

Development Control Committee B – 12 July 2017

Application No. 16/05376/F and 16/05398/LA: Blackberry Hill Hospital, Manor Road, Fishponds, Bristol BS16 2EW

1.0 SUMMARY

- 1.1 These applications are brought to Committee on account of their importance to housing provision in the city and local interest. The proposal which if Members were minded to approve, would involve significant redevelopment of a valuable heritage asset in the city, as a number of the buildings on the site are listed as Grade II.
- 1.2 This report is concerned with two applications for full planning permission and listed building consent for the redevelopment of the Blackberry Hill Hospital site to provide predominantly residential development.
- 1.3 Through the planning process, provision is made for 20 affordable units. However, through funding from both the City Council and Homes and Communities Agency (HCA) there is the potential for the site to occupy up to 100 affordable units. However, it should be noted that this cannot be guaranteed through this planning process.
- 1.4 The applications' site is allocated for development – housing with mixed-uses – in the Site Allocations and Development Management Policies document. The applications subject to this report seek permission for these uses. Given the support of the development plan, it is considered, that the principle of the proposed development should be supported with significant weight attached to this aspect of the assessment.
- 1.5 The key issue of affordable housing has been considered and has been subjected to intensive discussions with the applicants. Due to the allowance that has to be made for Vacant Building Credit the target for affordable housing to be provided on site through the s106 agreement and at the applicant's cost is 41 units. The Council's independent viability consultant has advised that the site could actually deliver 37 units. After originally proposing zero affordable housing, the applicant has maintained for a while that the site can only afford 17. Over the last 2 weeks this offer has been increased to 20 units, although the information justifying this offer has not been fully assessed at the time of writing this report.
- 1.6 Officers have liaised with City Council Housing Delivery colleagues and also the Homes & Communities Agency. It is clear that, with grant support, the development is likely to deliver a total of 100 affordable units. The debate has been about what proportion of these are provided at full cost by the developer and, therefore, how much public subsidy goes into the remaining units to deliver the full 100. Any public funds used for this site would not be available for other sites, although Members should note that some of the HCA funding has been moved to Bristol from another region of England. Members are entitled to give whatever weight they see fit to the issue of grant funding and the delivery of the additional 80 units because planning policy requires affordable housing to have nil public subsidy and it is also not possible to secure the 80 additional units by s106 agreement because a key principle of grant funding is that of "additionality"

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- 1.7 Members should give substantial weight to the extent to which the proposals are contributing to the delivery of affordable housing through s106, specifically at least 20 units secured in this way. However, Members may want to also give weight to the potential overall outcome of the total amount of affordable housing delivered at the site. In order to demonstrate delivery the applicants have agreed to a one year consent.
- 1.8 Whilst the negotiations on the viability of the site could continue, in order to seek an increase of the 20 units currently offered, the site will still continue to deliver a total of 100 affordable units. Officers consider that we have reached a stage where the proposals should now be determined on their merits, and that a window of opportunity exists to enable a high quality development that (with the input of public subsidy) provides a good level of affordable housing.

2.0 SITE DESCRIPTION

- 2.1 The application site is located in the Fishponds area of Bristol, approximately 4 miles north-east of the city centre. It is within the designated Stapleton and Frome Valley Conservation Area. The application site is located within a wider complex known as the Blackberry Hill Hospital, part of which remains an operating NHS unit. The site, which is in Flood Zone 1, includes a designated village green, called the Laundry Field. The total area of the application site is approximately 8.62 hectares.
- 2.2 The application site was originally built for use as a prisoner of war camp before becoming a workhouse during the 1800s. It was converted to an NHS hospital site in 1946, specialising in psychiatric care. The NHS Blackberry Hill Hospital has been contained to modern buildings to the north of the site and the historic Manor Park Hospital buildings have been unoccupied since 2007. The Homes and Communities Agency (HCA) acquired Manor Park Hospital in 2007.
- 2.3 The proposed development concerns a Grade II listed building, Manor Park Hospital. The Historic England listing number is 1202370 and its entry reads:

“Prisoner of war camp, work-house, now hospital. c1779. Work-house from 1837, extended 1865, and hospital since 1946. Pennant rubble with limestone ashlar porches, exterior stacks and interlocking tile hipped roof. Axial, Eshaped plan. 3 storeys; 5:9:3:9:5-window range. A symmetrical front has a 3- window central projecting block, and 5-window T-shaped end wings, with a central C19 porch with columns to a flat canopy; C20 porches to the other ranges except the le-hand one. Cambered rubble heads to late C20 windows. The side wings are articulated by pairs of exterior decapitated stacks. Large 1861-5 five-window extension to the le has semicircular ground-floor arches with chamfered surrounds, now glazed. INTERIOR: remodelled C20. HISTORICAL NOTE: constructed by the Admiralty as a prisoner of war camp, holding prisoners from the wars with the American colonies, and with France from 1793, an early and important example. The other is at Yaxley, Cambs. Converted by the Poor Law Commission, and a lunatic asylum from 1870. (Site Record, Trial Survey of Gardens, etc. ACCES: Harding S: SMR 2794: Bristol: 1987).”

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- 2.4 While the main Manor Park Hospital building is the Grade II listed asset, 13 other buildings/structures within the site complex are considered to meet the criteria to qualify as listed by curtilage. This criteria is set out in the Listed Buildings and Conservation Act 1990, stating that any building or structure fixed to the listed building, or which is within the curtilage and has been part of the land prior to 1 July 1948, is also considered listed.
- 2.5 There are various uses immediately surrounding the site. To the north, it is bordered by an NHS secure psychiatric hospital, to the north east the site contains open space including the Laundry Field village green and allotments. To the west is the University of the West of England (UWE) Glenside campus, containing teaching and accommodation facilities. The areas to the south and east of the site are predominantly residential.
- 2.6 There is ancient woodland and the River Frome to the north of the site. Within the wider area of the site, there are several listed buildings, a registered Park and Garden (Oldbury Court Estate), a secondary school and allotments. There is also considerable residential and commercial land use, particularly in the local centre Fishponds Road, which is approximately a ten minute walk from the site.
- 2.7 The application site fronts onto Manor Road, which provides the sole access for the site for vehicles, pedestrians and cyclists. Manor Road is a single lane carriageway located between two major roads – the M32 and the A432 Fishponds Road. There are bus stops directly opposite the site which service routes to the city centre and north towards Filton and Bristol Parkway rail station. More frequent and a greater range of services are available from Fishponds Road.

3.0 RELEVANT HISTORY

- 3.1 There is a substantial planning history for this site relating to its former use as an NHS facility. These applications are not relevant to this case. There are three cases relating directly to this application which are of relevance:

Ref. No: 16/04291/SCR Request for a Screening Opinion as to whether an Environmental Impact Assessment is required for the retention and conversion of existing Listed Buildings and new build development to provide 298 residential units, 510 sqm of commercial floorspace and 280 sqm of community space.

Status: EIA not required

Ref. No: 16/06831/F: Retention of Cedar House and conversion to provide 25 new residential units (C3), alongside demolition of ancillary redundant buildings, car parking, landscaping and access.

Status: Pending Consideration

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Ref. No: 16/06832/LA: Retention of Cedar House and conversion to provide 25 new residential units (C3), alongside demolition of ancillary redundant buildings, car parking, landscaping and access.

Status: Pending Consideration

4.0 APPLICATION

4.1 Two applications were submitted for the proposed development on 3 October 2016 by Galliford Try Regeneration and the HCA.

4.2 When these applications were originally submitted the description of development for the full application was for the regeneration, refurbishment and demolition of existing buildings and new build development to provide a total of 305 residential units (comprising of 192 new build and 113 refurbished units) (Use Class C3), 510 sqm of commercial/retail floorspace (Use Class A1 /A2 /A3 /B1) and 280 sqm community space (Use Class D1); new and amended vehicular, pedestrian and cycle access; car parking; cycle parking; landscaping and boundary treatment.”

4.3 Specifically, the applications sought to:

- Retain the Grade II Listed Manor Park Hospital building and 2no. buildings listed by curtilage.
- Demolish buildings ancillary to the Manor Park Hospital building. This includes 11no. buildings considered listed by curtilage.
- Convert the retained buildings into 113 residential units, comprising a mixture of 1-3 bedroom apartments and 2-4 bedroom houses.
- Erect 192 new build residential units, comprising 142no. 2-4 bedroom houses and 50no. 1-2 bedroom apartments. Apartments will mostly be contained within 5no. new build blocks of accommodation of no more than 3 storeys.
- Propose 510sqm commercial/retail floorspace and 280sqm community space within the new build element of the scheme.
- Create 1 new vehicular access to the east of the site from Manor Road.
- Create 435 total parking spaces: 414 allocated residential spaces, 5 visitor spaces and 16 commercial use spaces.
- Remove 103 trees, groups of trees and hedgerows.
- Planting of ca.130 trees across the site.
- Install secure cycle parking for all apartments, commercial and community buildings.
- Use materials including brick, render and stone cladding on walls and terracotta and grey roof tiles.
- Install photovoltaic panels throughout the site.

