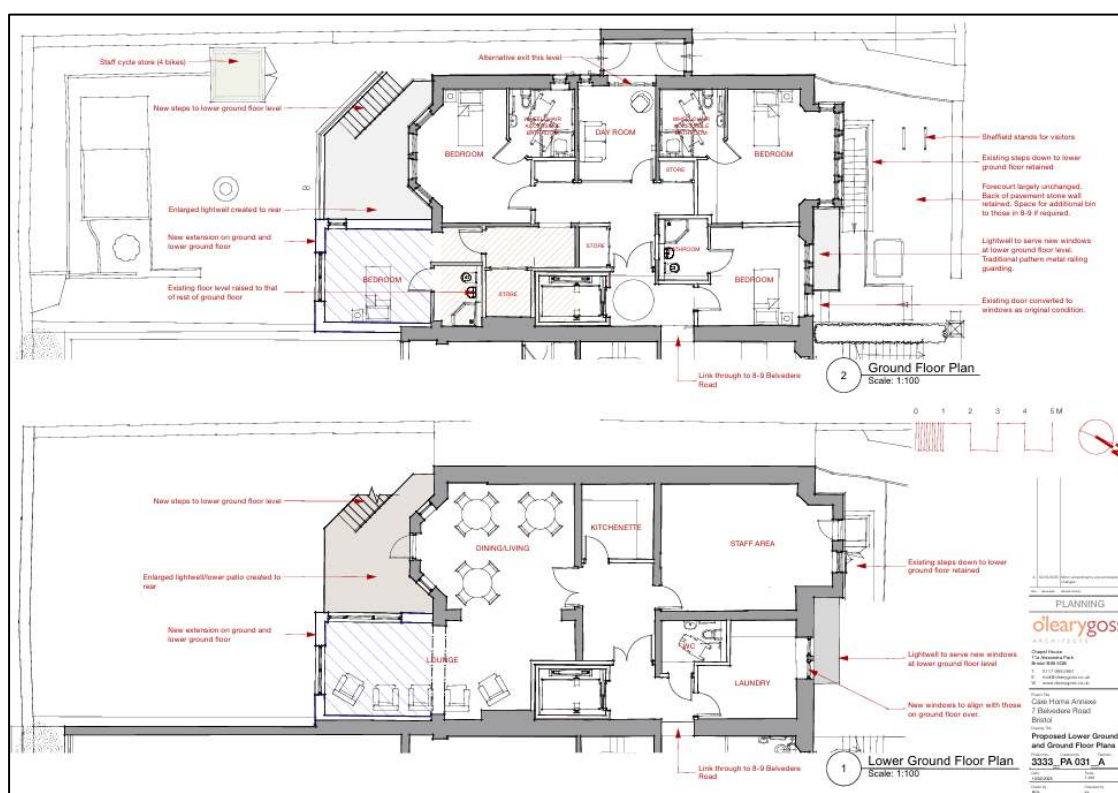
1.2.3 It is considered that the recorded data provides a robust record of the number of activities attracted by the care home, together with a breakdown of mode of transport. The recorded data is summarised and analysed in Section 4.0 of the TS.

1.2.4 It has been confirmed that the additional 12 bedrooms will not increase the frequency of deliveries to the proposed extended care home as out in the 'Deliveries and Collections' section of Section 4.0 of the Transport Statement.

1.2.5 A summary of the data is provided as **Appendix 1** for ease of reference.

1.2.6 The Architect's site layout plans (reference 3333_PA 031 Revision A, 3333_PA 032, and 3333_PA 033 Revision A) are provided as **Appendix 2**, extract of which form **Figure 1.2**, **Figure 1.3** and **Figure 1.4**.

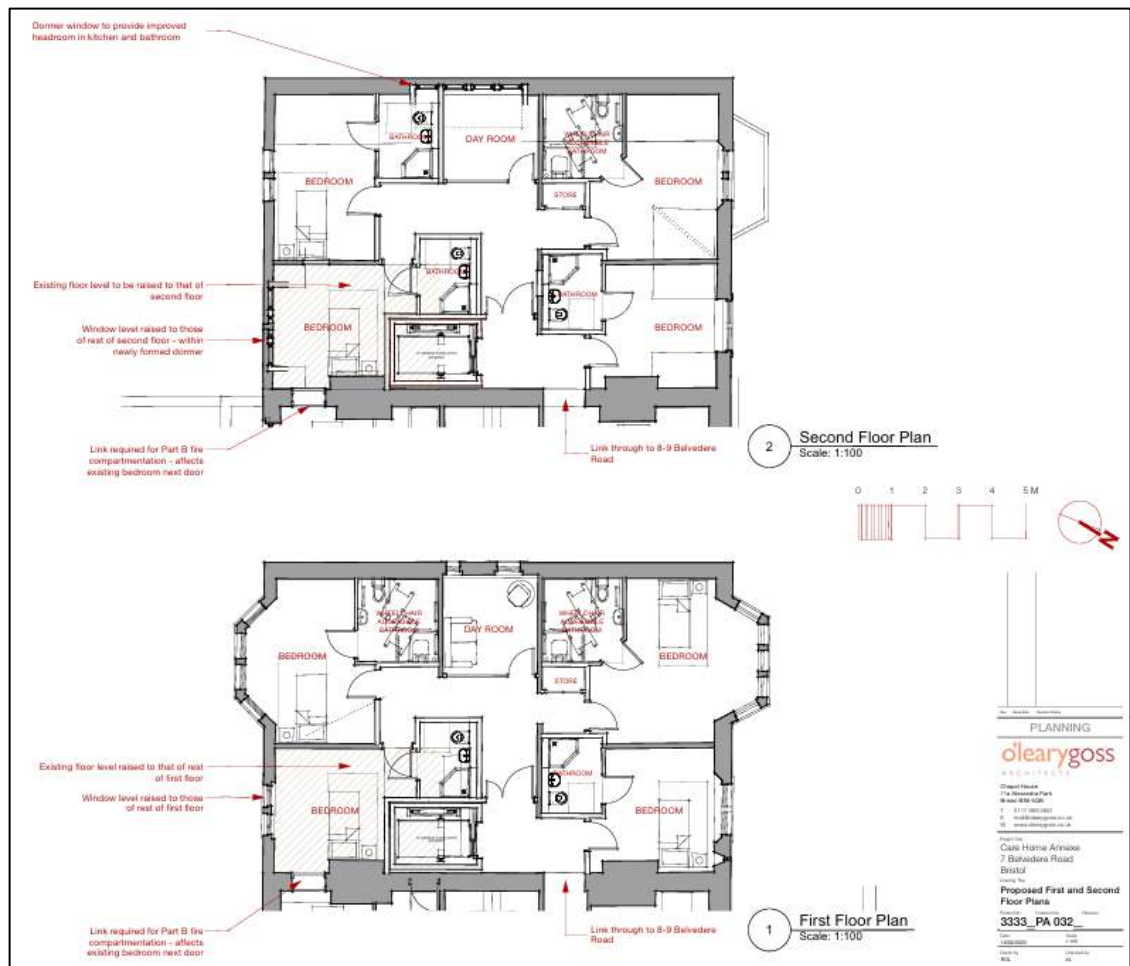
Figure 1.2 – Extract of the Architect's proposed lower and ground floor layout plan



1.2.7 From **Figure 1.2**, it can be seen that:

- i. The existing access to number 7 will be converted to windows;
- ii. The existing stepped access to the lower ground floor will be retained;
- iii. A link through to numbers 8 and 9 will be created;
- iv. The lower ground floor will provide a lounge, dining/living room, a kitchenette, a staff area, and a laundry with a toilet;
- v. A secure cycle store with the capacity to accommodate up to four staff cycles will be provided in the rear garden;
- vi. Access to the cycle store will be via a secure link alongside the building;
- vii. Two Sheffield type cycle stands will be provided to the front of the application site, providing short stay parking for up to four visitor cycles; and
- viii. The ground floor will provide an additional four, en-suite bedrooms together with a day room.

