



# BATH RECYCLING FACILITY

## DESIGN AND ACCESS STATEMENT

16 August 2024

Document ref: 3897-SRA-XX-XX-T-A-00-011 P02

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## Issue History

Revision	Date	Content of revision
P01	15/08/24	First issue
P02	16/08/24	Planning issue

# 1.0 EXECUTIVE SUMMARY



# EXECUTIVE SUMMARY

## 1.1 Introduction

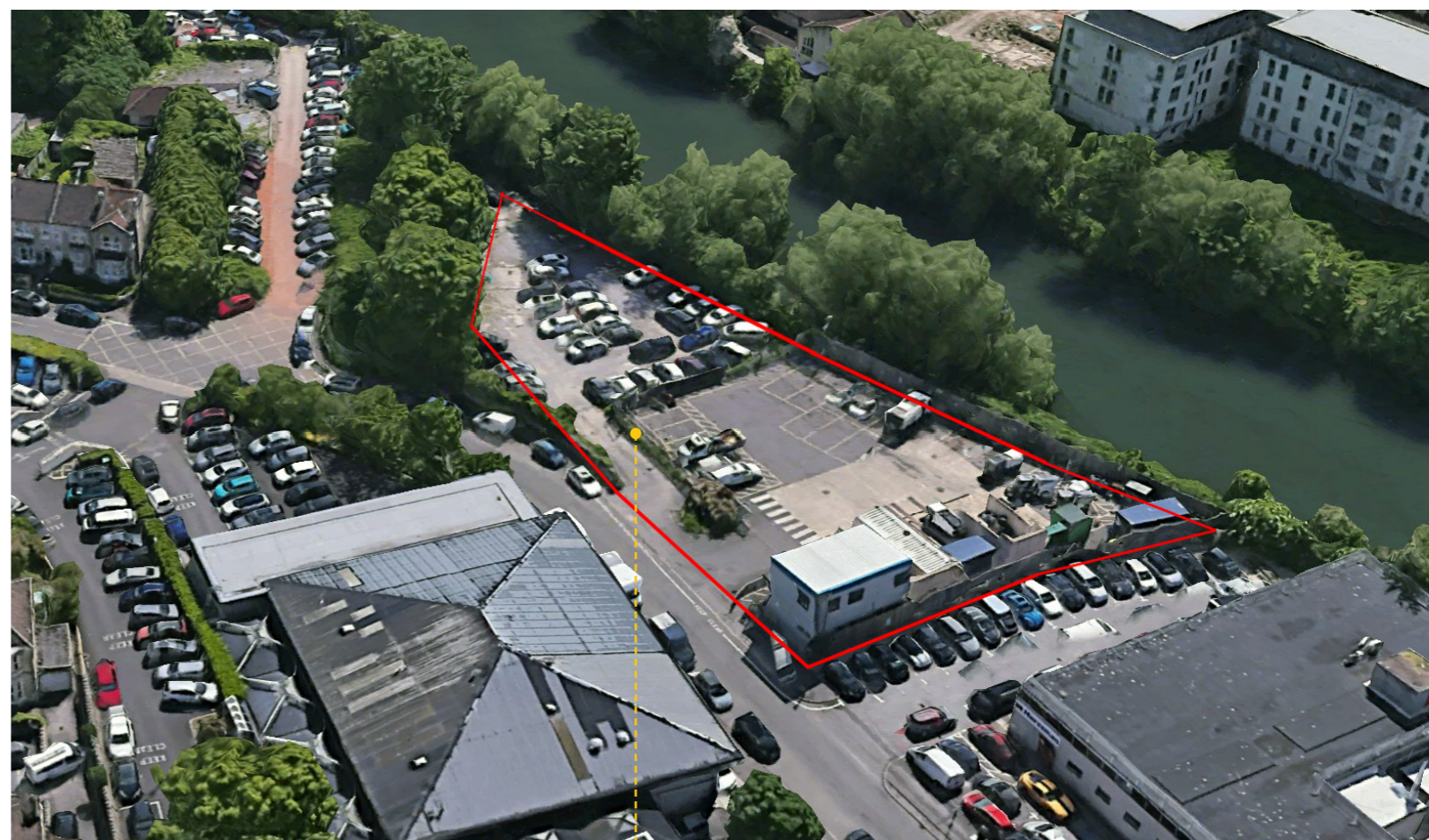
This Design and Access Statement (DAS) forms part of a full planning application, submitted on behalf of Bath and North East Somerset (B&NES) Council, for their proposed development at Locksbrook Road, Bath.

The proposal is for a new recycling centre, incorporating seven skips with gantry access. A street cleansing tipping facility, which currently occupies part of the site, will be partially retained and adapted to fit within the new layout.

This document explains how the design and accessibility of the proposal has been developed in response to the client requirements and surrounding context. It is to be read in conjunction with the associated drawings and documentation submitted concurrently. The accompanying *Validation Schedule* scopes out the full application submission.

This document is intended to be printed in colour, at A3. All scale references on drawings are based on this arrangement.

The guidance provided by CABI in its publication '*Design & Access Statements, How to Write Read and Use Them*' (2006) has been used as a reference in preparation of this statement.



The proposed site, shown in its current configuration, is highlighted within the red line boundary

Aerial image of the Locksbrook Road site  
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# EXECUTIVE SUMMARY

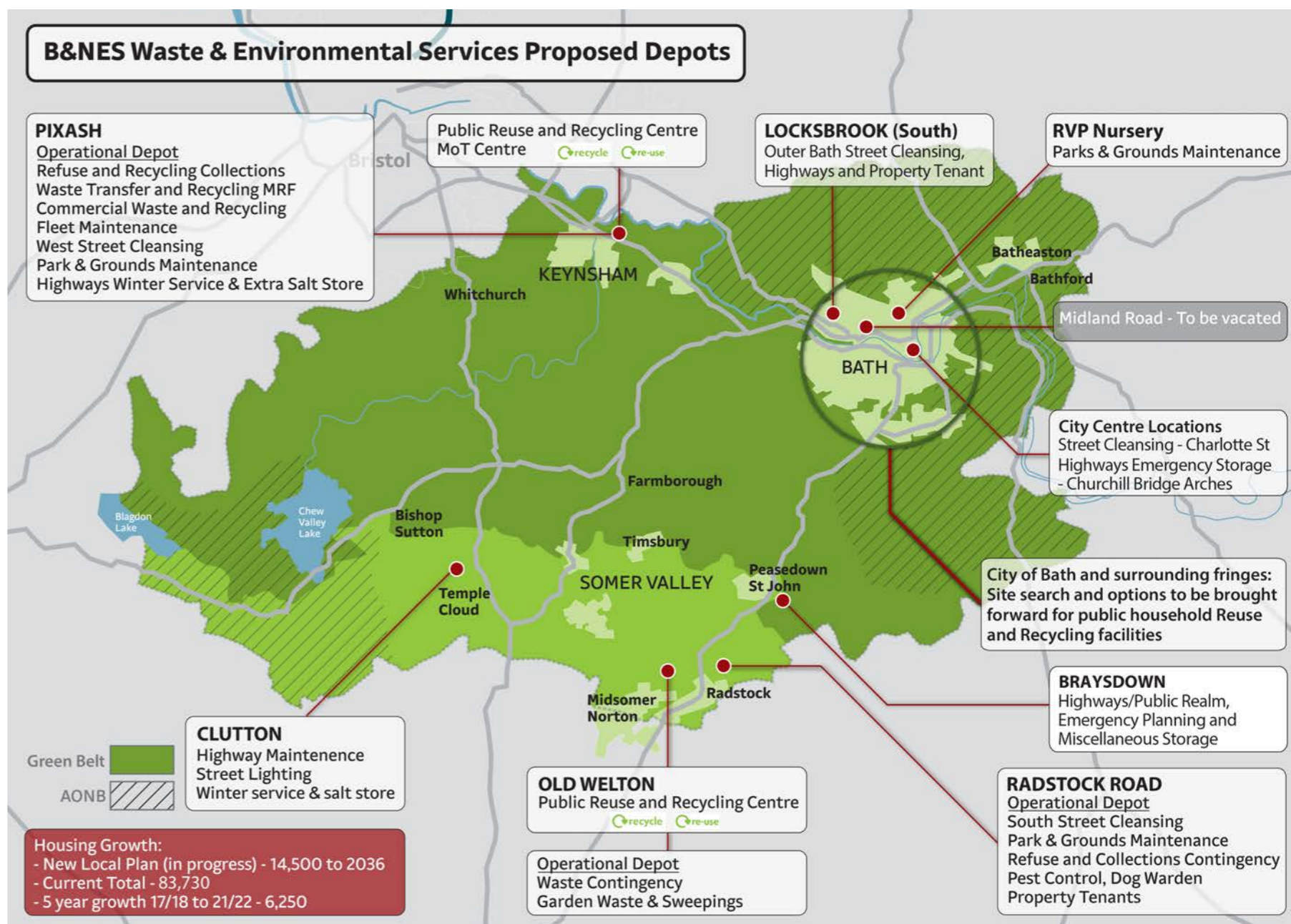
## 1.2 Wider Context Strategy

Bath and North East Somerset Council (B&NES) operate several recycling sites within the local authority area. The adjacent diagram shows the location of their current Waste & Environmental Services (W&ES) depots.