4.4 Following consultation with the public and responses from statutory consultees, the applicant submitted a revised details on 4 April 2017 which introduced the following changes to the proposed development:

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- Increase in density of development across the site with the number of residential units increasing from 305 to 346.
- Increase in the provision in affordable housing, from no affordable units to 20 affordable units across the site.
- An increase in height across the development to include 4no. buildings extending to 4 storeys and 1no. building of 5 storeys.
- Retention of 3 no. additional buildings listed by curtilage, resulting in a reduction to the extent of demolition on the site.
- Convert the retained buildings into 129 residential units.
- Erect 217 new build residential units.
- Increase community floorspace to 310sqm.
- Reduce the commercial/retail floorspace to 317sqm.
- Create 424 total parking spaces: 403 allocated residential spaces, 5 visitor spaces and 16 commercial use spaces.
- An increased buffer area between the site and the Fromside NHS unit adjacent to increase privacy and prevent overlooking of the facility.

4.5 The applications therefore are seeking full planning permission (16/05376/F) and listed building consent (16/05398/LA) for:

“Regeneration, refurbishment and demolition of existing buildings and new build development to provide a total of 346 residential units (comprising of 217 new build and 129 refurbished units) (Use Class C3), 317 sqm of commercial/retail floorspace (Use Class A1 /A2 /A3 /B1) and 310 sqm community space (Use Class D1); new and amended vehicular, pedestrian and cycle access; car parking; cycle parking; landscaping and boundary treatment.”

5.0 EQUALITIES ASSESSMENT

5.1 During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation to this particular proposed development. Overall, it is considered that the refusal of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

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6.0 RESPONSE TO PUBLICITY AND CONSULTATION

- 6.1 The planning applications were received and validated by the Local Planning Authority on 3 October 2016. Site notices were erected around the site which expired on 7 December 2016.
- 6.2 Local residents have been consulted by letter, with an expiry date of 7 December 2016. 402 letters were sent to notify local residents of both applications.
- 6.3 Following responses from members of the public and statutory consultees, additional information for the scheme was submitted on 4 April 2017.
- 6.4 Local residents were re-consulted by letter, with an expiry date of 25 April 2017. 402 letters were sent to notify local residents of amendments to both applications.
- 6.5 Comments received on the additional information relating the scheme have been considered and are included in this report.

General comments received from the Public

- 6.6 In response to the application as submitted for full planning permission (16/05376/F) there were a total of 38 responses from the general public.
- 6.7 Of these, 2 were comments neither in support or objection to the proposed development and 36 were in objection.
- 6.8 Reasons for objection include:
- Lack of affordable housing in the proposed development.
 - Non-compliance with BCC policy requirement of 30% for affordable housing.
 - Impact on traffic and congestion in the context of other large-scale developments nearby.
 - Noise levels related to increased traffic.
 - Loss of mature trees.
 - Harm to and loss of heritage assets.
 - Loss of part of the Laundry Field and impact on the designated Village Green.
 - Potential harm to the Glenside Hospital Museum through loss of access resulting from building works.
- 6.9 In response to the application for listed building consent (16/05398/LA) there was a total of 78 responses from the general public. Of these, 3 comment neither in support or objection to the proposed development and 75 were in objection.
- 6.10 Reasons for objections include:
- Lack of affordable housing in the proposed development.
 - Non-compliance with BCC policy requirement of 30% for affordable housing.

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- Impact on traffic and congestion in the context of other large-scale developments nearby.
- Air pollution levels related to increased traffic.
- Lack of designated cycle path as part of development.
- Harm to and loss of heritage assets.
- Loss of some of the Laundry Field and impact on the designated Village Green.
- Potential harm to the Glenside Hospital Museum.

6.11 In response to the amended details as submitted on 4 April 2017, there have been three further responses in objection. Reasons for objections include:

- A lack of clarity on affordable housing to be provided.
- Number of parking spaces provided for residents is less than the number of properties so it is inevitable that vehicles will park on the surrounding roads.

Response from External Consultees

6.12 Historic England:

- Historic England gave extensive pre-application comments on this application in a letter dated 2 September 2016.
- Whilst further information has been submitted in support of the application, the scheme itself appears not to have changed. The broad tenor of the comments, therefore, remain.
- At the time of the preparation of the report, no comments on the amended plans had been received.

Responses from Interest Groups and Organisations

6.13 Conservation Advisory Panel:

- The Panel has no comment to make on this application.
- The Panel welcomes the quality and quantum of the heritage assessment undertaken by the applicant and the work undertaken to assess the significance of this site.

6.14 Bristol Civic Society:

- The Society supports this mix of uses, and in particular supports proposals for the landscaping of and public access to the large area of parkland on the E of the site.
- The Society is disappointed that the existing chapel (which we think is numbered as building 28 on the masterplan) is not to be retained and converted. The chapel is presumably a substantial Victorian building whose loss seems regrettable. We note that a new building of broadly similar footprint to the chapel is shown on the masterplan. We suggest that the Council takes conservation advice about the possibility of retaining this potentially valuable older building which - with imaginative conversion – might add significant interest and beauty to the overall

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development. Local listing might also be considered at the same time.

[The Chapel has since been retained since this comment was made].

- The Society strongly supports the proposal to set the maximum building height across the site at three stories. This matches the heights of the three current buildings which are intended for retention/refurbishment. This suburban site does not call for higher buildings. We note that some of the proposed new-build houses are shown as two stories (mainly along the edge of development bordering the Town Green area) while the townhouses around the central green spaces are three stories in height. This is sensible placing in our view, as it reduces the impact of the housing adjacent to the parkland while allowing greater housing density towards the centre of the site.
- From the 3D images presented in the masterplan documents we feel the proposed height and mass of the larger buildings on the site will deliver an overall pleasing balance of close-grained suburban living. The elevations of the planned new larger apartment buildings to be linked to the retained existing buildings by glazed atrium links are attractive in our view.
- We note that three of the proposed new apartment buildings will be positioned close to the main road, Manor Road, which runs along the S boundary. In our view the height, profiles, choice of materials, and detailing of these three large buildings will be particularly important to the public realm. These aspects should therefore be designed and chosen with particular attention to how they appear from Manor Road and how the three buildings will signal the entrance to the site.
- Apart from comments above about the desirability of retaining the chapel, the Society - with some regret - endorses the proposal to demolish the remaining buildings on the site which are judged to be of medium or low significance as heritage assets.

[The Chapel has since been retained since this comment was made].

- The Society suggests that the choice of building shapes and materials should be either a close match with the retained existing buildings (largely constructed of local grey limestone with pitched red tiled roofs), or else deliberately chosen to be in marked contrast with the existing buildings to highlight the difference.
- The Society supports the proposal for a number of green spaces across the development, giving all residents the benefit of parkland area right by where they live. Where possible we would like to see existing mature trees retained as we think this will immediately enhance the sense of this as an established development.
- The open space to the E of the site to be retained as a Village Green is a key feature of this development. Residents will of course be aware of this space close to where they live, but it is important in the Society's view that availability and easy access to this valuable public space is also well signalled to the public at large.
- The masterplan document in S04 recognises the importance of maintaining views from Manor Road and highlights a "viewing corridor" to the Village Green from the E end of the Manor Road boundary. However, this sightline is very narrow, as it is severely constrained by proposed new buildings. We suggest that the design improves the signposting to attract visitors to the Village Green public space behind the new houses.

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Response from Internal Consultees

City Design Group

6.15 City Design Group make the following comments:

- The amended scheme is much improved from the original submission. Officers have worked with the applicant team to balance considerations of increasing density, retaining historic buildings and improving the frontage onto Manor Road.
- Officers have worked with the applicant to further reinforce the positive character of the site – providing an improved setting for the listed hospital buildings, providing better enclosure and definition of the central square, and greater diversity within the more suburban areas adjacent to Laundry Field.
- Efforts have looked to balance the improvements in design with the need to provide an increase in smaller units and to not prejudice the delivery of affordable housing.

Conservation Officer:

- This proposed development site consists of a series of Grade II Listed Buildings that comprise a former Napoleonic war prison and mid-19th century workhouse buildings.
- The buildings relating to the Napoleonic period are particularly significant as is the associated cemetery and plan form of the site from the workhouse period where the areas of former work yards and garden spaces remain legible.
- Consequently bringing these structures back into use is welcomed particularly as this is a large, complex site that is no longer required for institutional use.
- In order to achieve a viable scheme for the site, 'harm' in heritage policy terms will inevitably be required such as the demolition of some of the ancillary structures and extensions. However this is viewed as less than substantial and outweighed by the overall benefits of the scheme.
- We therefore support the principles of the proposals from a historic environment perspective.
- There will be a need for further details should the applications receive consent and these details can be secured through appropriate conditions as set out below.
- Condition requested for further details for historic buildings (7, 24, 26, 28, 37-9 and 40): Windows; New external doors; Rainwater goods; Vents; Flues; PV panels; Terrace wall and railings (Building 7); Ramps (Building 37-9); New entrance (Building 40); Replacement roof (Building 40); and Rear glazed openings (Building 40).
- Condition requested for Sample Panels before specified elements started on the historic buildings (7, 24, 26, 28, 37-9 and 40) for the areas of making good including the ashlar infill on Building 28 demonstrating the colour, texture, face bond and pointing are to be erected on site.
- Condition for a method statement for the demolition of the rubble stone former Workhouse buildings. The method statement shall describe the approach to the

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proposed demolition and how the stone rubble will be salvaged and set aside for re use in the construction of the new development.