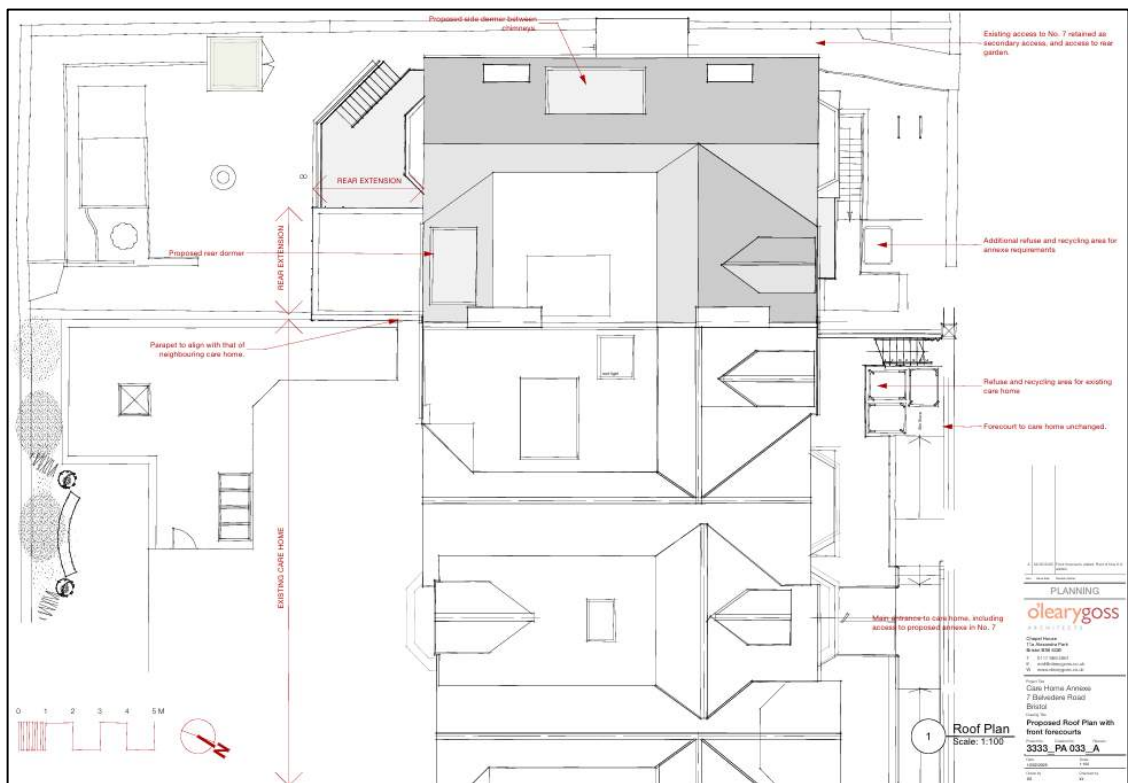
Figure 1.3 – Extract of the Architect’s proposed first and second floor layout plan



1.2.8 From **Figure 1.3**, it can be seen that:

- i. The first floor will have four en-suite bedrooms, a day room and a store; and
- ii. The second floor will also have four en-suite bedrooms, a day room, and a store.

Figure 1.4 – Extract of the Architect's proposed roof plan with front forecourts



1.2.9 From **Figure 1.4**, it can be seen that:

- i. The existing main entrance to the care home will also provide access to number 7 Belvedere Road;
- ii. An additional refuse and recycling point for the proposed 12-bedroom extension to the existing care home will be provided to the front of number 7 Belvedere Road, within the red line boundary; and
- iii. The existing side access to number 7 Belvedere Road will be retained to provide secondary access to the rear garden.

Car Parking

1.2.10 The existing care home does not have any off-street car parking spaces, and none are proposed to be provided by the application proposals.

Cycle Parking

1.2.11 The existing Glenview Care Home does not have any secure cycle parking provision.

1.2.12 It can be noted that the application proposals will provide two Sheffield type stands to the front of number 7 Belvedere Road, which will provide secure short stay parking for up to four visitors cycles.

1.2.13 The application proposals will also include a cycle store to the rear of number 7, providing secure and covered parking for up to four staff cycles.

2. POLICY

2.1 The relevant Travel Plan Policies are:

2.1.1 National Planning Policy Framework (NPPF) December 2024 – Chapter 9, Paragraph 118

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

2.1.2 NPPF December 2024 – Chapter 9 Paragraph 110

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.1.3 Bristol City Council Core Strategy 2021

Policy BCS10 supports demand management, sustainable travel measures and integrated transport system. ‘The Site Allocations PDP will include requirements for developments to implement smarter choices measures (e.g. Travel Plans and Car Clubs), which will help deliver the aim in Policy BCS10 of minimising the need to travel especially by the private car’.

2.1.4 Bristol City Council Site Allocations Development Management Policies 2014

Policy DM23 sets out the transport considerations that development proposals should address and helps to implement Core Strategy policy BCS10. ‘The following should be submitted with planning applications to show how the proposal addresses this policy: A Transport Assessment and/or Travel Plan the transport implications of a development are likely to be significant. For smaller schemes a Transport Statement may be acceptable’.

2.1.5 West of England Joint Local Transport Plan 4 (JLTP4) 2020-2036

The JLTP 4 identifies Travel Planning as a key intervention to support local connectivity. Supporting measures, guidance and monitoring will be provided to developers.

Section 8 Local Connectivity sub-section L3 states of the JLTP4: *“Travel plans will continue to be secured for new developments through the development control process, and we are developing guidance to improve the quality of Travel Plans submitted. Travel plan S106 contributions are a regular feature of a very high proportion of approved development sites.”*

3. SITE AUDIT AND ACCESSIBILITY

3.1 The Site

- 3.1.1 This chapter provides an overview of the current travel and transport situation at the application site. It is based upon the findings of a thorough audit of the existing site conditions, the current site use, and surrounding travel network.
- 3.1.2 The application site is located in the Redland area of Bristol, which is a residential suburb, around 2.8km north-west of the city centre. The site is bounded to the north by Belvedere Road with existing residential properties on all other three sides.
- 3.1.3 The application site currently comprises three residential flats (one, five-bedroom flat and two, two-bedroom flats) and the site location and the immediate area is shown by **Figure 3.1** with the nearest bus stops shown in blue.