These facilities include Keynsham (Pixash) Recycling Hub, which was recently completed. As part of a modernisation programme, the majority of W&ES functions have been consolidated to this new purpose built facility.

Within Bath, the Midland Road depot currently provides a public recycling centre. This facility is due to close to allow for further new residential development along the River Avon corridor. Whilst many functions previously carried out at Midland Road have now been transferred to the Keynsham site, B&NES have identified a need to maintain provision of a public recycling facility within the city of Bath. The facility will enable pedestrian and cycle access.

Following a review of potential sites by B&NES, SRA carried out an initial feasibility study for adapting their existing depot at Locksbrook Road South. Several sketch layouts were prepared for consideration. A preferred site arrangement was established through consultation with B&NES W&ES, and the design further developed with the wider design team.



Graphical map showing current council depot sites, provided by B&NES



# EXECUTIVE SUMMARY

## 1.3 Project Objectives

The council has several objectives for the scheme:

- To provide a facility for residents to drop off the most commonly collected materials once Midland Road closes;
- To build a modern fit-for-purpose public recycling centre which is accessible using equality, diversity and inclusion guidance;
- To retain the existing street cleansing tipping facility within the proposed development;
- To provide suitable, secure personal transport facilities, for both cars and bicycles;
- To provide value for money, support operational revenue efficiencies and reduce service pressures from growth;
- To provide 'best practice' solutions from other similar successful projects with quality and 'whole life' costing consideration

## 1.4 Project Scope

The brief called for the following facilities to be provided within the development:

- 7no. large skips, with 40 cuyd capacity in a split level gantry format, including ramped and stepped access, and associated drop off bays. A minimum of 14 m should be allowed for to the rear of the skips to suit requirements for operational vehicles;
- 8no. 1100 L dry recyclables bins;
- 2no. spare skip storage;
- Staff office and welfare provision, within the existing building;
- Opportunity to access the site by active travel methods;
- Cycle and cargo bike stands;
- 1no. weighbridge for operational vehicles;
- Allowance for a minimum of 10% biodiversity net gain in line with council policy;
- A pre-booking system for members of the public, to control the number of vehicles which can enter the site at any one time;
- A secure perimeter with controlled access points.



Photographs showing the existing facilities at Midland Road Recycling Centre; all by SRA Architects



## 2.0 SITE ANALYSIS



# SITE ANALYSIS

## 2.1 Site Location

The proposed development site at Locksbrook Road is located approximately 1.5 km to the west of Bath city centre, with good access to the A4, Upper Bristol Road. It is situated approximately 0.5 km from the current recycling facility at Midland Road.

## 2.2 Site Overview

The site is bound by Locksbrook Road to the north; residential properties and a former railway line (which is allocated for a B&NES sustainable transport route under *Planning Policy ST2: Sustainable Transport Routes*) to the east; the River Avon to the south; and Locksbrook Road Industrial Estate to the west. It consists an existing street cleansing depot and a former coal yard site used for vehicle storage by a nearby motor retail dealership.

The following pages provide an overview of the site in its current form, and outline its opportunities and constraints.



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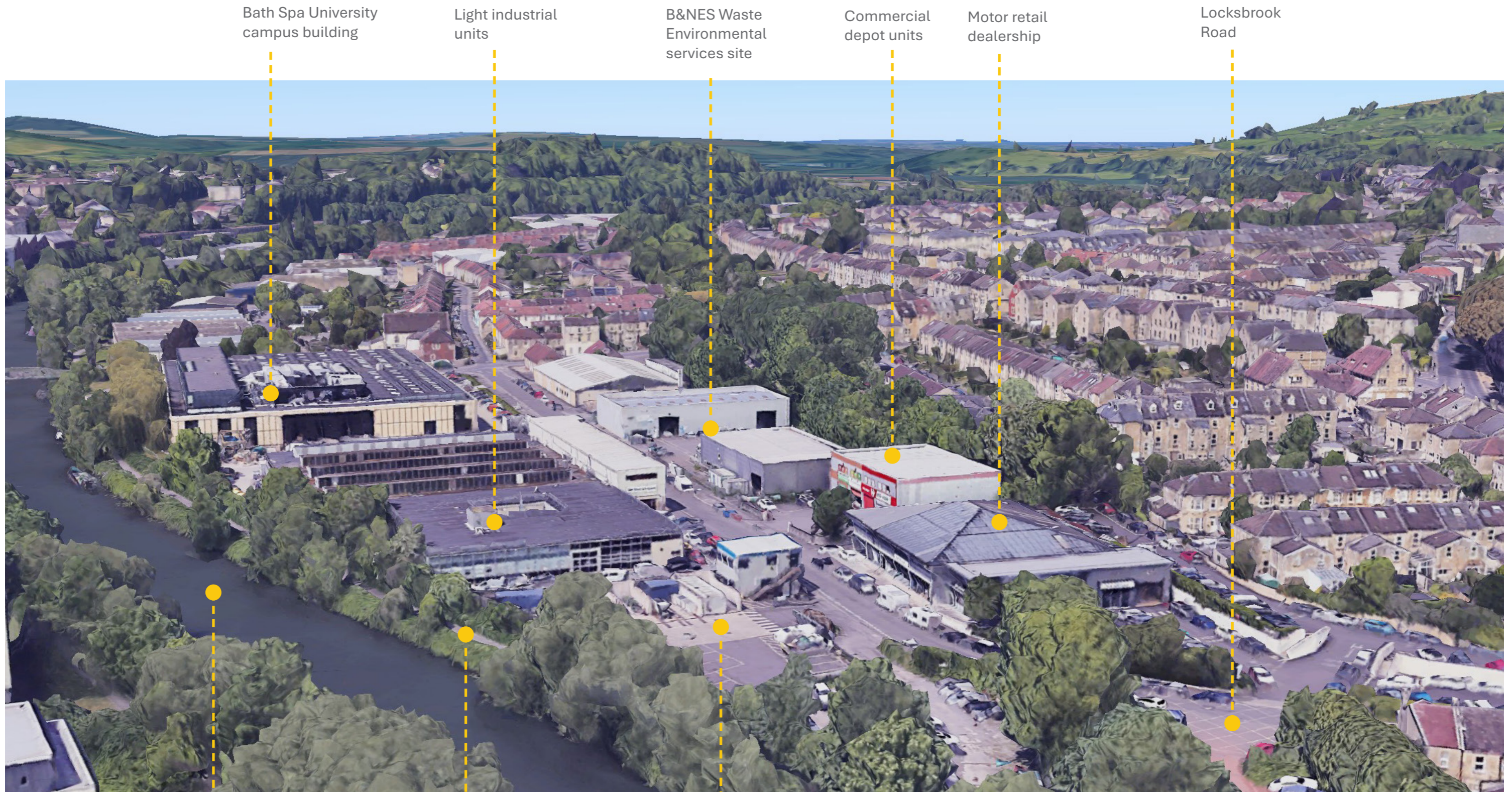
1. Aerial image showing the proposed site location within Bath

2. Aerial image showing the proposed site location and local context

© Google Map Data 2023 Tele Atlas 2023 Infoterra Ltd & Bluesky



# SITE ANALYSIS



Bath Spa University  
campus building

Light industrial  
units

B&NES Waste  
Environmental  
services site

Commercial  
depot units

Motor retail  
dealership

Locksbrook  
Road

River Avon

Riverside path  
(National Cycle  
Route 4)

Proposed site for  
Bath Recycling  
Facility

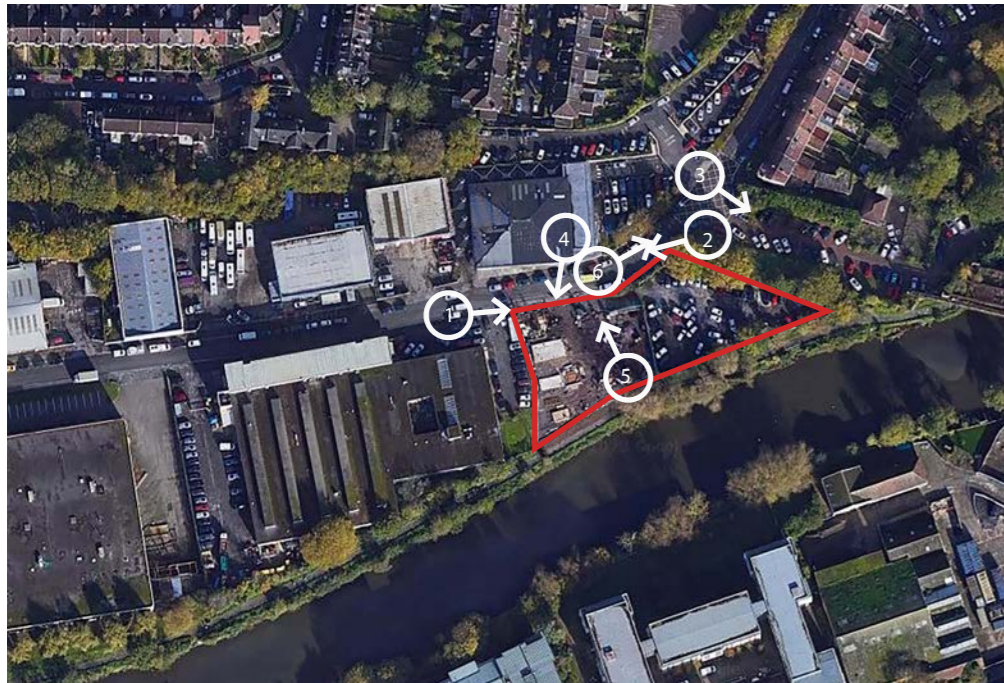
Birds eye view overlooking the proposed  
site, looking west  
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# SITE ANALYSIS