- Conditions requested for a programme of archaeological works; and an archaeological watching brief during development works.
- Condition requested for further details on works to the boundary walls fronting Manor Road.

Design Officer:

- The new feature buildings will have a significant impact on the historic group as well as the help to characterise the new development and its impact onto Manor Road.
- There is a need to see the typical approach to details to ensure depth and visual quality these will be limited to window returns, entrance details and roof eaves.
- Much of the quality of these buildings will be determined by the use of materials which will be secured by way of condition requesting the submission of samples and sample panels.
- New Feature Buildings: Building A, B and E – these buildings feature the stone frontages that help to articulate the site entrance and end of the new avenue. It is noted that this will be done in reconstructed stone and as such we need to ensure that the detailed design helps to ensure the suitable construction and weathering of a material that can be difficult to achieve the expected quality. As such samples of this material should be considered will full design details including sections, returns and jointing with particular attention given to ground floor areas.
- Building B contains the commercial unit onto Manor Road where the general indications for domestic windows would not be appropriate. As such details should be requested notwithstanding any notation on the approved plans. Shopfront details including window and entrance frames, stall riser and signage will be secured by way of condition.
- Building U – the south facing rendered gabled elevation facing onto the triangular green space is a prominent part of the building which lacks a detailed level of articulation on the submitted plans. As such a specific request for this elevation in detail will be secured by way of a condition.
- House Types – the house types indicate variations using brick and render with dark frame windows, protruding lead appearance bays and entrance canopies, eaves and bargeboards to a mix of tile and slate roofs. A set of typical details for each of these elements via the submission of material samples and reference panels will be secured by way of condition.

Landscape Officer:

- The landscape proposals based upon the revised master plan retains a number of the historic buildings as recommended by CDG officers.
- Though the proposals require the loss of a number grade A and B trees it is acknowledged that the layout derived from the retention of the historic buildings provides a successful residential scheme that preserves historic access points

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and makes good use of retained open spaces, creating what should be a varied and interesting living environment.

- Tree loss is compensated for throughout the scheme according to the Tree Replacement Standard and the street tree species are well considered and detailed.
- Hard landscape elements – surface materials and furniture are also acceptable.
- The only omission appears to be a management plan detailing how the various landscape elements are to be cared for after establishment. This will be requested by way of condition.
- From a landscape perspective the scheme can be approved.

Transport Development Management

6.16 Transport Development Management make the following comments:

- On balance Transport Development Management (TDM) raises no objection to this application subject to suitable conditions being attached and financial contributions being secured via a Section 106 Agreement.
- The proposal will have a significant impact on the surrounding highway with a growth in movements in both the AM and PM peaks. This will result in congestion at the Broom Hill roundabout as well as delays at the Manor Road/Fishponds Road signalised junction.
- Consequently TDM will require the applicant to pay a contribution to the Bristol City Council improvement scheme for the Broom Hill mini roundabout junction. The applicant has stated that they are willing to do this in the submitted TA and draft Heads of Terms.
- The site is located on an existing bus network which provides a regular service to the city centre and UWE. However to encourage a modal shift away from the private car and onto public transport Bristol City Council would need to upgrade three of the existing stops. Therefore the applicant would be required to pay a contribution towards this upgrade. This is committed to in the draft Heads of Terms.
- The surrounding pedestrian routes are considered to be acceptable to accommodate the increase in pedestrian footfall. Notwithstanding this the crossing on Snowdon Lane and the pedestrian routes to Begbrook Primary School would require improvement as part of the safe routes to school programme. A contribution from the applicant is committed to in the draft Heads of Terms.
- The level of parking for both cars and cycles are considered to be acceptable.
- The internal layout is considered to be broadly acceptable with a few minor amendments.
- Based on the above and subject receiving contributions for the off-site works and suitable conditions being attached TDM raise no objection to this proposal.

6.17 Having assessed the additional submitted information and weight up the positives and negatives of the proposal on balance Transport Development Management (TDM) raises no objection to this application subject to suitable conditions being attached and financial contributions being secured via a S106 agreement

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- 6.18 The applicant's highways consultant has submitted a Technical Note in response to the applicant's amendments to the proposal to increase the number of units from 305 to 346.
- 6.19 The applicant acknowledges that the revised layout will lead to an increase in vehicle movements from the site. The applicant has used the TRICS database to derive the revised number of movements. From the details provided they have indicated that it will see an increase of 21 movements in the AM peak, 18 movements in the PM peak and an additional 178 movements throughout the day. This would equate to an average of one additional vehicle every 3mins furthermore it would also see an additional 16 movements utilising the Broomhill Roundabout.
- 6.20 Having assessed the additional information TDM is satisfied that the inclusion of these additional units will not result in a severe impact on the highway network. Although in TDM's view it does strengthen our argument for the applicant to pay a highways contribution towards the proposed improvement works to the Broomhill Roundabout.

Travel Plan

- 6.21 Bristol City Council will undertake the implementation of the Travel Plan on the applicant's behalf for a charge of £45,750. This sum would need to be paid three months prior to the first occupation. By paying this Travel Plan levy the applicant would be released from their travel planning obligations over a 5 year period or alternatively the applicant may implement, deliver and monitor their Travel Plan over the 5 year period reporting annual progress to the council.
- 6.22 With regards to the submitted Travel Plan we have the following observations to make. Firstly with regard to paragraph 3.8 this refers to Fig 3.2 which shows the site in proximity to local services and amenities which is not included in the report please can the applicant amend this prior to their next submission. The applicant is also required to provide an overview of facilities at the site within the Travel Plan i.e. number of parking spaces for car, bikes and motor cycles.
- 6.23 The applicant would need to provide details of the minimum ongoing budget to be allocated that will be available to the Travel Plan Co-ordinator to be spent each year or it should be demonstrated where funding is likely to come from to ensure the Travel Plan can be fully implemented.
- 6.24 A Travel Information Pack should be a promotional tool from the outset. The packs should include a map promoting railway stations; car club bays; bus stops and public transport routes; pedestrian and cycle routes; electric charging points; Residents' Parking Schemes (RPS); ferry landing stages and key destinations points. Information can be found at www.travelwest.info/movinghome. In addition the measures such as free bus tickets and cycle vouchers etc. and contact details of the Travel Plan Co-ordinator which would need to be agreed with Bristol City Council prior to occupation should be included. There is also an aspiration to see travel awareness and Personalised Travel Planning (PTP) undertaken. This will help the applicant promote sustainable travel. Another way of doing this is through their marketing materials to promote travel at the sales stage and provide travel information packs at the marketing suite. The action plan should include all measures

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plus the implementation date and who is responsible. Finally the Travel Plan needs to be user friendly as it is to be access by everyone at the site. We would also advise that the Travel Plan Co-ordinator joins Bristol Workplace Travel Network and the Cycle Champion schemes.

Layout

- 6.25 The applicant has provided details of traffic calming measures, adoption and lighting plans. These details have now been provided and TDM are currently assessing their acceptability although it should be noted that amendments can be made during the S38 adoption process.
- 6.26 Furthermore there were concerns over the western section of the site as it was unable to accommodate the standard 11.4m refuse vehicle. However from the submitted adoption plan it appears that this part of the site will not be 'offered up' for adoption. As a consequence the applicant needs to be made aware that this section of the site will need to be privately managed.

S106 Contribution

- 6.27 A contribution is sought to make improvements under the following headings:

Broomhill Roundabout;
Sustainable Transport (bus stop upgrades);
Car Club contributions;
Right of Way contributions; and
Safe Routes to School

- 6.28 Having reviewed the Draft Heads of Terms the applicant has proposed a total highways contribution of £455,901. On balance the proposed contribution is considered acceptable. With regard to addressing the omission of the car club. A condition is recommended that requires the implementation of a car club.

Conclusion and Recommendation

- 6.29 To conclude the applicant has increased the size of the development by 41 units to 346. Consequently the applicant's Highway Consultant has provided additional information in regards to traffic impact. These figures have been devised by utilising the TRICS datasets, which is acceptable and from the data provided the additional units will not result in a significant increase in vehicles movement which could be considered severe under Section 4 of the National Planning Policy Framework (NPPF).
- 6.30 In terms of the internal layout the applicant has now submitted revised plans, which should take into account TDM's comments set out both our initial response and also our meeting with the applicant. These drawings are currently being processed. But it is noted from the adoption plan that the western section of the site will be privately maintained and therefore the issues of waste collection will need to be managed by a private company.
- 6.31 Finally the applicant has proposed a contribution of £455,901. It should be noted that TDM are disappointed that this does not include the car club contribution. That being

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said it does cover all the other contributions that TDM requested. Therefore on balance we find the applicant's proposed contribution to be acceptable.