Figure 3.1 – Site location and the surrounding area (nearest bus stops shown in blue)



3.2 Site Accessibility

- 3.2.1 This section provides a summary of the existing highway conditions in the vicinity of the application site.

Belvedere Road

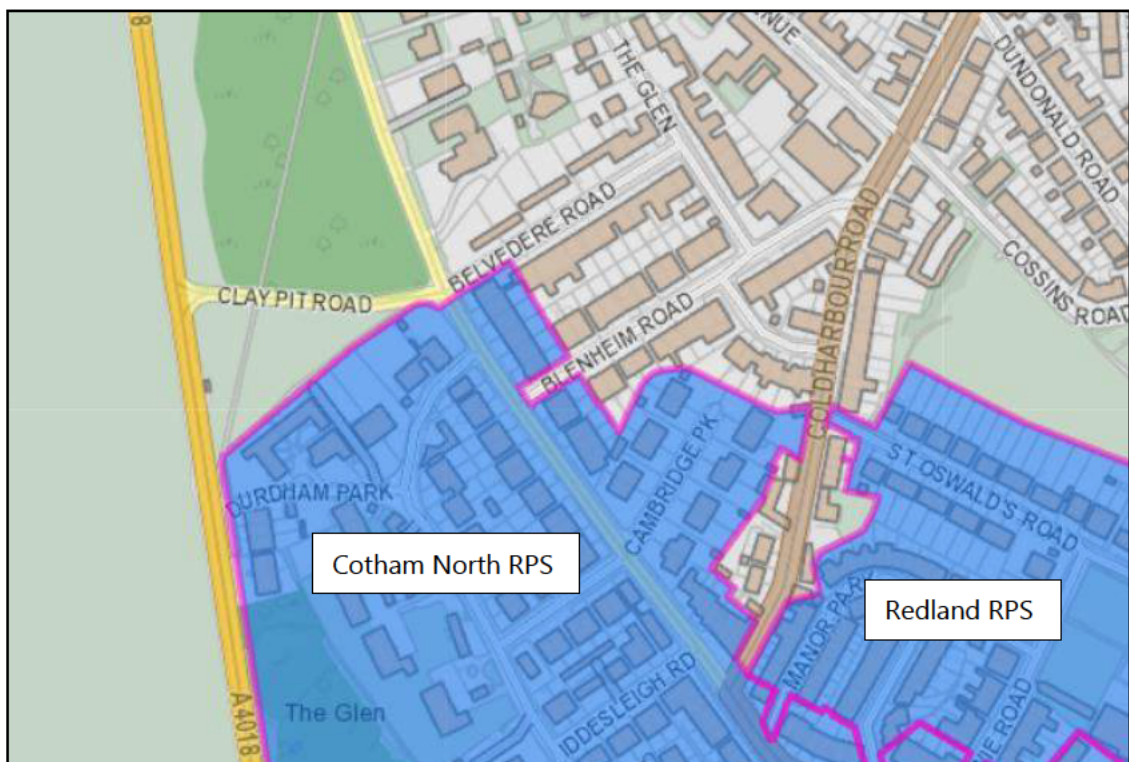
- 3.2.2 Belvedere Road is a single carriageway, two-way road, around 7.5-metres-wide with a footway of circa 1.8 metres on both sides, is lit by a system of street lighting, is subject to a 20mph speed limit and is shown by **Photograph 1**.

Photograph 1 – Belvedere Road (looking west)



- 3.2.3 Belvedere Road is directly adjacent to BCCs Cotham North Residents Parking Scheme (RPS) and in close proximity to the Redland RPS as shown by Figure 3.2.

Figure 3.2 – Proximity of Belvedere Road to existing BCC RPS



- 3.2.4 Waiting on both sides of Belvedere Road is unrestricted for its entire length except for in front of private driveways. Existing demand for on-street car parking is high.

The Glen

- 3.2.5 The Glen is a cul-de-sac and the section that forms the eastern boundary of the site is single carriageway, two-way road, typically 7.5-metres-wide with a footway of around 1.6 metres on both sides. It is lit by a system of street lighting, is subject to a speed limit of 20mph, and shown by **Photograph 2**.

Photograph 2 – The Glen (looking north)



- 3.2.6 Waiting on both sides of The Glen is unrestricted for its entire length except for a short section of No Waiting at any Time restriction (double yellow lines) at its priority junction with Blenheim Road and in front of private driveways. Demand for on-street car parking in The Glen is also high.

Blenheim Road

- 3.2.7 The section of Blenheim Road which forms the southern boundary of the site is also a single carriageway, two-way road, typically 7.5-metres-wide with a footway of circa 1.8-metres-wide on both sides. It is lit by a system of street lighting, is subject to a speed limit of 20mph, and shown by **Photograph 3**.

Photograph 3 – Blenheim Road (looking west)



- 3.2.8 Waiting on both sides of Blenheim Road is unrestricted for its entire length except for a short section of double yellow lines at its priority junctions with Blenheim Road, The Quadrant, and Westbury Park/Redland Road and in front of private driveways, some of which are protected by white 'H' bar carriageway markings. Demand for on-street car parking in Blenheim Road is also high.

Redland Road

- 3.2.9 The section of Redland Road which forms the western site boundary is wider, typically around 9.0 metres with a footway of circa 1.8 metres on both sides. It is a single carriageway, two-way road, lit by a system of street lighting which is subject to a speed limit of 20mph, and shown by **Photograph 4**.

Photograph 4 – Redland Road (looking north)



3.2.10 Redland Road is within BCCs Cotham North RPS which operates between 9am and 5pm Monday to Friday with on-street marked bays for Cotham North and Redland RPS permit holders only between these times. Outside of these times, the marked on-street bays are available to all.

3.2.11 Waiting between the bays on both sides of the road is prohibited by double yellow lines.

Railway Details

3.2.12 The nearest railway stations are Redland around 1.2km south-east of the application site and Clifton Down circa 1.2km south of the site both of which are operated by Great Western Railway. Both are provincial railway stations which benefit from secure and covered cycle parking spaces and provide frequent services to local destinations including Avonmouth, Severn Beach, Weston-super-Mare, and Salisbury.

3.2.13 Frequent services are also provided to Bristol Temple Meads railway station which in turn provides access to regional and national destinations.

Bus Details

3.2.14 The nearest bus stops to the application site are located on Coldharbour Road (known as Bayswater Avenue) around 290 metres north-east of the site and on the A4018 (known as Durdham Park) circa 390 metres southwest of the site.

3.2.15 Both the north-east and south-westbound bus stops on Coldharbour Road are on carriageway, defined by yellow bus stop cage and bus stop clearway carriageway markings and comprise raised kerbs, a pole and flag, timetable information, and a real time information display screen.

3.2.16 Both stops are served by service number 505 which provides a 30-minute frequency between the Long Ashton park and ride site and Southmead hospital Monday to Saturday with the frequency of service being hourly on a Sunday.