## 2.3 Site Photographs Part 1: Site & Immediate Context

1. View looking east along Locksbrook Road towards the site. This shows the existing two-storey staff cabins within the site.
2. View looking west along Locksbrook Road, on the approach to the site.
3. View looking south east, at the entrance to the current car storage area.
4. View looking west from within the current street cleansing depot, towards the existing site cabins.
5. View looking north west from within the current street cleansing depot, towards the existing site cabins and motor retail facility beyond.
6. View looking east which showing an existing boundary stone wall.



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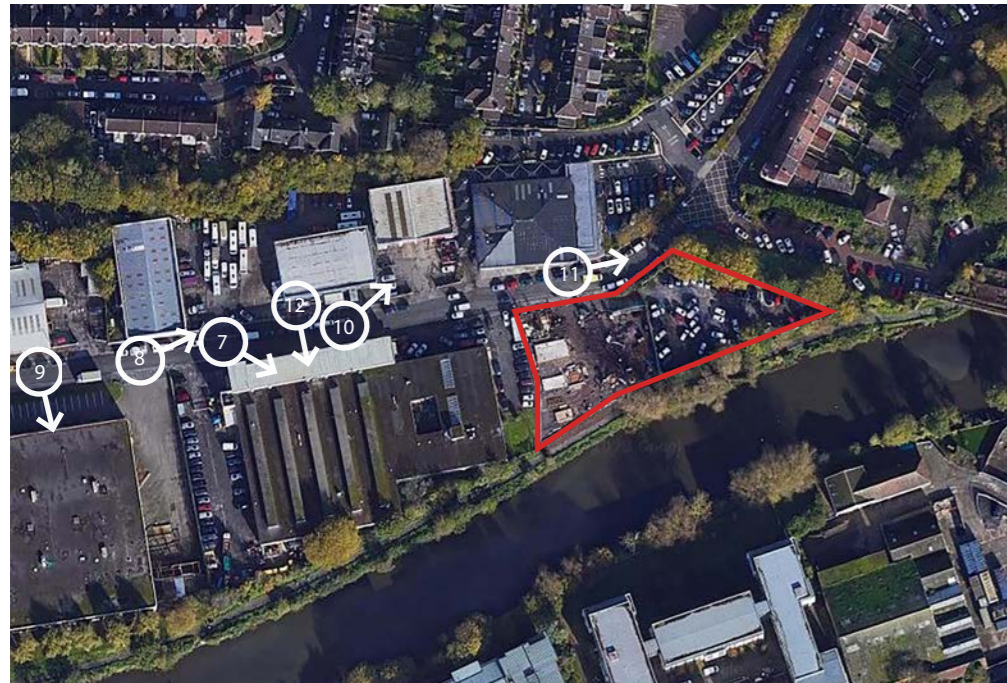
All photographs by SRA Architects



# SITE ANALYSIS

## 2.4 Site Photographs Part 2: Surrounding Context

- 7. View looking south west along Locksbrook Road, towards neighbouring light industrial development.
- 8. View looking towards another B&NES facility, on the north side of Locksbrook Road.
- 9. View looking south towards the Bath Spa University Locksbrook Campus building.
- 10. View of existing commercial buildings on the north side of Locksbrook Road.
- 11. View looking east towards the vehicle storage area, with residential properties beyond.
- 12. View of existing light industrial development to the west of the site.



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All photographs by SRA Architects

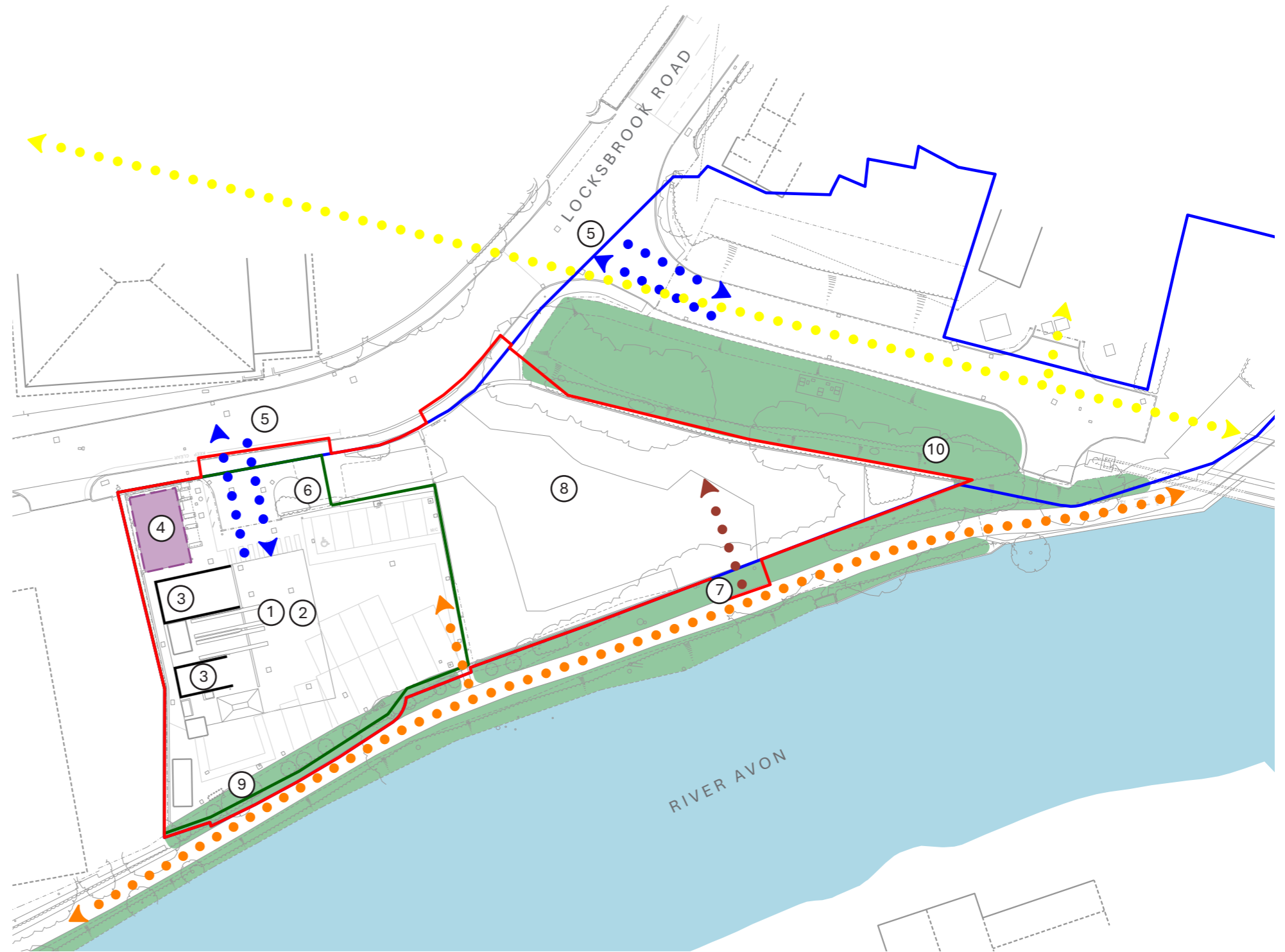


# SITE ANALYSIS

## 2.5 Site Opportunities

With reference to the adjacent diagram, the site presents several opportunities which may impact on the development:

1. Part of the site currently operates as a street cleansing depot, and is covered by a waste & environment permit.
2. There is an existing concrete finish, with drainage and interceptors to the street cleansing depot, which could be adapted as an operational yard.
3. Several existing concrete waste storage bunkers could potentially be retained.
4. Staff welfare facilities are already provided in an existing two-storey building, which meet the client's floor space requirements.
5. Several existing access points are provided from Locksbrook Road. Traffic could be directed to the site from the east from Upper Bristol Road, to limit cross flows.
6. The site is partially secured with perimeter fencing and gates.
7. There is opportunity to provide direct access from the adjacent riverside cycle path.
8. The current vehicle storage area is unmonitored and presents a safety risk as the site sits within a flood zone. The new proposal would alleviate this risk as it would only be occupied throughout the day. No vehicles in the public side would be left unattended, with a typical stay duration of 15 minutes.
9. There is an established strip of landscaping across the site with trees and 700 mm high embankment, which could provide visual screening.
10. Existing landscape screening alongside the river acts as an important green corridor for wildlife and needs to be maintained (*Planning Policy NE2A: Landscape Setting of Settlements & NE3: Nature Conservation and Biodiversity*).