- 6.32 Therefore taking into account the above information TDM raises no objection to this proposal and if permission were to be granted we would require the following to be attached.

BCC Air Quality Officer

- 6.33 In terms of the impact on air quality, the Council's Air Quality Officer considers that the proposed traffic flows, as outlined in the Transport Assessment, are not considered significant in relation to potential air quality impacts. As a result, it is considered that the proposed development is acceptable in terms of impact on air quality.

BCC Nature Conservation Officer

- 6.34 Nature Conservation make the following comments:

- This proposal includes the development of part of the designated Wildlife Corridor site, Land North of Manor Road. Policy DM19 in the Local Plan applies and accordingly ecological mitigation measures are required.
- The ecological mitigation which is set out in the Ecological Appraisal dated September 2016 and the landscape and ecology strategy plan is considered satisfactory and should be secured by condition.
- The proposal includes the loss of seven bat roosts within six buildings. Bats are a highly protected European Protected Species, a legally protected species and a material planning consideration.
- Accordingly work must not commence until a Natural England licence has been obtained for the works and an ecological mitigation scheme must be conditioned for bats.
- To meet the statutory requirements of the Conservation of Habitats and Species Regulations 2010 (as amended): details of a scheme for the retention of the bats' roost and the retention of the bats' existing accesses or the provision of alternative new roosts or accesses will be secured by condition.
- Condition to be added for external lighting to include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries.
- The site has some potential to support legally protected reptiles and hedgehogs. Accordingly a precautionary method of working method statement (PMW) with regards to the potential presence of reptiles, hedgehogs and great crested newts should be conditioned as a pre commencement of site any vegetation clearance and development.
- No development shall take place until measures to protect badgers from being trapped in open excavations and/or pipes and culverts are submitted to and approved in writing by the local planning authority.
- Prior to vegetation clearance or commencement of development an update survey for badger setts shall be undertaken by a suitably qualified ecologist.

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- An ecological method statement to include the inspection of trees with the potential to support roosting bats and the use of 'soft felling' techniques should be conditioned.
- No clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the local planning authority.
- There appears to be Cotoneaster on site. If this includes one of the following Cotoneaster species which are included on Schedule 9 Part II of the Wildlife and Countryside Act 1981 then these species which tend to be very invasive of semi-natural habitats should be removed from site and omitted from planting proposals.

7.0 RELEVANT POLICIES

**National Planning Policy Framework (NPPF) (March 2012)
Planning Practice Guidance**

Bristol Core Strategy (Adopted June 2011)

BCS5 Housing Provision
BCS7 Centres and Retailing
BCS9 Green Infrastructure
BCS10 Transport and Access Improvements
BCS11 Infrastructure and Developer Contributions
BCS12 Community Facilities
BCS13 Climate Change
BCS14 Sustainable Energy
BCS15 Sustainable Design and Construction
BCS16 Flood Risk and Water Management
BCS17 Affordable Housing Provision
BCS18 Housing Type
BCS20 Effective and Efficient Use of Land
BCS21 Quality Urban Design
BCS22 Conservation and the Historic Environment
BCS23 Pollution

Bristol Site Allocations and Development Management Policies (Adopted July 2014)

DM1 Presumption in Favour of Sustainable Development
DM4 Wheelchair Accessible Housing
DM14 The Health Impacts of Development
DM15 Green Infrastructure Provision
DM16 Open Space for Recreation
DM17 Development Involving Existing Green Infrastructure
DM19 Development and Nature Conservation
DM23 Transport Development Management
DM25 Greenways
DM26 Local Character and Distinctiveness
DM27 Layout and Form

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DM28 Public realm
DM29 Design of new buildings
DM30 Alterations to Existing Buildings
DM31 Heritage Assets
DM32 Recycling and Refuse Provision in New Development
DM33 Pollution Control, Air Quality and Water Quality
DM34 Contaminated Land
DM35 Noise Mitigation
SA1 Site Allocations (BSA0501)

Bristol City Council Space Standards Practice Note (2011)

Bristol City Council Planning Obligations SPD (2012)

8.0 KEY ISSUES

A. IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

- 8.1 The application site is allocated for development – housing with mixed-uses – in the Site Allocations and Development Management Policies (2014) document.
- 8.2 It states that development on the site (BSA0501) should be led by a masterplan guided by community involvement and should adopt a heritage-led approach which identifies heritage assets to be retained and enhanced. It should also take into account development in the wider area, including two other nearby allocated sites and the cumulative impact of such development on the area. The site was estimated to deliver approximately 300 homes.
- 8.3 Core Strategy Policy BCS5 sets out a minimum target of 26,400 homes to be delivered in Bristol between 2006 and 2026, primarily on previously developed sites. Core Strategy Policy BCS20 states that new development should maximise opportunities to use previously developed land, with high densities sought in sustainable locations close to local centres and main transport routes.
- 8.4 The principle of the proposed development in land use terms is strongly supported by the above policies. The site is allocated in the development plan for the use that is being proposed by the applicant and it is in a sustainable location using previously developed land. It would also contribute to the overall housing target in Bristol under Policy BCS5. For these reasons, the principle of the proposed development is supported.
- 8.5 The Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the Development Plan unless material considerations indicated otherwise. The principle of the scheme and the uses proposed are firmly supported by the Development Plan, specifically Bristol Core Strategy (BCS) Policy BCS5, Site Allocations and Development Management Policy SA1 (site reference: BSA0501). The planning application therefore reflects up to date policy.

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- 8.6 Paragraph 14 of the National Planning Policy Framework (NPPF) sets a presumption in favour of sustainable development. Specifically for decision taking this means that development proposals that accord with an up-to date development plan should be approved without delay, unless other material considerations indicate otherwise.
- 8.7 Given the support of the development plan, it is considered, that the principle of the proposed development should be supported with significant weight attached to this aspect of the assessment.
- 8.8 It is recognised that a proposal of this scale and complexity must not only be justified in accordance with established national and local planning policy and guidance; but also within the detail of the scheme. As such, the proposed scheme is assessed under a broad range of headings within the remaining sections of this report.

B. DOES THE PROPOSED DEVELOPMENT PROVIDE AN APPROPRIATE LEVEL OF AFFORDABLE HOUSING?

- 8.9 Paragraph 50 of the National Planning Policy Framework (NPPF) states that local planning authorities should set policies for meeting the need of affordable housing. Policies should aim to meet the need on development sites, unless off-site provision or financial contribution can be robustly justified.
- 8.10 Through Policy BCS17 of the Core Strategy, Bristol City Council has set out the requirement for affordable housing in the city. For the area in which the application site is located, the policy requires that any development of 15 dwellings or more should provide 30% of residential units as affordable housing. According to this policy, the proposed development of 346 dwellings would result in the delivery of 103 affordable units.
- 8.11 The affordable housing requirement for this site is devised as follows:
- Policy 30% requirement – 103 units
 - Vacant building credit – 62 units
 - Affordable housing requirement – 41 units
- 8.12 An update on the viability work will be provided on the amendment sheet and will also form part of the Officer's presentation at the Committee Meeting.
- 8.13 Outside the planning process, the applicant proposes to deliver a further 80 affordable homes across the site. It should be noted that the means by which this additional provision is made cannot be guaranteed by the planning process and therefore Members must be aware that this provision may not come to fruition. Nevertheless, it is indicative of the challenges of delivering affordable housing on such complex sites within the context of current planning guidance and also the commitment of interested parties to secure affordable housing provision.
- 8.14 This proposition is being discussed between the following bodies:
- Galliford Try Partnerships & Regeneration – providing discounted market homes.

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- Sovereign Housing Association (a Registered Provider Partner) – to allow the retention of Recycled Capital Grant Funding.
- HCA – funding shared ownership homes.
- BCC – funding affordable rented homes (at Local Housing Allowance cap).

8.15 If secured, this would increase the total affordable provision on the Blackberry Hill Hospital site to a maximum of 100 units. These additional affordable units would be for affordable rent and shared ownership. These additional affordable units would be secured outside of the planning process as conditions and stipulations of the funding agreements in place between the partner organisations referenced above.

C. WOULD THE IMPACT UPON THE GRADE II LISTED BUILDING AND CONSERVATION AREA BE ACCEPTABLE?

8.16 As per the advice of Historic England the applications should be considered in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990, which states at section 66(1) that local authorities shall have “special regard to the desirability of preserving the building or its setting” when considering proposals affecting listed buildings or their settings.

8.17 The NPPF defines ‘designated’ heritage assets as being: World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields or Conservation Areas. The heritage assets of relevance to these applications are: the Grade II listed building (with buildings listed as curtilage) – Manor Park Hospital (and its setting) and the Frome and Stapleton and Frome Valley Conservation Area (and its setting).