- 3.2.17 The northbound bus stop on the A4018 is on carriageway with the southbound stop being located within a half-width layby. Both stops are defined by yellow bus cage and bus stop clearway carriageway markings, and both comprise raised kerbs, a lit shelter with seating, a flag, a real time information display screen, and a bin.
- 3.2.18 Both stops are served by service numbers 1, 2, 2a, 3, 77, B2, U1, and Y6 and details of the routes and frequency of buses is summarised by **Table 3.1**.

Table 3.1 – Route and frequency of bus services

Service Number	Route	Monday - Friday	Saturday	Sunday
1	Cribbs Causeway, Bus Station - Broomhill, Whitmore Avenue	15 minutes	20 minutes	30 minutes
2	Cribbs Causeway, Bus Station - Stockwood, The Coots	30 minutes	30 minutes	30 minutes
2a	Brentry, Charlton Road - Stockwood, The Coots	30 minutes	30 minutes	-
3	Cribbs Causeway, Bus Station - City Centre, Union Street	30 minutes	30 minutes	40 minutes
77	Henleaze, Dorset Road - Horfield Common, Muller Road Top via Clifton Down, Bristol City Centre, Bishopston	30 minutes	40 minutes	40 minutes
B2	Worle - Portishead - Redmaids High School	One school service per day	-	-
U1	Stoke Bishop, Transport Hub - City Centre, Rupert Street via Clifton Down, University of Bristol	12 minutes	20 minutes	20 minutes
Y6	City Centre, Union Street - Chipping Sodbury, Wickwar Road via Clifton Down, Henleaze, Southmead Hospital, Filton, Cribbs Causeway, Bristol Parkway Station, Winterbourne, Yate P&R, Yate	90 minutes	90 minutes	120 minutes

Car Club Provision

- 3.2.19 Bristol has several car club schemes which offer an affordable alternative mode to private car ownership, reducing the need for private parking and allow occasional car travel for individuals, including students with a valid license. Car club membership costs are typically around £60 per annum, and then £5 an hour or £35 a day plus 18p per mile.
- 3.2.20 The current providers are Co-Wheels and Enterprise; more details of each company can be found on their respective websites.

Summary

- 3.2.25 The application site is accessible by foot and bicycle, is located 290 metres from the nearest bus stops, and within 1.2km (14-minute walk or three-and-a-half-minute cycle ride) of two provincial railway stations.
- 3.2.26 It is therefore concluded that the application site is within a very highly sustainable location in transport terms.

4. AIMS, OBJECTIVES AND OUTCOMES

4.1 Aims and Objectives

4.1.1 The objective of this STP is to achieve the following outcomes:

- i. Minimise single occupancy car travel to and from the development;
- ii. Promote sustainable travel and set out initiatives to do this including the provision of a Travel Information Pack to be made available for all staff to review;
- iii. Identify which measures are needed to maximise the use of non-car travel; and
- iv. Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then maintain that change.

4.1.2 The core aim of this STP is to further reduce the already very low single occupancy vehicle trips to and from the car-free care home, through the increased use of public transport, walking, and cycling.

4.1.3 STPs are evolving documents, and, in this case, the intention is that following the initial baseline survey, target(s) will be identified and agreed between BCC and the applicant.

4.1.4 It is expected that the implementation of the STP will be secured by a planning condition.

4.1.5 Outcomes may be measured by the continues recording of staff travel habits and the use of the secure, covered cycle parking.

5. MANAGEMENT AND DELIVERY STRUCTURE

5.1 Management

- 5.1.1 The successful impact of the STP will be dependent upon buy-in from the staff of the care home and the processes put in place to support, implement, and develop the measures outlined. Due to the car-free nature of the care home, the subsequent reliance on sustainable modes of transport means that the impact of the STP will be beneficial.
- 5.1.2 The nominated TPC plays a vital role in the success of the STP and is responsible for the day-to-day management, coordination, promotion, and implementation of the STP. The TPC will be a point of contact for any members of staff who have queries about their travel.
- 5.1.3 Details of an appropriate contact at the care home will be provided to BCC for liaison regarding this STP.

5.2 Marketing and Communication Strategy

- 5.2.1 A Marketing and Communication Strategy will be implemented to ensure that members of staff are fully engaged in the STP, and this includes (see **Table 6.1** included in **Section 6.0** also):
 - i. User awareness;
 - ii. Provide a Travel Information Pack which will be available for all staff to review;
 - iii. An STP noticeboard in the staff room;
 - iv. Offer personalised travel planning to all members of staff as part of the on-going STP implementation;
 - v. Promotion of useful websites, such as TravelWest; and
 - vi. Promotion of sustainable travel modes on the care homes website.
- 5.2.2 The TPC will confirm the Marketing and Communication Strategy in more detail once appointed.
- 5.2.3 It is envisaged that promotional events will be hosted by the TPC during each year to convey the aims and objectives of the STP and promote sustainable travel. This may occur, for example, as part of the dissemination and collection of surveys.

6. MEASURES AND INITIATIVES

6.1 Introduction

6.1.1 This section of the STP describes the measures that are proposed in order for the STP to meet the Aims, Objectives and Targets detailed in **Section 4.0**.

6.1.2 All Travel Plans should include a consideration of the following measures, appropriate and proportional to the size and impact of the proposed development, with those selected determined by the specific locality and nature of the site:

- i. Marketing the Travel Plan;
- ii. Minimise single occupancy car travel, through car share;
- iii. Promotion of public transport use;
- iv. Promotion of cycling;
- v. Promotion of walking; and
- vi. Servicing arrangements.

6.1.3 These measures are linked back to the stated objectives and address site-specific transport issues, with the aim of improving accessibility and offering viable sustainable travel choices.

6.2 Measures and Initiatives

6.2.1 Measures and initiatives are set out in **Table 6.1**.

Table 6.1 – Measures and Initiatives

<p>Promotion and marketing How will these measures be promoted to the site occupants and to visitors?</p>	<p>Travel Information Pack – to include: A map promoting car clubs, railway stations, bus stops and public transport routes, pedestrian and cycle routes, facilities within easy walking/cycling distance, information on local bike and scooter hire schemes, and contact details of the TPC.</p> <p>A travel information boards will be provided in the staff room</p> <p>Personalised travel planning with introductory sessions for staff</p> <p>Promotion of TravelWest and Better by Bike</p>
<p>Car Travel Measures to reduce single occupancy car travel</p>	<p>The care home has zero off-street car parking provision, and none is proposed to be provided as part of the application proposals, which does, and will continue to, discourage staff from undertaking single occupancy car travel, therefore, no car park management strategy is required</p> <p>Promote car sharing</p> <p>As there is no existing of proposed off-street car parking provision, there is no requirement on the applicant to provide electric car charging provision</p>
<p>Public Transport Measures to promote use of public transport</p>	<p>The Travel Information Pack will include information on the location of local bus stops, bus transport routes and frequency of service as well as a summary of services from Redland and Clifton Down railway stations. It will also include information regarding local taxi services</p> <p>The TPC will:</p> <ul style="list-style-type: none"> i. Actively disseminate public transport information ii. Promote the use of bus checker applications iii. Provide public transport tickets to staff iv. Where relevant, promote discounted bus/cycle promotions
<p>Cycling Measures to promote cycling</p>	<p>The promotion of cycling will be achieved by providing high quality, secure covered on-site cycle parking that is easily accessible for residents and visitors and that meets local policy guidelines</p> <p>The Travel Information Pack will include information on local cycle routes, the health benefits of cycling, nearby cycle shops, local bike hire schemes and membership details, including the hire of E-Bikes and E-Scooters</p> <p>On-site changing facilities and lockers for staff will be provided</p> <p>Staff will be able to apply for cycle vouchers</p>