### Key

- Extent of application  
Area: 0.30 ha
- Extent of existing waste permit  
Area: 0.14 ha
- Ownership boundary  
Area: 0.56 ha

- Existing office/ welfare facilities
- Existing landscaping with potential for enhancement

- ⋯ Planning Policy ST2: Sustainable Transport routes
- ⋯ Planning Policy ST2A: Cycle route
- ⋯ Existing vehicular access points
- ⋯ Potential access to riverside path

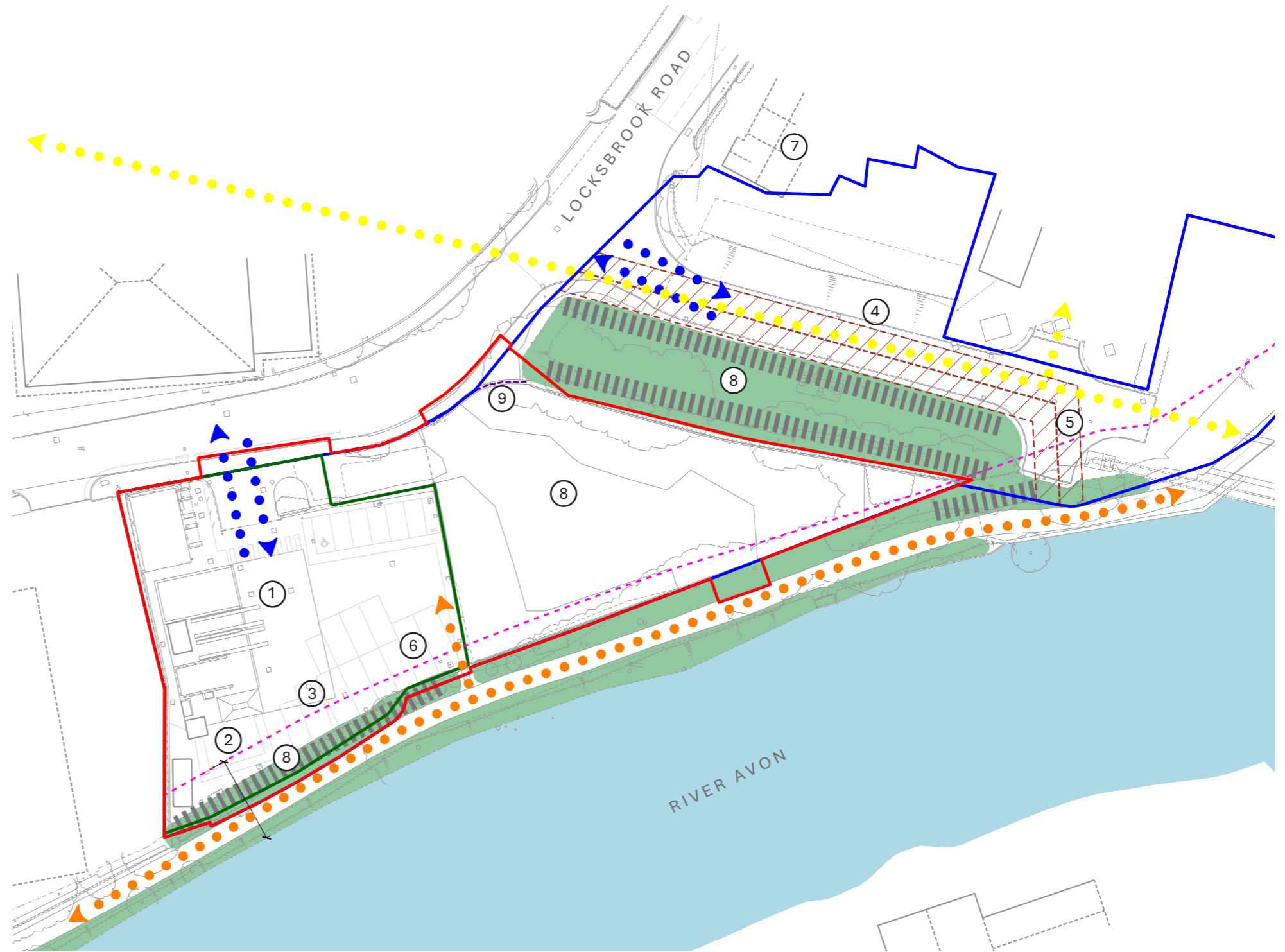


# SITE ANALYSIS

## 2.6 Site Constraints

There are also several site constraints which are highlighted on the adjacent diagram and outlined in further detail below:

1. The site redevelopment will need to provide a street cleaning tipping function, potentially impacting on space requirements.
2. There may be restrictions on waste storage within a certain distance from the river, with this dimension to be determined. 10 m has been assumed for the purposes of this study and further guidance sought.
3. The site sits largely within flood zones. It is understood that some flood prevention measures have already been carried out for the street cleansing depot, but further modifications may be required.
4. The route of the former Midland Railway which passes adjacent to the site is protected for future use as a sustainable transport route (*Planning Policy ST2: Sustainable Transport Routes*).
5. An existing underground sewer is located to the east of the site, with an easement preventing new buildings within this area. Access also needs to be maintained to an existing nearby pumping station.
6. Lighting provision will need to be contained within the site, to prevent overspill onto the river and impacting on wildlife.
7. There is potential noise disruption to nearby residential properties, although there is already noise generated by existing nearby light industrial operations.
8. The topography of the site varies, with a general fall from west to east and towards the river and with embankments along several boundaries. This may influence design considerations.
9. The site is located within the Bath conversation area covered under *Planning Policy HE1: Safeguarding Heritage Assets*. There is an existing rubble stone wall which forms part of the of the north boundary to the site and has been assessed by a heritage consultant. Whilst being a relic of the pre-industrial rural landscape, the wall has been much altered and partially re-aligned around c.1989. It is therefore seen as having relatively little historical significance.



### Key

- |  |  |  |   |  |   |
|--|--|--|---|--|---|
|  | Extent of application<br>Area: 0.28 ha           |  | Existing boundary wall feature                      |  | Planning Policy ST2: Sustainable Transport routes |
|  | Extent of existing waste permit<br>Area: 0.14 ha |  | Potential waste storage restriction alongside river |  | Planning Policy ST2A: Cycle route                 |
|  | Ownership boundary<br>Area: 0.56 ha              |  | Existing underground sewer easement                 |  | Existing vehicular access points                  |
|  |  |  | Existing embankment                                 |  |   |
|  |  |  | Existing landscaping with                           |  |   |

Site constraints diagram



## **3.0 DESIGN STATEMENT**



# DESIGN STATEMENT

## 3.1 Use

As discussed previously, part of the site currently operates as a council street cleansing depot, with supporting ancillary welfare and office accommodation. Much of the remainder of the site is used as a vehicle storage area for a nearby motor retail dealership on the north side of Locksbrook Road.

The proposals seek to provide a public recycling centre, whilst retaining the street cleansing tipping function. The existing cabins will continue to provide office and welfare facilities for members of staff who will work at the site.

Residents will travel to the recycling centre where they will unload their waste into a series of bins and skips. Further storage bays within the operational area will provide waste storage for street cleansing teams. The various material is then bulked for onward transport to other sites for processing.

## 3.2 Amount

B&NES Waste & Environmental Services has a legal duty to provide waste collection and recycling facilities for residents. Project tonnage forecasts have been calculated to determine the number of skips to be provided on the site. The site will also provide three tipping bays for use by street cleansing, space for additional skip storage, a weighbridge, wash-down facilities and supporting office and welfare accommodation.

A summary of the proposed development parameters is outlined below.

### Accommodation Schedule

Site ownership:	0.56 ha
Site development area:	0.30 ha
Existing office building:	110 m <sup>2</sup>
Proposed security cabin:	2 m <sup>2</sup>

### Parking Summary

Operational vehicles (Excavator):	1 space
Public unloading area:	12 spaces
Public holding area:	4 spaces
Motorcycle:	4 spaces
Bicycle:	8 spaces
Cargo bikes:	14 spaces



Proposed birds-eye visual looking east showing the skips and gantry extent



# DESIGN STATEMENT

## 3.3 Layout: General Overview

The adjacent diagram presents the proposed site arrangement, which has been developed in response to the client's brief requirements, and in consideration of the opportunities and constraints presented by the site. The layout is intended to be as compact as possible, without compromising operations.

The development will be broadly divided into two zones; council operations and public areas. The west portion of the site will remain for operational use only. A dedicated vehicle access point is provided to Locksbrook Road, adapting the existing bell-mouth junction. It is anticipated that this area will see low vehicle site traffic, as noted in the transport assessment prepared by Miles White.