8.18 The proposed development requires the change of use and conversion of a Grade II listed building – Manor Park Hospital - and various structures within its curtilage that are considered to be listed. The buildings relating to the Napoleonic period are particularly significant as is the associated cemetery and plan form of the site from the workhouse period where the areas of former work yards and garden spaces still remain legible.

8.19 Paragraph 132 of the NPPF states that any harm or loss to a heritage asset should require clear and convincing justification. Furthermore, substantial harm or loss to a Grade II listed building should be exceptional. Paragraph 133 of the NPPF provides further guidance, stating that when a proposed development would lead to substantial harm or loss to a heritage asset, it should be refused consent unless it can be demonstrated that there are substantial public benefits of the development which outweigh that harm or loss.

8.20 In the assessment of the impact on these designations, the policies from the Core Strategy and SA&DM apply - BCS22 (Conservation and the Historic Environment) and DM31 (Heritage Assets) also apply.

Demolitions of buildings within the site

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- 8.21 The applicant submitted a Heritage and Archaeological Impact Assessment and an addendum (Design Rationale Statement). In combination, the impact of the proposed development on the Listed Building, the Conservation Area, and their settings have been assessed. These documents have been reviewed by Historic England and the Conservation Officer as part of the consultation process for the applications.
- 8.22 The principles of the proposals from a historic environment perspective are supported by the Conservation and Design Officers. Bringing these structures back into use is welcomed particularly as this is a large, complex site that is no longer required for institutional use.
- 8.23 The Manor Park Hospital and its curtilage has been out of use since 2007, when the NHS hospital use of the site ceased. In bringing the site back into use after a decade of being vacant, it is considered that the loss of some heritage assets on the site is outweighed by the public benefit of bringing a historic site back into a long-term use.
- 8.24 In order to achieve a viable scheme for the site, 'harm' in heritage policy terms will inevitably be required such as the demolition of some of the ancillary structures and extensions. Overall, this has been assessed by Officers as less than substantial and outweighed by the substantial public benefits of the scheme.
- 8.25 The public benefits of the proposals are considered to be:
- Retention and sensitive conversion of the key historic buildings.
 - Regeneration of an allocated brownfield site for 346 homes.
 - A wide choice of new homes in terms of dwelling sizes and tenures.
 - 20 affordable homes (and additional 80 affordable homes).
 - Community space.
 - Commercial and retail space.
 - Support the creation of approximately 1,479 jobs.
 - Contributions to public transport improvements.
 - The Laundry Field village green to be protected in perpetuity.

Impact of the proposed development upon the Listed Buildings and Conservation Area:

- 8.26 The description from the Conservation area enhancement statement refers to several Listed Buildings within the Conservation Area that "contribute particular architectural and historical qualities to the built fabric of the area" which would apply to the case of the buildings at the Blackberry Hill Hospital site.
- 8.27 The proposed development is considered to provide an improved setting for the listed hospital buildings, providing better enclosure and definition of the central square, and greater diversity within the more suburban areas adjacent to Laundry Field. Overall, there is considered to be an improvement to the setting within and adjacent to the Blackberry Hill Hospital site as well as the Stapleton and Frome Valley Conservation Area.

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8.28 The applications submitted are not considered to cause substantial harm to any designated heritage asset or its setting, including the Stapleton and Frome Valley Conservation Area. The substantial public benefits of the proposals as outlined above are considered to outweigh any harm. As such, the proposal would comply with policies BCS22, DM31 and Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

D. IS THE DESIGN OF THE PROPOSED DEVELOPMENT ACCEPTABLE?

8.29 Policy BCS21 of the Core Strategy aims to ensure that all new development in Bristol achieves high standards of urban design. The policy states that design can contribute positively to local character by responding to the underlying landscape structure, distinctive patterns and forms of development local culture.

8.30 Policies DM26-29 of the Site Allocations & Development Management Policies require development to contribute to the character of an area through its layout, form, public realm and building design.

8.31 The City Design Group reviewed all of the planning application documents and have worked with the applicant to further reinforce the positive character of the site providing an improved setting for the listed hospital buildings, providing better enclosure and definition of the central square, and greater diversity within the more suburban areas adjacent to Laundry Field.

8.32 As well as looking at the visual environment, the protection of historic fabric and green infrastructure, the design comments have looked to balance the improvements in design with the need to provide an increase in smaller units and to not prejudice the delivery of affordable housing.

8.33 CDG are content with the design aspects of the scheme and the arrangements of buildings and spaces and the relationship and retention of the Listed Buildings. Officers have successfully resolved issues outlined in initial comments on the application as original submitted. The amended scheme design is at the stage that CDG can support the proposed development with no further alterations requested.

8.34 It is considered that matters relating to the design of the proposed development have been adequately assessed by the applicant. The design is considered to respond to both the unique features of the former Hospital site as well as the area which surrounds the application site. The proposed development is acceptable from a design perspective.

8.35 Conditions have been requested to secure further details on new windows; new external doors; vents; flues; PV panels. Sample panels and details have also been requested for the historic aspects of the site: boundary walls fronting Manor Road; terrace wall, railings, entrance steps and ramps (Building 7); ramps (Building 37-9); new entrance (Building 40); replacement roof (Building 40); and rear glazed openings (Building 40).

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- 8.36 In the interests of the character of the area further details and sample panels have also been requested for the new build aspects of the proposed development including: public art; stone frontages of Building A, B and E; Building B (commercial unit onto Manor Road) – shop front details (window and entrance frames, stall riser and signage); and Building U – a detailed elevation and all component features (windows, doors and cladding).

Summary

- 8.37 In conclusion, it is considered the proposed development has given careful consideration to its layout, form, public realm and building design, and therefore accords with Policy BCS21 and Policies DM26-29.

E. DOES THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT, ACCESS AND MOVEMENT ISSUES?

- 8.38 This should be read in conjunction with Transport Development Management's (TDM) set out above.
- 8.39 BCS10 (Transport and Access Improvements) and DM23 (Transport Development Management) require that development does not give rise to unacceptable traffic conditions. These policies support the delivery of improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development. With regards to parking and servicing, it requires that development proposals provide an appropriate level of safe, secure, accessible and usable provision having regard to the parking standards.
- 8.40 The applicant has submitted a Transport Assessment with the original application; and a Technical Note to accompany the amended details that are for approval. The proposal will have a significant impact on the surrounding highway with a growth in movements in both the AM and PM peaks. This will result in congestion at the Broom Hill roundabout as well as delays at the Manor Road/Fishponds Road signalised junction.
- 8.41 Consequently TDM would require the applicant to pay a contribution to the Bristol City Council improvement scheme for the Broom Hill mini roundabout junction. The applicant has stated that they are willing to do this in their submitted TA.
- 8.42 The site is located on an existing bus network which provides a regular service to the city centre and UWE. However to encourage a modal shift away from the private car and onto public transport Bristol City Council would need to upgrade three of the existing stops. Therefore the applicant would be required to pay a contribution towards an upgrade.
- 8.43 The surrounding pedestrian routes are considered to be acceptable to accommodate the increase in pedestrian footfall. Notwithstanding this the crossing on Snowdon Lane and the pedestrian routes to Begbrook Primary School would require

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improvement as part of the safe routes to school programme. Consequently a contribution is sought from the applicant.

- 8.44 The draft Heads of Terms provided by the applicant set out proposed contributions they are willing to meet for the improvements to the Broomhill Roundabout; Sustainable Transport (bus stop upgrades), Rights of Way; and Safe Routes to School. This is considered to be acceptable to TDM.
- 8.45 Car parking standards indicate that the proposed development should provide for up to a maximum of 399 residential spaces off street spaces and up to 16 commercial spaces. The proposed development provides 424 parking spaces across the site with 403 allocated residential spaces, 5 spaces for visitors and 16 spaces for the commercial use. The total of 424 car parking spaces is therefore considered to be acceptable.
- 8.46 Cycle parking standards indicate that the proposed development should provide a minimum of 644 secure cycle spaces. The applicant has proposed a total of 635 secure cycle spaces, which will be located in sheds, gardens or garages. The apartments will be served by secure parking stores. The commercial units will provide 10 spaces. Taking into account the above information the proposed levels of cycle parking are considered to be acceptable.
- 8.47 The level of parking for both cars and cycles are considered to be acceptable. Furthermore the internal layout is considered to be broadly acceptable.
- 8.48 One of the issues raised relates to how the west side of the site will be served via a refuse vehicle. By retaining more of the existing buildings, the space required for a large refuse vehicle to manoeuvre presents difficulties. Elsewhere, for schemes in conservation areas, or incorporating historic or listed buildings, swept path analyses have been carried out based on smaller vehicles that Councils are using to collect waste where space is limited.
- 8.49 Bristol Waste have been consulted on the amended scheme and the option for the site to be served by two refuse vehicles (one large vehicle and one smaller vehicle) or if the bin store locations need to be revised to locations where a larger refuse vehicle can access. It is proposed that a Servicing and Management Plan aspect is to be conditioned, subject to continued consultation with Bristol Waste.
- 8.50 Conditions have been requested for the following aspects of the proposed development:
- Construction Management Plan
 - Highway to be adopted
 - Servicing and Management Plan
 - Sustainable Urban Drainage System (SUDS)
 - Travel Plan
 - Completion of vehicular access
 - Completion of pedestrians/cyclists access

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- Installation of vehicle crossover
- Completion and maintenance of car/vehicle parking
- Completion and maintenance of cycle provision

8.51 Contributions (ca. £442K) have been sought and included in the draft Heads of Terms for the following items:

- Broom Hill Roundabout Contribution
- Sustainable Transport – bus stop upgrades
- Right of Way contributions
- Safe Routes to School

Summary:

8.52 Based on the conditions and obligations above, the proposed development is considered to be in accordance with BCS10 (Transport and Access Improvements) and DM23 (Transport Development Management).