<p>Walking Measures to promote walking</p>	<p>The Travel Information Pack will also include information on local pedestrian routes and the health benefits of walking</p> <p>The public highway which staff use to walk to and from the application site is appropriate, has dropped kerb pedestrian crossing points, is well lit with highway signage</p> <p>The access to the site for pedestrians is appropriate and well lit</p>
<p>Servicing Where relevant, measures to manage deliveries</p>	<p>Staff will be provided with access to broadband</p> <p>The existing servicing strategy, as set out in the Servicing Management Plan prepared by the applicant and submitted in support of the planning application will include the proposed extension to the existing care home</p>
<p>Monitoring and review How and when will the above measures be reviewed and updated where necessary?</p>	<p>The STP will be implemented, managed, and monitored by the TPC appointed by the applicant. It is anticipated that a monitoring report will be prepared biennially over a five-year period (i.e. years 1, 3 and 5), and the measures will be reviewed at this time</p>

7. ACTION PLAN AND BUDGET

- 7.1.1 This section draws together the proposed measures, monitoring, and review proposals into an Action Plan.
- 7.1.2 The Action Plan will be updated to reflect the outcome of each biennial survey so as to take into account any changes necessary in the measures proposed, in order to meet the aims specified in **Section 4.0**. The outcome of the monitoring and review process and any impact on this Action Plan will need to be agreed between the applicant and BCC.
- 7.1.3 The applicant will implement the physical infrastructure, including two Sheffield type stands to the front of number 7 Belvedere Road, which will provide secure short stay parking for up to four visitor cycles.
- 7.1.4 The application proposals will also include a cycle store to the rear of number 7, providing secure and covered parking for up to four staff cycles.
- 7.1.5 The applicant will appoint a TPC, who will be an existing member of staff, for the life span of the STP. The appointed TPC will be responsible for delivering a site-specific range of measures based on the approved STP, as well as undertaking surveys, monitor, audit and reviewing the role.
- 7.1.6 Payment of the Travel Plan Management and Audit Fee will be secured by either entering into a Section 106 Agreement of a Unilateral Undertaking with the Council.

Table 7.1 – Action Plan

Measure	Delivery profile						Delivery Agent	Monitoring Indicator	Notes
	Year 1 2025/26	Year 2 2026/27	Year 3 2027/28	Year 4 2028/29	Year 5 2029/30	Total Years 1 -5			
Management and co-ordination									
Appoint TPC	£	£	£	£	£	£			
Agree Implementation Plan	£250.00	£	£	£	£	£250.00			
Travel Plan launch	£250.00	£	£	£	£	£250.00			
	£	£	£	£	£	£			
Promotion and marketing									
Travel Information Pack - design and print TIP - distribute	£750.00	£	£	£	£	£750.00			
	£	£	£	£	£	£			
Car travel									
	£	£	£	£	£	£			
	£	£	£	£	£	£			
Public transport									
	£500.00	£150.00	£150.00	£150.00	£150.00	£1,100.00			
	£	£	£	£	£	£			
Cycling									
	£1,500.00	£	£500.00	£	£500.00	£2,500.00			
Walking									
	£	£	£	£	£	£			
Other measures									
	£	£	£	£	£	£			
	£	£	£	£	£	£			
Monitoring and review									
Baseline survey	£50.00	£	£	£	£	£50.00			
Biennial survey	£	£	£50.00	£	£50.00	£100.00			
Monitoring and review	£50.00	£50.00	£50.00	£50.00	£50.00	£250.00			
Final Report	£	£	£	£	£100.00	£100.00			
TOTAL BUDGET	£3,350.00	£200.00	£750.00	£200.00	£850.00	£5,350.00			

8. TARGETS, MONITORING AND REVIEW

8.1 Targets

- 8.1.1 Clear 'outcome' targets will be specified by the TPC in liaison with the applicant and include deadlines by when these will be achieved. Targets should be SMART and capable of demonstrating that implementation of the proposed measures will deliver the intended outcomes and objectives. Targets will have minimal focus on car parking provision, given that the care home is car-free, to ensure that staff will not be reliant on the private car.
- 8.1.2 Targets will correspond to the ongoing recording of staff travel habits which will demonstrate that the vast majority of staff travel by sustainable, non-car modes of transport.

8.2 Baseline Travel Data

- 8.2.1 The proposed development is an extension to an existing care home to provide an additional 12 bed spaces. Therefore, it is proposed that the existing record of staff travel habits collected by the care home staff will act as the baseline data. An initial travel survey will be carried out within three months of the extension to the care home being fully occupied and used to confirm the baseline data. This will be agreed between the TPC and BCC.
- 8.2.2 The initial survey will be used to determine the number of staff travelling by various modes including:
- i. Single occupancy car/van;
 - ii. Multiple occupancy car/van;
 - iii. Powered two-wheeler;
 - iv. Cycle;
 - v. Foot;
 - vi. Bus;
 - vii. Train;
 - viii. Tier e-scooters; and
 - ix. All other modes.
- 8.2.3 **Table 8.1** provides a summary of the existing staff travel patterns by mode of transport.

Table 8.1 – Summary of existing staff travel patterns by mode of transport

Mode of Transport	Percentage of Staff
Own Car	20%
Walk	12%
Cycle/Scooter	16%
Public Transport	48%
Taxi	4%

- 8.2.3 **Table 8.1** confirms that 80% of staff currently travel by sustainable modes of transport.
- 8.2.4 The target of the Staff Travel Plan is to increase travel by sustainable modes of transport by 5% by encouraging more members of staff to walk, cycle and take public transport.

8.3 Monitoring

- 8.3.1 Staff Travel Plans are 'active' documents that must be reviewed on a regular basis to demonstrate that the measures implemented have, over time, met the agreed targets.
- 8.3.2 The TPC will ensure that monitoring takes place, including via the use of surveys, and that the outputs are reported. The monitoring report will be submitted to BCC biennially over a five-year period (i.e. years 1, 3 and 5).
- 8.3.3 The TPC will submit a draft survey template prior to BCC to agree the format. The TPC will be responsible for the survey in terms of dissemination; advertising of the survey and encouraging staff to take part to ensure a good survey return rate (to be agreed); data collection and analysis.
- 8.3.4 It is likely that the surveys will be emailed to each member of staff and available in printed form if required (i.e. at the reception). The TPC will ensure that all members of staff are able to access the form e.g., bilingual or braille format options to be provided where required. A notice may be placed on the noticeboard reminding all members of staff to fill in and return the survey. It is envisaged that social media may also be a format used for advertising/disseminating the survey.
- 8.3.5 The TPC will also monitor use of the secure and covered cycle parking provision which will help with devising remedial actions should they be required.
- 8.3.6 Should surveys determine the need, the applicant has provided a commitment to giving future consideration to:
 - i. Personalised Travel Planning;
 - ii. Public transport promotion measures;
 - iii. Cycle promotion measures;
 - iv. Loan bikes;
 - v. Dr Bike;
 - vi. Cycle training;
 - vii. Walking promotion measures;
 - viii. Car share and Car Club promotion; and
 - ix. Events.