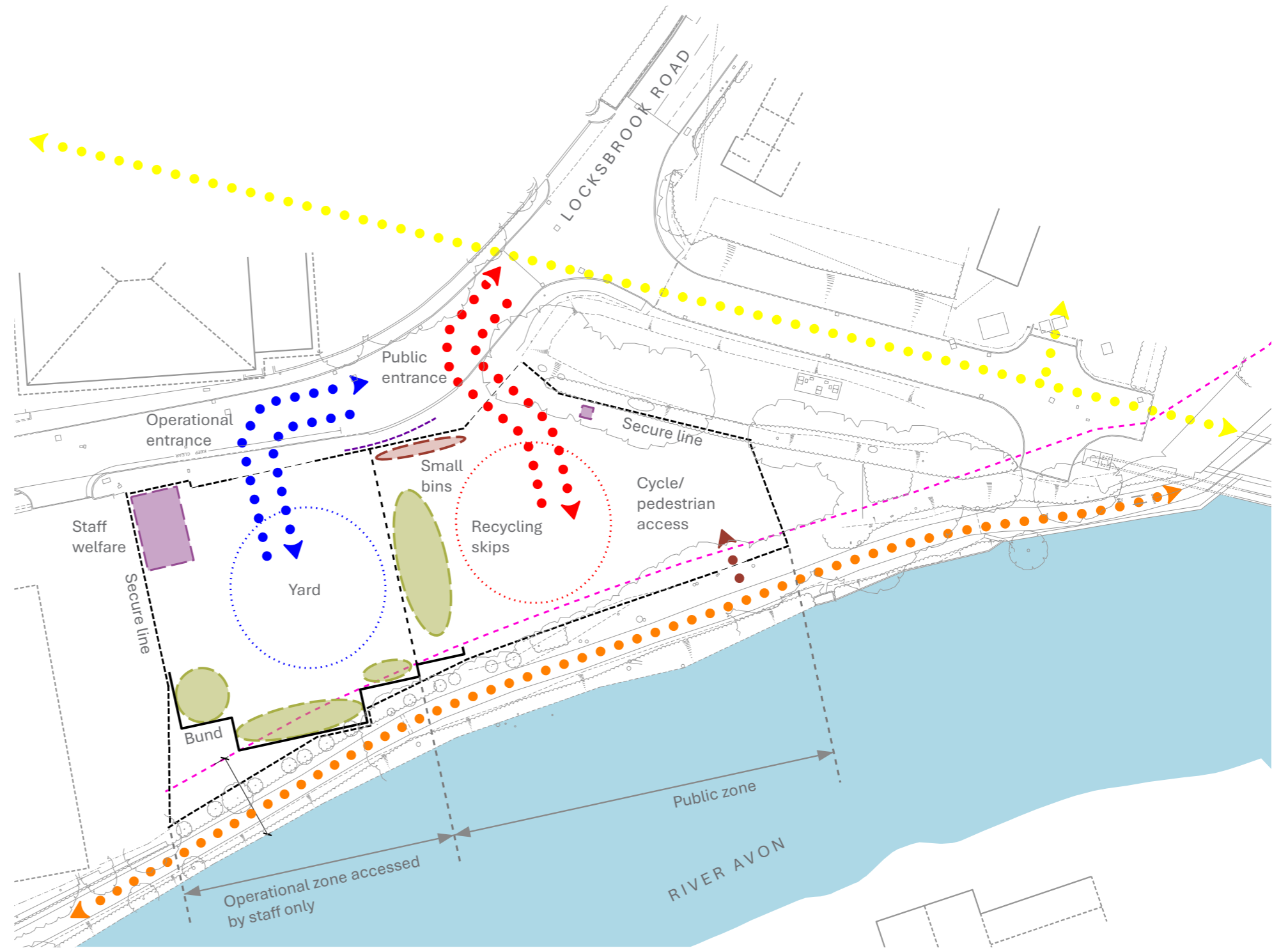
The east portion of the site will be publicly accessible with dedicated access from Locksbrook Road, providing good visibility in both directions. Parking capacity in this area has been calculated to eliminate queueing on the Locksbrook Road. Traffic flow will be managed by a public booking system that will control the number of vehicles on site at any given time.

It is supported by a second site entrance to the south, which enables pedestrians and cyclists to access from the river path. This will help to promote the accessibility of the site beyond car users within the city centre.

A secure fence line will be maintained around the perimeter of the site, and will be adapted to suit the new layout.

The landscaping corridor along the riverside is maintained, with proposed enhancements to provide biodiversity net gain. The existing landscaping strip and bund to the east of the site is also maintained. Additional planting here is intended to screen the development from nearby residential properties.

Allowance has been made for a future sustainable transport route, over the former railway line to the east. The scheme does not impact on this.



### Key

- |  |  |  |                                   |  |  |
|--|--|--|-----------------------------------|--|--|
|  | Extent of application<br>Area: 0.30 ha           |  | Office/ welfare facilities        |  | Planning Policy ST2: Sustainable Transport routes  |
|  | Extent of existing waste permit<br>Area: 0.14 ha |  | Large recycling skips and bunkers |  | Planning Policy ST2A: Cycle route                  |
|  | Ownership boundary<br>Area: 0.56 ha              |  | Small recycling bins              |  | Proposed operational vehicular access point        |
|  |  |  | Operational area                  |  | Proposed public unloading vehicular access point   |
|  |  |  | Public unloading area             |  | Proposed pedestrian access point to riverside path |

Proposed site diagram



# DESIGN STATEMENT

## 3.4 Layout: Overview of Facilities Accessed by Public

**1.** 7no. skips will be provided, similar to the current provision at the Midland Road Depot. These have all been located within the area covered by the current waste permit. Public access is provided by a continuous raised gantry, which provides separation from the operational side. A ramp will be provided as well as steps, to increase accessibility. Staff will be available to assist members of the public with manoeuvring their items onto the gantry and into the skips.

**2.** A 'Bring Recycling Bank' facility consisting of 8no. 1100 L bins, provides opportunity to deposit non-hazardous dry recyclables such as paper, cans, plastics & glass. These have been located close to the main site entrance for ease of access for pedestrians dropping off small quantities of waste materials.

**3.** 12no. public unloading bays are provided, including an accessible parking bay. The layout for parking and road access has considered the need for efficient traffic flows both into and out of the site.

**4.** 4 no. motorcycle parking bays are provided.

**5.** Cycle stands for both standard and cargo bikes, situated close to the cycle path to provide an alternative route in and out for cyclists.

**6.** Additional 4no. overflow parking bays for cars if required.





# DESIGN STATEMENT

## 3.5 Layout: Overview of Operational Facilities

**7.** Staff welfare facilities will be housed within the existing two-storey building occupying the north west of the site. The upper storey provides a good vantage point over the site operations.

**8.** A new, small cabin will be provided at the public entrance to the site, allowing staff to assist the public and managing vehicle movements. No other new buildings are proposed as part of the development.

**9.** A new weighbridge facility, required to measure outbound vehicle loadings, is provided adjacent to the accommodation block. The gradient at the site access means that it is not viable to locate the weighbridge here. Locating it to the west of the site instead reduces conflict with other vehicle movements within the main yard area.

**10.** Provision has been allowed for 2no. spare skips, with potential to increase to 4no. if stored back-to-back. Armco barrier protection will be provided around these.

**11.** Proposed street cleansing sweepings bay, to maintain existing provision, for use by outer Bath and city centre teams.

**12.** Proposed weeding and green waste bay, to maintain existing provision, for use by outer Bath and city centre teams.

**13.** Proposed street cleansing black sack tipping bay, to maintain existing provision for use by outer Bath and city centre teams. Together with the other waste storage bays, the rear concrete walls form a bund against the river to the south.

**14.** Proposed covered sorting area for carrying out spot checks on black sack waste.





# DESIGN STATEMENT

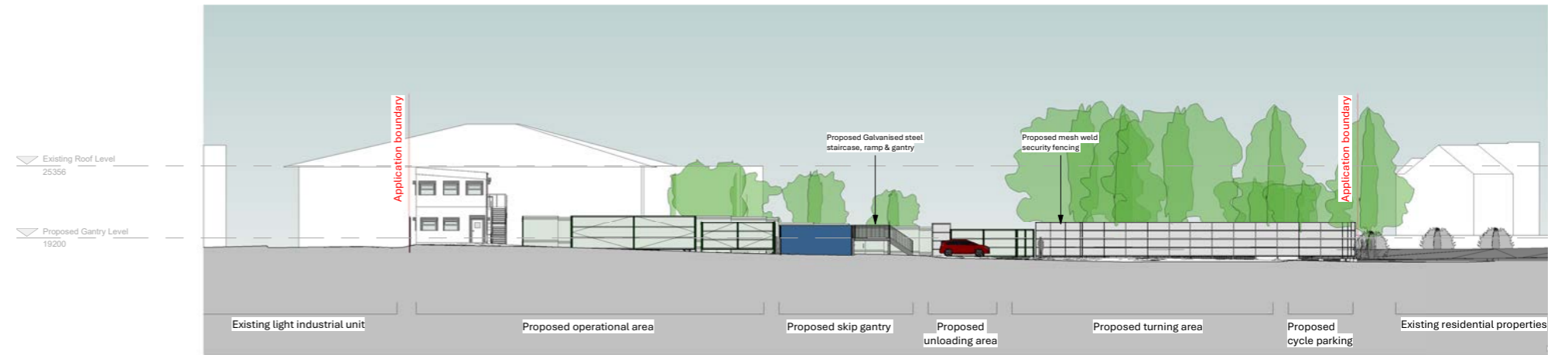
## 3.6 Scale

The tallest structure within the proposed development is the existing two storey office accommodation block. This will be retained as part of the scheme, with the addition of new photovoltaic panels to the roof.