F. IS THE IMPACT ON OPEN SPACE ACCEPTABLE AND HAS APPROPRIATE MITIGATION BEEN SECURED?

8.53 Policy BCS5 states that development of new homes primarily on previously developed sites across the city will also include some development on open space which does not need to be retained as part of the city's green infrastructure provision. BCS9 further states that some areas of open space may be released for development through the development plan process and is only acceptable where it is allowed for as part of an adopted Development Plan Document or is necessary to achieve the aims of the Core Strategy.

8.54 The Landscape Officer has reviewed the layout derived from the retention of the historic buildings, which is considered to provide "a successful residential scheme that preserves historic access points and makes good use of retained open spaces, creating what should be a varied and interesting living environment."

8.55 Site allocation (BSA0501) requires that: "make provision for the on-going maintenance and management of the area of open space adjoining the site known as the Laundry Field."

8.56 The application boundary includes the registered village green named the Laundry Field (VG24). In accordance with the policies stated above, the Laundry Field is retained as an open space, its future maintenance has been secured through the draft Heads of Terms and it would remain an open space in perpetuity also to be secured through the s.106 Agreement.

8.57 The Landscape Officer has requested that a condition (which is attached to this report) for a landscape and ecological management plan detailing how the various landscape elements are to be cared for.

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8.58 In the context of the above, the proposed development is considered to have met the policy requirements of both the site allocation and BCS9.

G. IS THE IMPACT OF THE PROPOSED DEVELOPMENT ON TREES ACCEPTABLE AND HAS APPROPRIATE MITIGATION BEEN SET OUT?

8.59 Policy BCS9 states that:

“Individual green assets should be retained wherever possible and integrated into new development. Loss of green infrastructure will only be acceptable where it is allowed for as part of an adopted Development Plan Document or is necessary, on balance, to achieve the policy aims of the Core Strategy. Appropriate mitigation of the lost green infrastructure assets will be required.”

8.60 Policy DM15 states that:

“The provision of additional and/or improved management of existing trees will be expected as part of the landscape treatment of new development.”

8.61 Policy DM17 dictates that where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided in accordance with the tree compensation standard.

8.62 In terms of each category of trees, groups and hedgerows to be lost due to THE proposals:

- Category A, of the 6 on site, 2 to be lost due to the proposals and 2 to be affected (2 unaffected).
- Category B, of the 84 on site, 36 to be lost due to the proposals and 14 to be affected (34 unaffected).
- Category C, of the 92 on site, 58 to be lost due to the proposal and 3 to be affected (31 unaffected).

8.63 In total therefore, of the 182 trees, groups and hedgerows on site:

- 96 to be lost due to the proposals.
- 19 to be affected by the proposals.
- 67 to be unaffected.

8.64 Overall, 130 new trees are to be planted (in line with plan ref. EDP3208/55d). This will be secured by way of conditions and the s.106 Agreement. In response to the amended scheme the Landscape Officer has advised that the tree loss is compensated for throughout the scheme according to the Tree Replacement Standard and the street tree species are well considered and detailed.

8.65 In summary, the proposed development is considered to be in accordance with Policy DM17 and BCS9 and as such, the impact on trees and proposed mitigation is deemed acceptable.

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H. ARE THE ECOLOGICAL IMPACTS ON THE SCHEME ACCEPTABLE?

- 8.66 Policy BCS9 of the Core Strategy and DM19 of the Site Allocations & Development Management Policies require development to be assessed in terms of its ecological impact. These policies seek to protect habitats, species or species or features that contribute to nature conservation.
- 8.67 Policy DM19 requires development proposals to be informed by ecological surveys and an assessment of impacts and be designed and site to minimise harm to identified habitats, species and features of importance.
- 8.68 If development results in a loss of nature conservation value, it will be expected to provide mitigation on-site, and where this is not possible, provide mitigation off-site.
- 8.69 The application has been accompanied by an Ecological Appraisal, Ecology Addendum and Landscape and Ecology Strategy. The ecological appraisal has included a habitat survey, extended to note any signs of or potential for protected species, and evaluation of biodiversity data records.
- 8.70 The City Council's Nature Conservation Officer has confirmed that the ecological mitigation which is set out in the Ecological Appraisal dated September 2016 and the landscape and ecology strategy plan is considered satisfactory subject to conditions.
- 8.71 A series of conditions have been attached to this report for: a scheme for the retention of the bats' roost; the provision of alternative new roosts or accesses; external lighting; a precautionary method of working method statement (PMW); an ecological method statement to include the inspection of trees with the potential to support roosting bats; clearance of vegetation or structures; and the removal of cotoneaster.
- 8.72 In summary, the proposed development is considered to comply with policies BCS9 and DM19.

I. DOES THE PROPOSAL HAVE AN ADVERSE IMPACT ON THE AMENITY OF SURROUNDING RESIDENTS?

- 8.73 Policy BCS23 of the Core Strategy states that development should be sited and designed in a way to avoid adverse impacts on environmental amenity or biodiversity by reason of pollution including: noise, vibration and air quality.
- 8.74 SA&DM policy DM33 provides additional elements for consideration including a recognition that development that has the potential for an unacceptable impact, but is considered desirable for reasons of wider social need will be expected to provide an appropriate scheme of mitigation.
- 8.75 The proposed development is contained within the existing site. As such, there are limited residential amenity issues to consider with regards to overlooking, loss of light or overbearing development to existing residential uses surrounding the site.

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- 8.76 Following comments received on the application as submitted, an increased buffer area has been provided between the application site and the adjacent Fromside NHS unit to increase privacy and prevent any overlooking of the facility.
- 8.77 In terms of the impact on air quality, the Council's Air Quality Officer considers that the proposed traffic flows, as outlined in the Transport Assessment, are not considered significant in relation to potential air quality impacts. As a result, it is considered that the proposed development is acceptable in terms of impact on air quality.
- 8.78 It is essential to ensure that the impact of construction on local amenity is minimised where possible. This is to be secured by condition requiring the submission of a Construction Management Plan, which will control aspects such as the parking of vehicle of site operatives and visitors; routes for construction traffic; hours of operation; and any proposed temporary traffic restrictions. Subject to the implementation of this, the proposal is not considered to have an impact on the amenity of the surrounding residents.
- 8.79 Overall, the development is considered to be sited and designed in a way to avoid adverse impacts on environmental amenity or biodiversity in line with Policy BCS23.

J. DOES THE PROPOSED DEVELOPMENT ADOPT AN APPROPRIATE APPROACH TO SUSTAINABLE DESIGN AND CONSTRUCTION?

- 8.80 Core to the NPPF is the concept of sustainable development, comprising of economic, social and environmental dimensions. It states that the purpose of the planning system is to contribute to achieving sustainable development.
- 8.81 Policies BCS13-15 concern climate change and sustainable design, energy and construction. The policies require development to contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions. They require development in Bristol to include measures that reduce carbon emissions from residual energy use by at least 20%. Sustainable design and construction should be integral to new development. For major development the sustainability statement should include a BREEAM assessment.
- 8.82 The Energy and Sustainability Statement submitted by the applicant demonstrates that through the use of PV panels across the development, a carbon dioxide saving of 20% can be achieved, which aligns with the policy requirement.
- 8.83 The requirements of BREEAM Communities means it is not necessary to generate a percentage score at Step 1 / Interim Assessment stage, i.e. it is only necessary to meet mandatory Step 1 criteria. A BREEAM Communities Report was submitted by the applicant, which indicates that the development can be considered to have achieved a level equivalent to a BREEAM Communities 'Pass' at the Interim Assessment stage. Overall, this is considered to align with the policy requirement.

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8.84 Policy BCS16 concerns Flood Risk and Water Management and states that:

“All development will also be expected to incorporate water management measures to reduce surface run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems (SUDS).”

8.85 A flood risk assessment was submitted by the applicant in support of the proposed development. The application site is located entirely within Flood Risk Zone 1. A sustainable drainage strategy involving the use of SUDS is proposed for disposing of surface water run-off. This is to be conditioned. The proposed development is therefore considered acceptable in flood risk terms.