8.4 Review

- 8.4.1 Prior to the fully occupation of the extension of the care home, the TPC will liaise and confirm:
 - i. How the monitoring output will be reported;
 - ii. The date of the first monitoring report, based on the estimated date of occupation;
 - iii. How any remedial actions will be developed if targets have not been achieved; and
 - iv. How a comprehensive outcomes review will be undertaken, including updating the SATP as appropriate.

Appendix 1

Staff Travel Habits, Visitor Travel Habits and Delivery Data

STAFF

[illegible]

[illegible]

[illegible]

VISITOR

[illegible]

SUPPLIERS

[illegible]

27	14.08.2023 TO 20.08.2023	NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
28	21.08.2023 TO 27.08.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
29	28.08.2023 TO 03.09.2023	PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	
		INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30	04.09.2023 TO 10.09.2023	RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
31	11.09.2023 TO 17.09.2023	DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0	
32	18.09.2023 TO 24.09.2023	NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
33	25.09.2023 TO 01.10.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	7
34	02.10.2023 TO 08.10.2023	PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	
		INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
35	09.10.2023 TO 15.10.2023	RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
36	16.10.2023 TO 22.10.2023	DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
37	23.10.2023 TO 29.10.2023	NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	8
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
38	30.10.2023 TO 05.11.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
39	06.11.2023 TO 12.11.2023	PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0	
40	13.11.2023 TO 19.11.2023	NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

[illegible]

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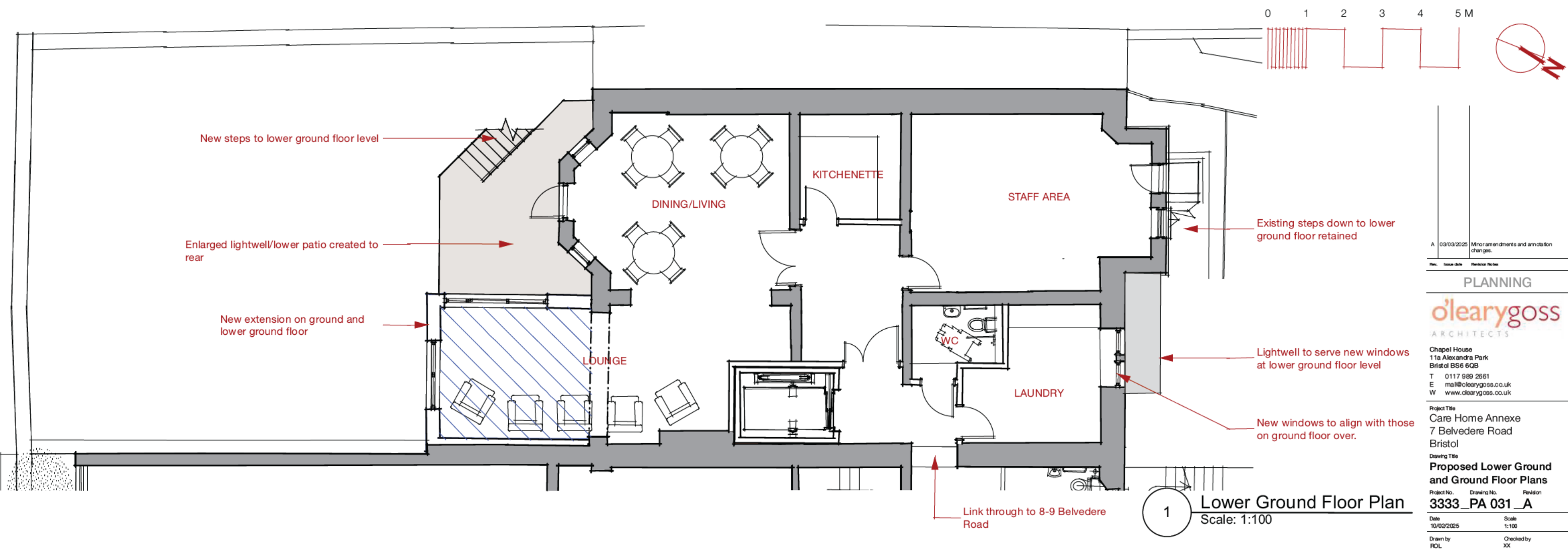
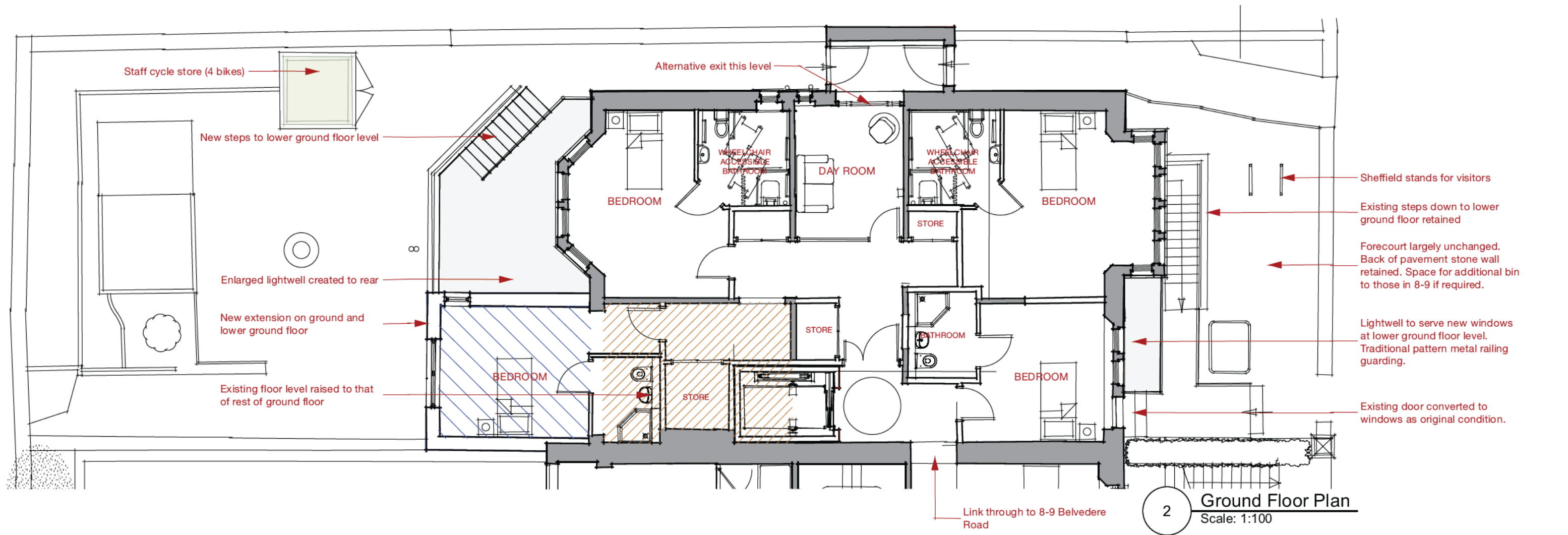
75	22.07.2024 TO 28.07.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	
76	29.07.2024 TO 04.08.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
77	05.08.2024 TO 11.08.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
78	12.08.2024 TO 18.08.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
79	19.08.2024 TO 25.08.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
80	26.08.2024 TO 01.09.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
81	02.09.2024 TO 08.09.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
82	09.09.2024 TO 15.09.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
83	16.09.2024 TO 22.09.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
84	23.09.2024 TO 29.09.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
85	30.09.2024 TO 06.10.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
86	07.10.2024 TO 13.10.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0		
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
87		INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0		