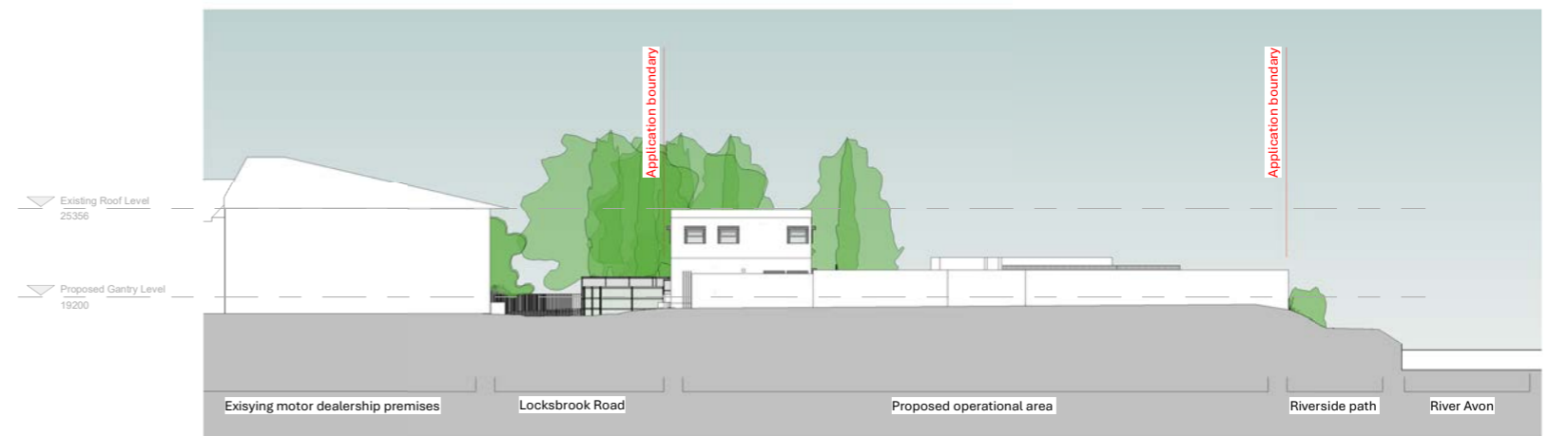
The only new building proposed as part of the development is a small prefabricated cabin, approximately 3.0 m in height.

Externally, the proposed waste storage bunkers will be 2.5m in height. The height of these has been determined by waste capacity requirements and the need to provide fire separation between storage areas. The new gantry floor level will sit 1.5 m above the external ground level, and is enclosed with 1.1 m high balustrades. A small shelter, c.3.0 m in height will be provided to the south end of the gantry for carrying out spot checks on black sack waste.

As shown on the adjacent site context sections, the development is smaller in scale than the neighbouring existing buildings. For example the light industrial unit to the west is approximately 5.0 m in height.



1.



2.



- 1. Proposed Site Section AA @ 1:500
- 2. Proposed Site Section BB @ 1:500



# DESIGN STATEMENT

## 3.7 Landscape

As an active waste management site, there is a requirement for the majority of surfaces to be hardstanding to suit operations. Much of the site currently consists of concrete, asphalt and gravel surfaces, but also benefits from existing perimeter landscaping along the south and east. This consists of a mixture of modified grassland, scrub-land and trees of different ages.

These boundary areas will be largely maintained and enhanced with further wildflower grassland and mixed scrub, allowing the centre of the site to remain clear so as not to impact on site activities. It is also intended to retain the existing boundary trees, except one at the south of the site to accommodate the black sack tipping bay. These help to screen the development from neighbouring properties to the south and east, reducing visual impact.



Proposed site plan identifying areas of landscape enhancement



# DESIGN STATEMENT

## 3.8 Appearance

The choice of proposed materials for the scheme is largely determined by the requirement to provide robust finishes and limit ongoing maintenance. They need to be both durable to suit the nature of the development and cost-effective for considered use of public funding. It is proposed to use a similar palette of materials throughout the development.

Most new elements are associated with the external raised gantry and waste storage areas. It is not proposed to alter the external appearance of the existing office building.

The following pages present the proposed palette of materials to be used on the scheme, together with proposed visualisations and elevations.



1. Proposed birds-eye visual looking west towards operational area
2. Proposed birds-eye visual looking east overlooking proposed development



# DESIGN STATEMENT

## Bay Walls

Concrete bay walls provide robust and fire resistant separation for the street cleansing tipping bays.



## Entrance Cabin

The proposed pre-fabricated cabin within the unloading area will have a white GRP finish.



## Gantry System

The gantry system will consist of non-slip galvanised steel platforms and railings. The access steps and ramp will have a similar finish.



## Security Fencing

Weld-mesh security fencing, with integrated climbing deterrent features and gates, will be installed around the site perimeter, to prevent unlawful access. It will also be used to separate the public and operational areas. It will be combined with timber panelling to provide additional acoustic screening along sensitive boundaries.





# DESIGN STATEMENT

## Cycle Hoops

Cycle hoops will be finished in galvanised steel.



## Operations Yard

The operations yard will have a robust concrete surface.



## Bollards

Galvanised steel bollards will be installed to provide additional protection to pedestrian routes and vulnerable areas, such as the unloading area.



## Roadways and Pathways

Within the public areas roadways and pathways will be asphalt construction.





# DESIGN STATEMENT

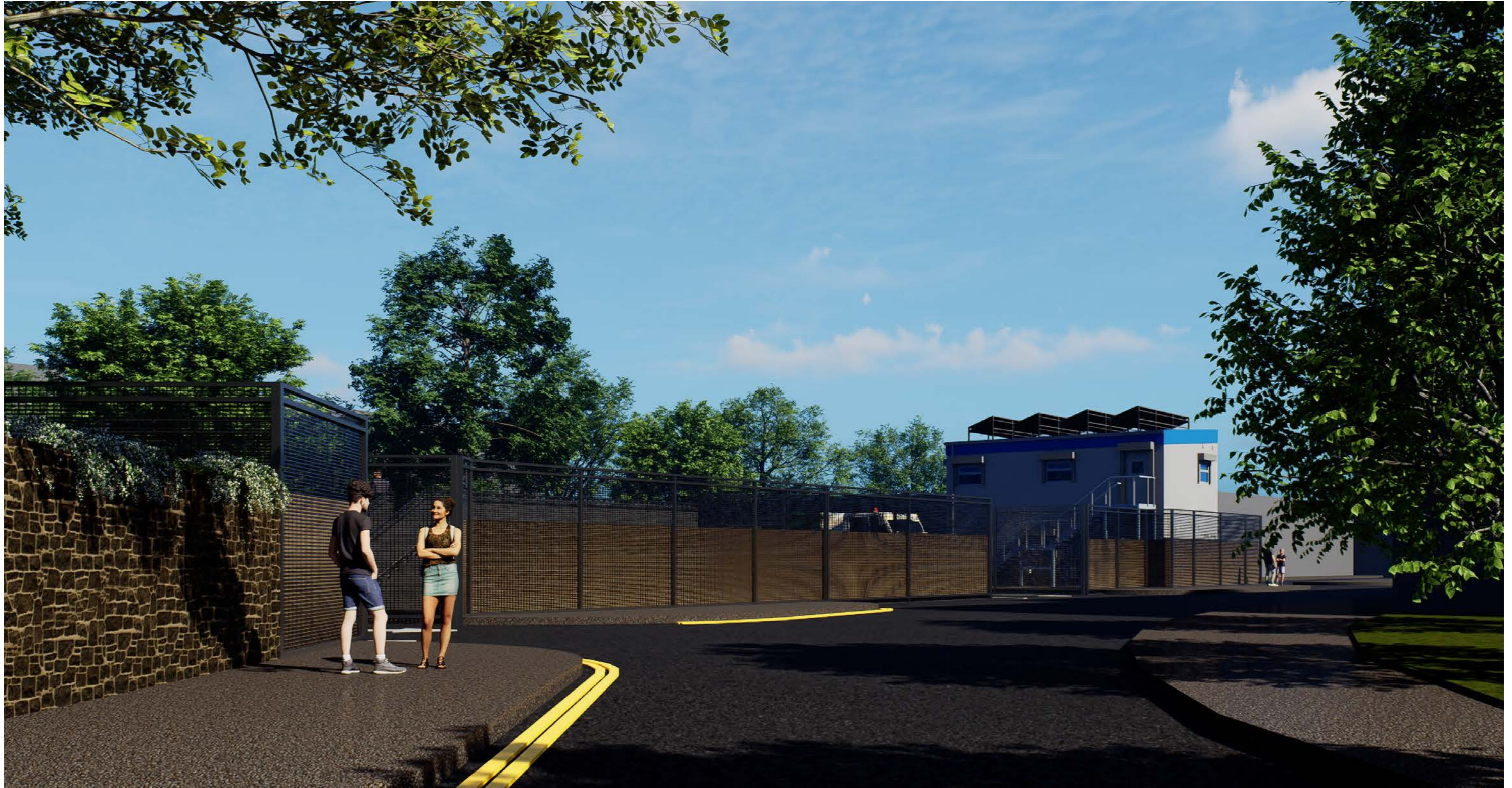
## **Vehicle Drop Off/ Waiting Bays**

Permeable paving is proposed for the vehicle loading area as part of the site drainage strategy.