8.86 In conclusion, the application has sufficiently addressed the range of issues covered by policies BCS 13-16.

9.0 SUMMARY AND CONCLUSION

9.1 The application site is allocated for development – housing with mixed-uses – in the Site Allocations and Development Management Policies document. The applications subject to this report seek permission for these uses. Given the support of the development plan, it is considered, that the principle of the proposed development should be supported with significant weight attached to this aspect of the assessment.

9.2 Given the scale and complexity of the site the proposed development has been assessed under a broad range of headings within this report. This has required an assessment of impacts based on evidence and against national standards and guidance.

9.3 Having carefully considered this technical information and the policy context, specifically against the Core Strategy and the as the development plan, the proposal is considered to be in accordance with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework and relevant local planning policies – specifically Policy SA1 Site Allocations.

9.4 The applications for planning permission (16/05376/F) and listed building consent (16/05398/LA) are both recommended for approval subject to conditions (attached to this report) and the terms of the Section 106 Agreement to be entered into by the applicant and Bristol City Council (as set out in the table below).

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10.0 COMMUNITY INFRASTRUCTURE LEVY

10.1 How much Community Infrastructure Levy (CIL) will this development be required to pay?

10.2 The development is liable for CIL. The CIL rate for this type of development, as set out in the CIL Charging Schedule is: Community (use class D1) £0; Commercial (use class B1, B2 and B8) £0; Retail £120; and Residential £50.

10.3 The CIL payable (discounting affordable floorspace) is £1,922,630.

Application No. 16/05376/F & 16/05398/LA

Blackberry Hill Hospital, Manor Road, Fishponds, Bristol BS16 2EW

GRANT subject to Planning Agreement

The completion, within a period of six months from the date of this committee, or any other time as may be reasonably agreed with the Service Director, Planning and at the applicant's expense, of a planning agreement made under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the applicant, Bristol City Council and any other interested parties to secure:

Schedule of S.106 Agreement	Draft Heads of Terms Agreed
Affordable Housing	At least 20 Affordable Housing units: Affordable Housing Enabling Fee: £550 per unit
Transport	Broom Hill Roundabout Contribution: £325,020
	Sustainable Transport – Bus Stop Upgrades: £35,778
	Right of Way Contributions: £39,000
	Safe Routes to School: £20,000
	Travel Plan Monitoring: £790
	Fire Hydrant: £1,500 / fire hydrant (x7)
Tree planting	130 trees to be planted in line with plan ref. EDP3208/55d
Ecological mitigation	Bird Boxes for Integration with Dwellings (x21) Bird Boxes for Installing on Existing Trees (x8) Bat Boxes for Installing on Existing Trees (x25) Bat Access Slate (x22) Bat Access Ridge Tile (x15)
Laundry Field Village Green	To be secured in perpetuity.

Further to the above, a highways agreement, under Section 38 and 278 of the Highways Act 1980 will be required to enable delivery of the Traffic Regulation Orders and highway works to be adopted secured by condition.

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Application No. 16/05376/F and 16/05398/LA: Blackberry Hill Hospital, Manor Road, Fishponds, Bristol BS16 2EW

Application No. 16/05376/F

RECOMMENDED **GRANT subject to Planning Agreement.**

On completion of the Section 106 Agreement, planning permission is granted subject to the following conditions:

Time limit for commencement of development

1. Full Planning Permission

The development hereby permitted shall begin before the expiration of one year from the date of this permission.

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

Pre commencement condition(s)

2. Phasing Plan

No works shall take place until a Phasing Plan, showing the subdivision of the scheme into defined work phases has been submitted to and approved, in writing, by the Local Planning Authority. Thereafter the construction of the development hereby approved shall not proceed other than in accordance with the approved Construction Phasing Plan.

Reason: In the interests of proper planning of the site.

3. Construction Management Plan

No development shall take place including any works of demolition until a construction management plan or construction method statement has been submitted to and been approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- Parking of vehicle of site operatives and visitors
- Routes for construction traffic
- Hours of operation
- Method of prevention of mud being carried onto highway
- Pedestrian and cyclist protection
- Proposed temporary traffic restrictions including road closures, footway closures, temporary waiting restrictions
- Arrangements for turning vehicles

Reason: In the interests of safe operation of the highway during the construction period.

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4. Highway to be adopted

No development shall take place until construction details of the internal access road(s) to achieve an adoptable standard have been submitted to and been approved in writing by the Local Planning Authority. The building(s) hereby permitted shall not be occupied or the use commenced until the road(s) is/are constructed in accordance with the approved plans.

Reason: To ensure the internal access roads are to a satisfactory standard for use by the public and are completed prior to occupation.

5. To ensure implementation of a programme of archaeological works

No development shall take place within a work phase agreed under condition 2, until the applicant/developer has secured the implementation of a programme of archaeological work to include recording the buildings undertaken on a watching brief basis, in accordance with a Written Scheme of Investigation which has been submitted by the developer and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: To ensure that archaeological remains and features are recorded prior to their destruction.

6. Scheme for the retention of bats roost and existing accesses

Development shall not commence until details of a scheme for the retention of the bats' roost and the retention of the bats' existing accesses or the provision of alternative new roosts or accesses, has been submitted to and approved in writing by the local planning authority.

Notwithstanding the provisions of Part 1 Classes A, B and C of the Town and Country Planning (General Permitted Development) Order for 1995 (or any order revoking or re-enacting that Order with or without modification) no enlargement or other alteration of the roofs of the dwelling houses shall be carried out under the planning permission granted by Article 3 of the Order.

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The scheme shall include a programme for the implementation of the development which minimises any impacts on bats including the provision of suitable accesses, voids or crevices for bats, bat tubes, boxes, bricks or similar, 'soft strip' demolition methods and measures to minimise light pollution. The development shall be carried out in accordance with the approved scheme or any amendment to the scheme as approved in writing by the local planning authority.

Reason: To enable the local planning authority to retain control over development in order to safeguard bats and their roosts which are specially protected by law.

7. Vegetation Clearance

No clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the local planning authority. The authority will require evidence provided by a suitably qualified ecological consultant that no breeding birds would be adversely affected before giving any approval under this condition. Where checks for nesting birds by a qualified ecological consultant are required they shall be undertaken no more than 48 hours prior to the removal of vegetation or the demolition of, or works to buildings.

Reason: To ensure that wild birds, building or using their nests are protected.

8. Bats and Trees

Prior to removal of any of the three trees identified as having bat roosting potential in the Ecological Appraisal dated September 2016, an ecological method statement to include the inspection of trees with the potential to support roosting bats by an ecological consultant and the use if recommended of 'soft felling' techniques shall be submitted to and approved in writing to the Local Planning Authority. The development shall be carried out in accordance with the approved details or any amendment as approved in writing by the local planning authority.

Reason: To conserve legally protected bats in the event that they are found to be roosting.

9. Badgers

Prior to the commencement of the development hereby approved, details of measures to protect badgers from being trapped in open excavations and/or pipes and culverts shall be submitted to and approved in writing by the local planning authority. Measures shall include cover-plating, chain link fencing or the creation of sloping escape ramps for badgers by edge profiling of trenches/excavations or placing a plank in the bottom of open trenches at the end of each working day to allow any trapped badgers to escape. This is to prevent foraging badgers falling into trenches during the construction phase of the development. Open pipework larger than 150 mm outside diameter should be blanked off at the end of each working day. The development shall be carried out in full accordance with the approved details.

Reason: To prevent harm to legally protected badgers.

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10. Precautionary Method of Working for legally protected and priority species

Prior to the commencement of development hereby approved, including all site clearance and vegetation removal, a method statement for a Precautionary Method of Working (PMW) with respect to vegetation and site clearance and the potential presence of legally protected reptiles and any other legally protected and priority species to include hedgehogs and great crested newts shall be prepared by a suitably qualified ecological consultant and submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved method statement.

Reason: To ensure the protection of legally protected and priority (Section 41) species which are a material planning consideration.

11. Badger update survey

Prior to the commencement of development (including demolition and site/vegetation clearance), written confirmation by a suitably qualified ecologist shall be submitted to and approved in writing by the local planning authority confirming that they will undertake an updated badger survey immediately prior (i.e. no more than 48 hours) to the commencement of development, demolition or commencement of site/vegetation clearance.

Reason: To protect badger setts from damage or disturbance during development operations bearing in mind that the animal and its sett are specially protected by law.

12. Cotoneaster

Prior to commencement of development, a method statement for the control and removal of Cotoneaster, including confirmation that it will not be used in planting proposals shall be submitted to and approved in writing by the Local Planning Authority. Development shall be undertaken in accordance with the approved details.

Reason: It is an offence under section 14(2) of the Wildlife and Countryside Act 1981 to "plant or otherwise cause to grow in the wild" any plant listed in Schedule 9 Part 2 of the Act.

13. Hard Landscape Sample Panel

Sample panels of all external surfacing materials including paving, kerbs, cross overs, parking bays, other nodal points, road surfacing at Manor Road and edging, showing jointing details, shall be laid at an appropriate location on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved sample before the relevant phase is occupied in accordance with the phasing plan submitted. The approved sample shall be retained until the completion of works or when written approval to remove it has been received.

