

From: Jayne Howson [REDACTED]
Sent: 01 June 2025 16:23
To: Section 62A Applications Non Major <section62anonmajor@planninginspectorate.gov.uk>
Subject: S62A/2025/0101 - 7 Belvedere Road, Redland, Bristol, BS6 7JG

Dear Sirs,

I am writing as a long-term resident of the Belvedere Road area to express my strong objection to the current planning application concerning the expansion of Glenview care home. While previous applications from the same applicant have been turned down—mainly on the grounds of traffic and parking—this new proposal raises many of the same unresolved issues, along with broader concerns about the ongoing impact of this development in a residential area within walking distance of schools and other amenities.

The proposal seeks to increase Glenview's capacity from 40 to 52 beds, but this does not reflect the wider context. Glenview is one of 3 care homes on the same side of Belvedere Road. Meadowcare, which is under the same ownership and CQC registration, has 34 beds, and Belvedere Lodge adds another 20. That means nearly 100 care home beds are concentrated along a short stretch of this narrow residential street. There are also supported living flats on Redland Road and a 15-unit supported living house at 2 The Glen (Freeways Trust), all of which contribute to high traffic and service demand.

The result is a constant stream of vehicle movements for staff, visitors, deliveries, taxis, ambulances on roads that simply cannot accommodate this level of activity. These streets (Belvedere Road, Blenheim Road, and The Glen) sit just outside the Redland residents' parking zone, and Redland Road itself forms the inner edge. We are already seeing significant pressure from people parking here to avoid city centre parking charges, as well as from staff at the nearby primary school. The cumulative impact is that parking is extremely limited, and traffic congestion is worsening.

None of the care homes have off-street parking. As a resident, I frequently see delivery trucks and ambulances parked in the middle of the road, blocking access for other vehicles. At times, ambulances remain for at least an hour. This not only causes disruption but also strips residents, both living and deceased, of privacy and dignity as they are transferred in full view of the street.

Parking routinely extends across junctions, and when the road is obstructed, the only option is to reverse into tight blind bends frequently into oncoming traffic. Poor pavements, blocked dropped kerbs, and overcrowded corners force parents with pushchairs, people in wheelchairs, and mobility scooter users into the road for considerable stretches. This is particularly dangerous during school run times, when the footfall is high and visibility is limited.

This latest application differs only slightly from the previous one, reducing the proposed new beds from 14 to 12. It's hard to see how this small change addresses the fundamental issues that led to previous refusals. The submitted traffic report attempts to rebut concerns, but it is deeply flawed. It miscalculates available parking spaces and includes areas outside the permissible survey range, contradicting Bristol City Council's own guidelines. These shortcomings are detailed in another objection I have read and fully support.

There is also a longer-term concern about how development is being phased. A previous application (18/03500/F) granted permission to excavate and extend the basement at No. 7 Belvedere Road—but only as a residential flat. At the time, many of us expressed concern that this would be used as a stepping stone toward converting No. 7 into a care home extension. The planning officer's report was clear that the application was approved strictly as a residential improvement. Now that No. 7 is

being drawn into the care home, that earlier consent should not be taken as a green light for care home-related excavation.

To date, there is no visible evidence that excavation has actually started, despite claims to the contrary. In 2022, local residents contacted BCC Building Control to clarify whether enough work had been done to keep the original planning permission active. We were advised that future applications would need to take this planning history into account. I urge the Inspectorate to examine this point carefully, and to ensure that previous permissions are not being misapplied to serve a different purpose than originally approved.

From a personal standpoint, the last round of basement excavation by the same developer caused enormous disruption. Belvedere Road was effectively closed for more than 18 months, which was far longer than initially planned. This caused serious noise, dust, and real worry about the impact on neighbouring foundations. Many of us are deeply concerned about this happening again.

Lastly, No. 7 currently provides three well-sized flats. This is exactly the kind of housing we need more of in this part of the city. Our neighbourhood is well-connected, with excellent transport, schools, and shops. It seems a real loss to convert viable homes into institutional space, particularly when care home residents are rarely visible in the community. The character of this part of Redland is being steadily changed, and this application only accelerates that trend.

I would respectfully request that this application be refused, and that a public hearing be held so local residents have the chance to raise these issues in person. The planning system should support communities, not allow them to be incrementally hollowed out.

Yours faithfully,
Jayne Howson

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