# DESIGN STATEMENT



Proposed visual looking west along Locksbrook Road towards the site entrance



# DESIGN STATEMENT



Proposed visual looking west along Locksbrook Road towards the site entrances, with the existing office accommodation in the foreground



# DESIGN STATEMENT



1.



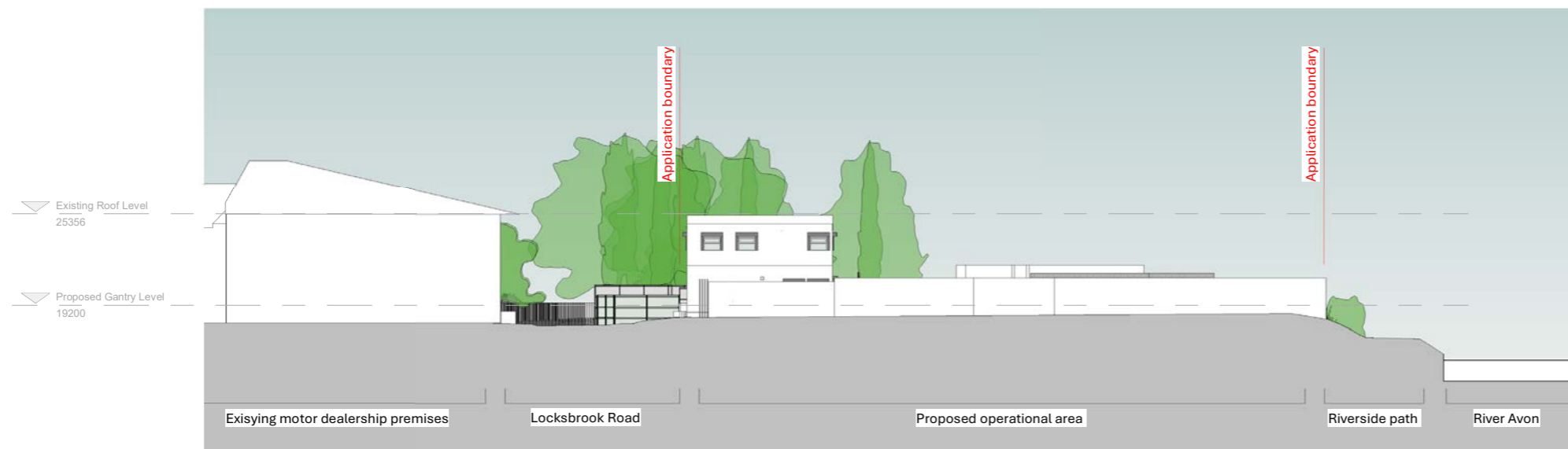
2.



# DESIGN STATEMENT



1.



2.

1. Proposed East Elevation @ 1:400  
2. Proposed West Elevation @ 1:400

## **4.0 SUSTAINABILITY**



# SUSTAINABILITY

## 4.1 Ecology

Ethos Environmental Planning have carried out a preliminary ecological appraisal of the site, to establish its opportunities and constraints. In summary, the site currently consists of hardstanding surfaces from existing development, modified grassland and scrub-land, together with several trees of varying maturity. These habitats have the potential for bird nesting and foraging.

The site also sits adjacent to the River Avon SNCI, which is designated for its running water and associated marginal habitats. The report also recommends that a sensitive lighting strategy is implemented to reduce impact on horseshoe bats, which are known to be present along the River Avon corridor. There is an opportunity to provide ecological enhancements to the site, including grassland areas, which have been incorporated into the perimeter of the layout.

The adjacent plan shows the proposed areas identified for habitat enhancement. A mixture of wildflower grassland and mixed scrub is proposed within these perimeter areas. Due to the low baseline assessment of the current site, these enhancements are estimated to provide approximately 480% biodiversity net gain within the development area boundary.

Refer to the *Preliminary Ecological Appraisal: Locksbrook Road South, Bath* report, prepared by Ethos for further information.





# SUSTAINABILITY

## 4.2 External Lighting

E3 Consulting Engineers have carried out an artificial lighting assessment for the site. This includes a baseline study of the current illuminance levels across the site. It details the recommended illumination levels for the various functions of the site, so that they can be operated safely, whilst also detailing proposed mitigation measures to limit overspill to neighbouring sensitive areas.

A range of wall and column mounted luminaires are proposed. Wall mounted luminaires are typically specified around south and east perimeter to direct light into the site and reduce impact on the ecologically sensitive areas along the river corridor. Column lighting will be installed at the minimum compliance height to reduce overspill into adjacent areas. Lighting will also be controlled, and will be switched off when not required.

Refer to the report, *4830 REP01 Bath Recycling facility – Lighting Scheme and Assessment*, submitted concurrently with this application for further information.





# SUSTAINABILITY

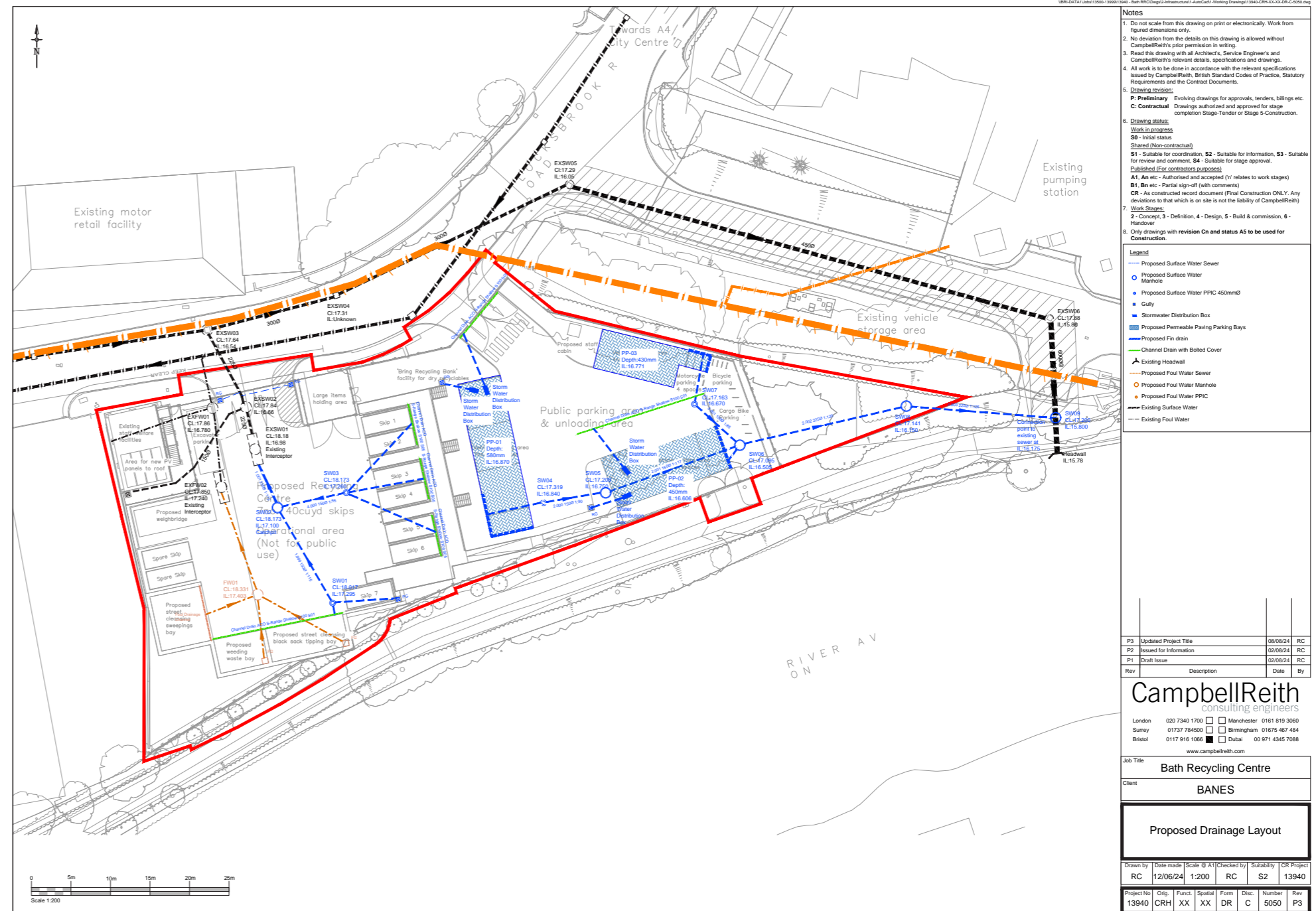
## 4.3 Flooding & Drainage Strategy

Campbell Reith have prepared a flood risk assessment and drainage strategy for the proposed development. The existing ground levels and flood risk across the site have been considered in developing the layout, which seeks to limit the extent of the change in use from the current condition. Whilst the site is generally flat, the ground levels in the western portion of the site are approximately 1m higher in elevation than in the eastern portion. From site investigations the bedrock geology has been found to be unsuitable for infiltration.