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

14. Design Details

Notwithstanding any notations on the approved plans, detailed drawings to an appropriate scale of the following items shall be submitted and approved by the Local Planning Authority before the relevant part of the work is begun unless otherwise agreed:

- a) Stone frontages of Building A, B and E –to ensure the suitable construction and weathering of a material that can be difficult to achieve the expected quality.
- b) Building B (commercial unit onto Manor Road) – shopfront details including window and entrance frames, stall riser and signage.
- c) Building U – a detailed elevation including all component features (windows, doors and cladding).

Reason: To ensure that the external appearance of the buildings are satisfactory and that the character, appearance and setting of the surrounding conservation area and listed buildings would not be harmed.

15. Typical details for house types

Notwithstanding the details shown on the approved plans, prior to the commencement of any development a set of typical details for the basic house types shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a) brick and render
- b) windows
- c) lead bays
- d) entrance canopies
- e) eaves
- f) roofs

Development shall thereafter be carried out in accordance with the approved details.

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

16. Sample Panels

Notwithstanding the details shown on the approved plans, sample reference panels of all external materials to be used in new buildings and paved surfaces to demonstrate build quality including jointing and edge details will be erected on site and approved in writing by the Local Planning Authority before the relevant part of the work is begun.

Reason: To ensure that the external appearance of the buildings are satisfactory and that the character, appearance and setting of the surrounding conservation area and listed buildings would not be harmed.

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17. External lighting

Prior to commencement of development, details for any proposed external lighting shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be undertaken in accordance with the approved details. This shall include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries. The lux contour plan should show lux levels at frequent intervals (lux levels at 0, 0.2, 0.5, 1, 1.5, 2, 3, 4, 5 lux and higher are particularly useful) and extend outwards to additional levels (above the pre-existing background light level) of zero lux. The lux contour levels should be superimposed on a site plan which includes all land that is affected by raised light levels (including potentially land outside the red line planning application area).

Reason: To conserve legally protected bats and other nocturnal wildlife.

Pre occupation condition(s)

18. Servicing and Management Plan

No building or use hereby permitted shall be occupied or use commenced until a servicing and management plan addressing the west section of the site has been prepared, submitted to and been approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved servicing and management plan.

Reason: To ensure that the servicing facilities for the site preserve the highway safety of the area.

19. Further details of Solar PV Panels before relevant element started

Detailed drawings at the scale of 1:25 scale of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun.

The detail thereby approved shall be carried out in accordance with that approval.

a) Final details of the Solar PV Panels.

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

20. Submission and Approval of Landscaping Scheme

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

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

21. Landscape and Nature Conservation Management Plan

Prior to occupation of the development hereby approved, a ten year landscape and nature conservation management plan shall be produced for the application area. This shall include consideration of features of interest, objectives, management compartments and prescriptions, a work schedule including a 10 year annual work plan, resourcing including a financial budget and ecological monitoring. The development shall be carried out in accordance with the approved plan or any amendment as approved in writing by the local planning authority.

Reason: To conserve and enhance the ecological and landscape features on the site.

22. Completion of Vehicular Access – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

23. Completion of Pedestrians/Cyclists Access – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

24. Installation of vehicle crossover – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the vehicular crossover(s) has been installed and the footway has been reinstated in accordance with the approved plans.

Reason: In the interests of pedestrian safety and accessibility

25. Completion and Maintenance of Car/Vehicle Parking – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area shown on the approved plans has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development

Reason: To ensure that there are adequate parking facilities to serve the development.

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

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

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

Post occupation management

27. Travel Plans – Submitted

The Approved Travel Plan shall be implemented in accordance with the timescales specified therein, to include those parts identified as being implemented prior to occupation and following occupation, unless alternative timescales are agreed in writing with the Local Planning Authority. The Approved Travel Plan shall be monitored and reviewed in accordance with the agreed Travel Plan targets to the satisfaction of the Local Planning Authority.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

List of Approved Plans and Drawings

28. List of Approved Plans and Drawings

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

List of plans to follow

Reason: For the avoidance of doubt.

Application No. 16/05398/LA

RECOMMENDED **GRANT** subject to the following conditions:

Time limit for commencement of development

1. Listed Building Consent

The works hereby permitted shall begin before the expiration of one year from the date of this consent.

Reason: As required by Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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Pre commencement condition(s)

2. Method statement for the demolition of the rubble stone former Workhouse buildings

Prior to their demolition a method statement shall be submitted to and approved in writing by the Local Planning Authority for the demolition of the rubble stone former Workhouse buildings. The method statement shall describe the approach to the proposed demolition and how the stone rubble will be salvaged and set aside for re use in the construction of the new development. The demolition shall then be carried out in full accordance with the approved method statement.

Reason: In order to ensure that the stone is salvaged and re used, in the interests of preserving the character of the site and in the interests of Sustainable Development.

3. To ensure implementation of a programme of archaeological works

No development shall take place until the applicant/developer has secured the implementation of a programme of archaeological work to include recording the buildings undertaken on a watching brief basis, in accordance with a Written Scheme of Investigation which has been submitted by the developer and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: To ensure that archaeological remains and features are recorded prior to their destruction.

Pre occupation condition(s)

4. Further details before relevant element started on the historic buildings (7, 24, 26, 28, 37-9 and 40)

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

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- a) Windows
- b) New external doors
- c) Rainwater goods
- d) Vents
- e) Flues
- f) PV panels
- g) Boundary walls fronting Manor Road
- h) Terrace wall, railings, entrance steps and ramps (Building 7)
- i) Ramps (Building 37-9)
- j) New entrance (Building 40)
- k) Replacement roof (Building 40)
- l) Rear glazed openings (Building 40)

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

5. Sample Panels before specified elements started on the historic buildings (7, 24, 26, 28, 37-9 and 40)

Sample panels of the areas of making good (including the ashlar infill on Building 28) demonstrating the colour, texture, face bond and pointing are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved details before the building is occupied.

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

6. To secure the conduct of a watching brief during development works

The applicant/developer shall ensure that all works, including geotechnical works, are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the council and in accordance with the Written Scheme of Investigation approved under condition 3.

Reason: To record remains of archaeological interest before destruction.

7. List of Approved Plans and Drawings

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

Approved plans to follow

Reason: For the avoidance of doubt.

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ADVICES:

1. Alterations to vehicular access

There is a requirement to make alterations to vehicular access(s). Applicants should note the provisions of section 184 of the Highways Act 1980. The works should be to the specification and constructed to the satisfaction of the Highway Authority (Telephone 0117 9222100). You will be required to pay fees to cover the Councils costs in undertaking the approval and inspection of the works.

2. Works on the Public Highway

The development hereby approved includes the carrying out of work on the public highway. You are advised that before undertaking work on the highway you must enter into a formal agreement with the Council which would specify the works and the terms and conditions under which they are to be carried out. You should contact City Development, Wilder House, Wilder Street, Bristol, BS2 8PH or telephone 0117 903 6846, allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Councils cost's in undertaking the following actions:

- 1) Drafting the Agreement
- 2) A Monitoring Fee equivalent to 15% of the planning application fee
- 3) Approving the highway details
- 4) Inspecting the highway works

3. Public Right of Way

The above application site abuts a Public Right of Way (PROW) No. BCC/(SPECIFY). Whilst it may be unlikely that the [public FP/BR] will be affected by the proposed development, it should remain open and safe for public use at all times. The developer should therefore be made aware of his/her obligations not to interfere with the public right of way either whilst development is in progress or on completion, as any interference may well constitute a criminal offence.

4. Impact on the highway network during construction

The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way, or carriageway closures or temporary parking restrictions. Please call 01179031212 or email traffic@bristol.gov.uk a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

Supporting Documents

3. Blackberry Hill Hospital Manor Road

1. Revised Masterplan



INFO	REV	DATE	DESCRIPTION
INFO	P6	28.03.17	Updates relating to Block D & E revisions & Block F parking increase
INFO	P5	21.03.17	Eastern car-deck road width adjusted
INFO	P4	20.03.17	Space updated according to client comments, issued for final coordination
INFO	P3	21.11.16	Space updated to show revision of Building 28. Access to Block A car park reconfigured.
INFO	P2	28.09.16	Updated following highway comments
INFO	P1	27.09.16	Final Coordination Issue
DRAFT	-	23.09.16	DRAFT PLANNING ISSUE

CLIENT	REVISION	BY
Galliford Try PLC, GT Homes (Blackberry Hill) LLP and Homes & Communities Agency	REVISOR	JH
	CHECKED BY	BG
	ORIGINATOR NO	32553

CONSULTANT
STRIDE TREGLOWN

PROJECT
 Blackberry Hill Hospital
 Manor Road,
 Bristol,
 BS16 2EW

DRAWING TITLE
 Proposed Masterplan

SUPPLYABILITY STATUS	SCALE
PL : PLANNING	1 : 500 @ A0
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASSIFICATION NUMBER	REVISION
32553-STL-AP010	P6