[illegible]

[illegible]

Appendix 2

The Architect's Proposed Site Layout Plan



A 03/03/2025 Minor amendments and annotation changes.

Plan Issue date Revision Number

PLANNING

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Project Title
Care Home Annexe
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Bristol

Drawing Title
**Proposed Lower Ground
and Ground Floor Plans**

Project No. Drawing No. Revision
3333_PA 031_A

Date Scale
10/02/2025 1:100

Drawn by
ROL

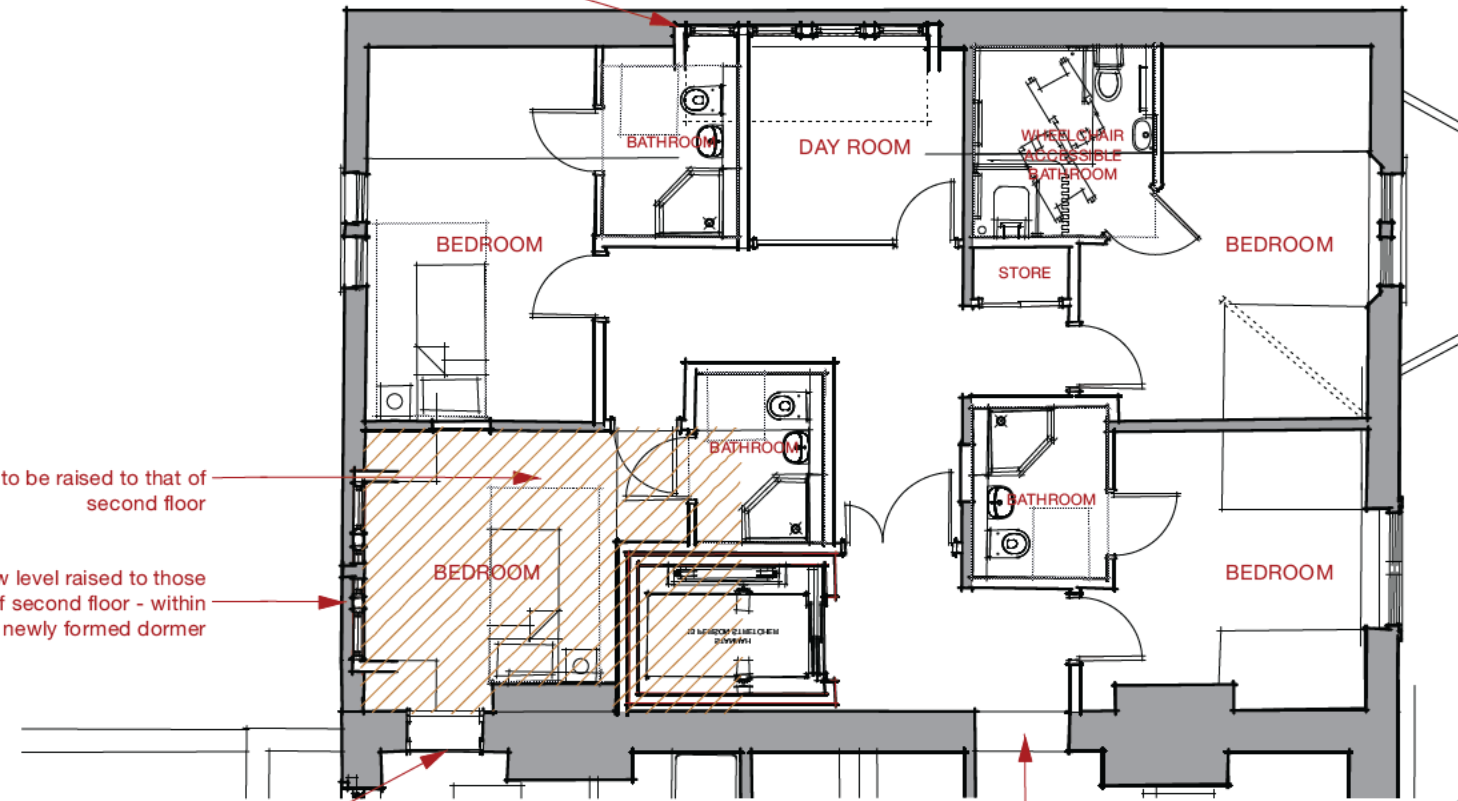
Checked by
XX

Dormer window to provide improved headroom in kitchen and bathroom

Existing floor level to be raised to that of second floor

Window level raised to those of rest of second floor - within newly formed dormer

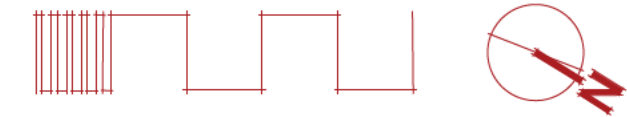
Link required for Part B fire compartmentation - affects existing bedroom next door



2

Second Floor Plan
Scale: 1:100

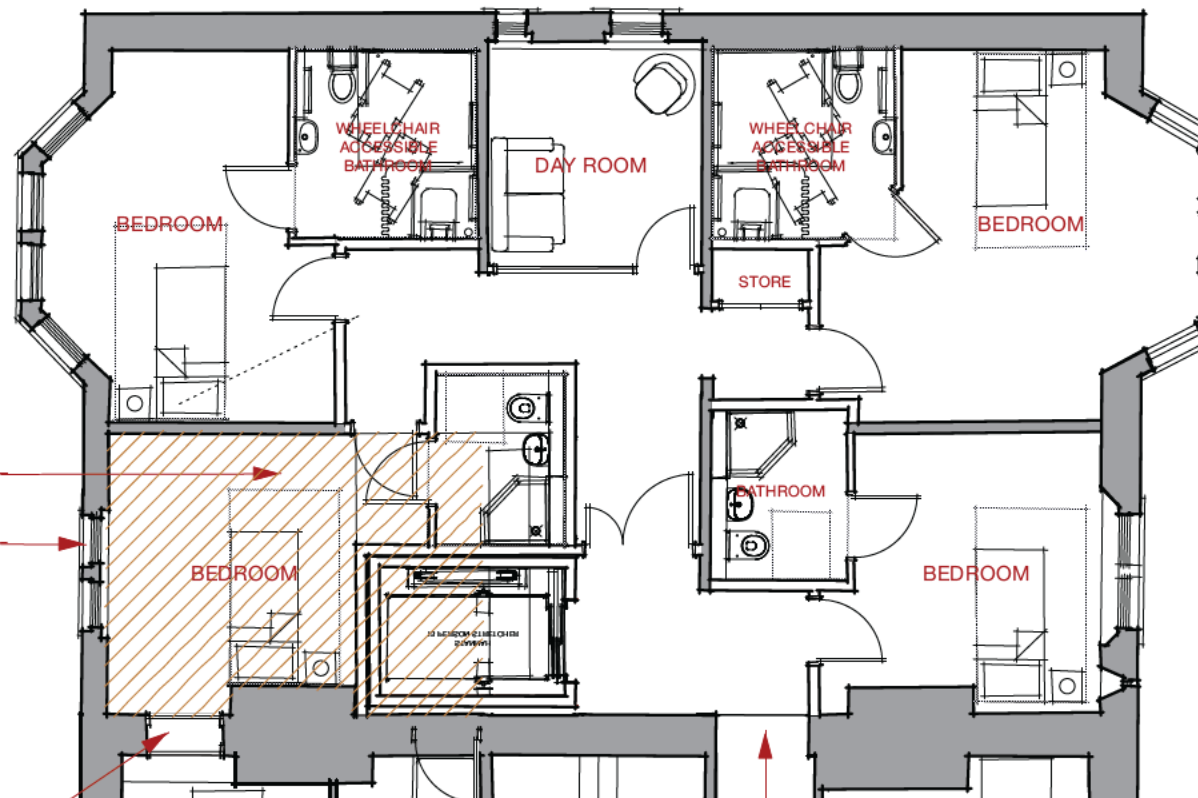
0 1 2 3 4 5 M



Existing floor level raised to that of rest of first floor

Window level raised to those of rest of first floor

Link required for Part B fire compartmentation - affects existing bedroom next door



1

First Floor Plan
Scale: 1:100

Plan	Issue date	Revision Number

PLANNING

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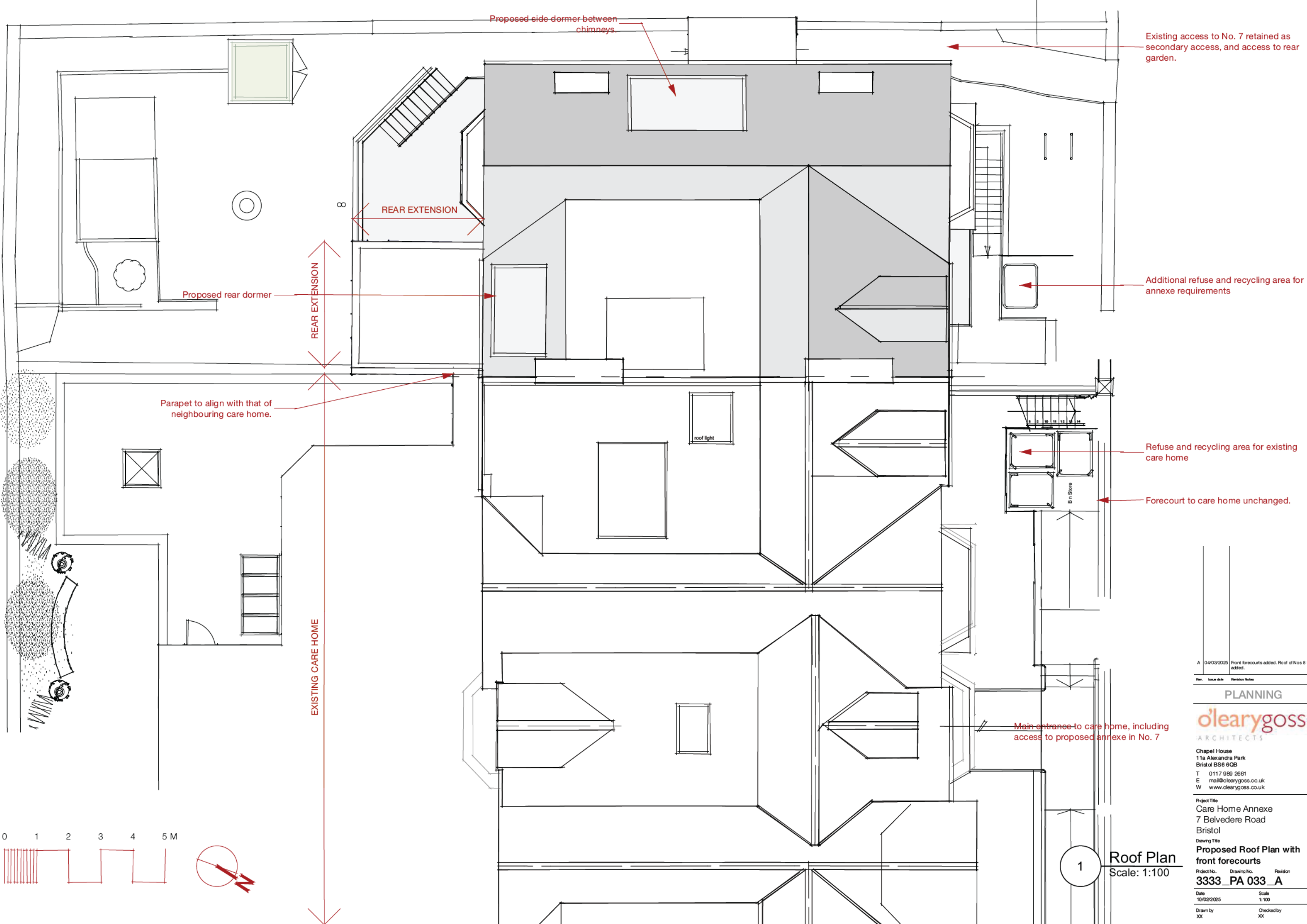
Drawing Title
Proposed First and Second Floor Plans

Project No. Drawing No. Revision
3333_PA 032

Date Scale
10/02/2025 1:100

Drawn by
ROL

Checked by
XX



Proposed side dormer between chimneys

Existing access to No. 7 retained as secondary access, and access to rear garden.

REAR EXTENSION

Proposed rear dormer

REAR EXTENSION

Parapet to align with that of neighbouring care home.

EXISTING CARE HOME

Additional refuse and recycling area for annexe requirements

Refuse and recycling area for existing care home

Forecourt to care home unchanged.

Main entrance to care home, including access to proposed annexe in No. 7

0 1 2 3 4 5 M



1

Roof Plan
Scale: 1:100

A 04/03/2025 Front forecourts added. Roof of Nos 8 & 9 added.

Rev. Issue date Revision Number

PLANNING

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Project Title
Care Home Annexe
7 Belvedere Road
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Drawing Title
Proposed Roof Plan with front forecourts

Project No. Drawing No. Revision
3333_PA 033_A

Date Scale
10/02/2025 1:100

Drawn by Checked by
JK JK