The western portion of the site, which forms the current street cleansing depot, lie within Flood Zone 2 and 3a. It is proposed to locate the operational area and waste skips here. A combination of existing linear drains, gullies and gutters currently provide drainage to this area, with water discharged into the existing surface water sewer within Locksbrook Road. These will be modified to suit the new layout, with new outlets and channels provided. New drainage runs will be connected to the existing petrol interceptors, to ensure water quality requirements are met.

The eastern portion of the site, which is currently used as vehicle storage area, lie within Flood Zone 3a and 3b and are therefore subject to greater flood risk. These will form the public unloading area. The area will be managed and will see a reduction in the total time that vehicles are present on site. Visits will be limited to ten minutes and there will be no overnight parking. The unloading area and recycling facility will also be closed when flooding occurs. It is believed that water from this area is currently allowed to discharge uncontrolled into the River Avon. The Lead Local Flood Authority (LLFA) have also stated that no flow controls are required to the site. A combination of new outlets and permeable paving (to vehicle unloading and waiting bays) will provide drainage to this area. The permeable paving will help to provide water treatment prior to being discharged into the existing sewer system.

The proposed surface water drainage strategy is in accordance with local policies and have been agreed with the LLFA.





# SUSTAINABILITY

## 4.4 Highways

Miles White have prepared a Transport Assessment, to demonstrate the acceptability of the proposals in a highway and transport context. The report assesses the existing surrounding highway network and the accessibility of the site, including alternatives to using private cars.

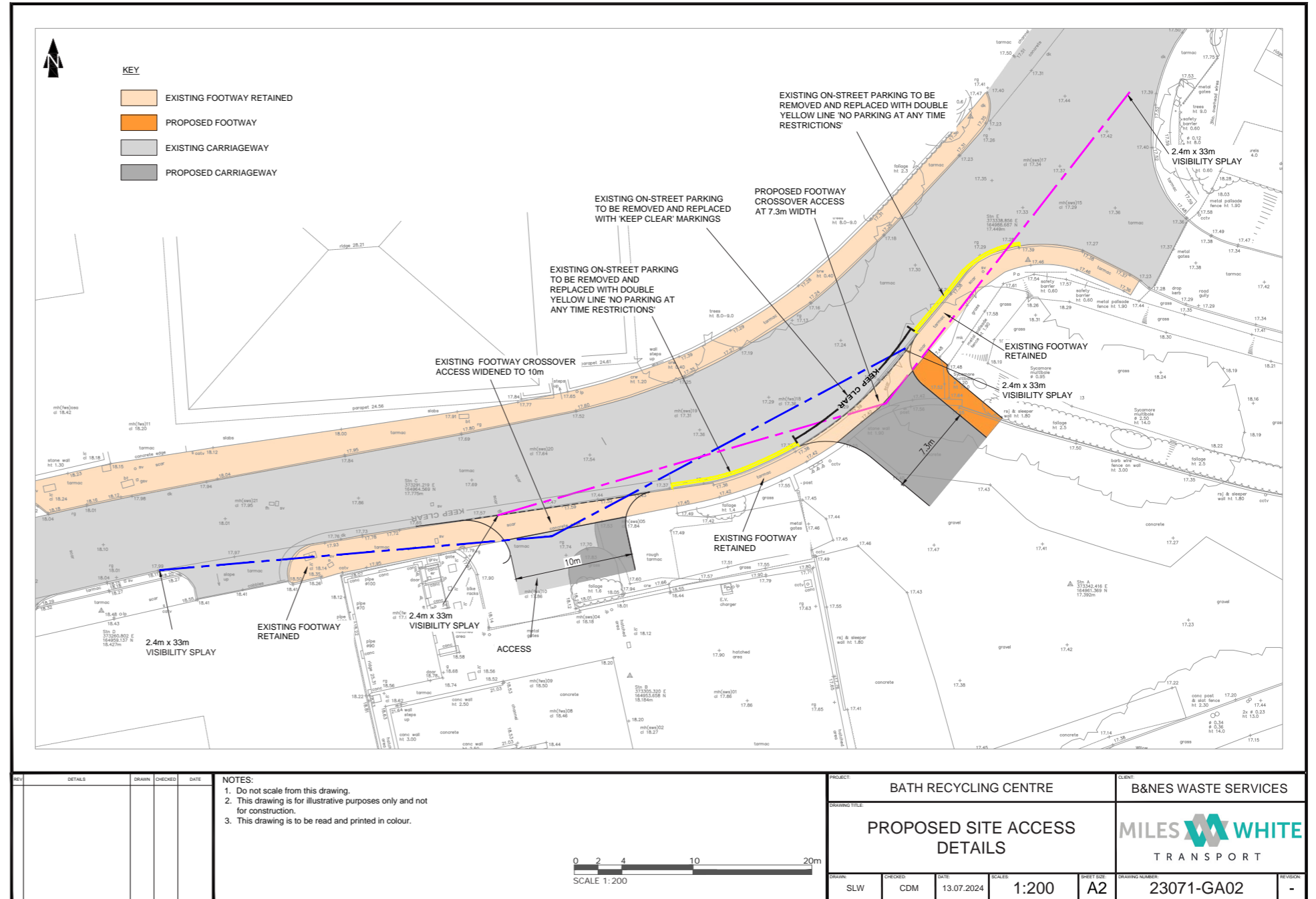
From the assessment it is anticipated that the proposal will have limited impact on traffic movements overall, given the proximity of the recycling facility it is replacing at Midland Road. The capacity of the nearby junctions is considered sufficient to accommodate the additional traffic which would previously be directed to Midland Road.

A combination of pre-booked time slots and holding bays will be used to control public vehicle access to the site. A sufficient number of loading bays is provided, based on the maximum capacity of each time slot. Operational vehicle movements are likely to be typically limited to three to four transfers to and from the Pixash depot, and street cleansing vehicles accessing the site.

The proposals have been subject to an independent Stage 1 Road Safety Audit and are not considered to adversely affect highways safety. Appropriate visibility splays will be provided to each junction. A swept path analysis of the site demonstrates that the site layout can accommodate skip lorries turning requirements.

With a significant proportion of the population being within 2 km walking distance of the site, and the entire city within 5 km cycling distance, there is scope for good levels of non-car accessibility to the site. New connections to established routes can help to encourage active travel. Nearby bus stops also provide an option for using public transport to access the site.

No allocated staff parking will be located at the site. Given the small number of staff based at the site, it is not intended to provide a formal Staff Travel Plan. However staff will provided with information on sustainable travel modes to access the site.





# SUSTAINABILITY

## 4.5 Air Quality & Odour

An air quality and odour impact assessment of the proposed development has been undertaken by Entran. This covers both the construction and operational phases.

During the construction phase, limited releases of dust and particulate matter are likely to be generated from on-site activities. However, through good site practice and the implementation of suitable mitigation measures, the impact of dust and particulate matter releases may be effectively mitigated. The resultant impacts are therefore considered to be negligible.

Dispersion modelling has been used to assess the impact the additional traffic generated by the development on local air quality once in operation as a recycling centre. The assessment has shown that concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> are predicted to be below the relevant objective levels at nearby receptors. It indicates that the impacts of the emissions arising from the traffic generated by the Proposed Development are considered to be negligible in accordance with the EPUK & IAQM guidance.

A qualitative assessment of the potential for odour effects arising from the proposed development has been carried out. Odour effects beyond the site boundary are predicted to be negligible. Operational controls and procedures set-out within the Environmental Permit will provide adequate mitigation to ensure odour impacts are insignificant. No additional mitigation is therefore considered necessary.

The assessment concluded that air quality and odour does not pose a constraint to the proposed development, either during construction phase or once operational.

## 4.6 Noise

Entran have also undertaken an assessment of the the potential noise impact from the proposed development to the nearest receptors. The calculated rating levels indicate that there is low likelihood of impact due to site operations.

The proposed design includes inherent mitigation to dwellings to the north and east, with the proposed skip locations providing screening between the operational area of the site and nearest receptors. Timber screens, 1.8m in height, will be installed along the sensitive boundaries behind the security fencing, as recommended by the assessment. The operational area also incorporates solid concrete bay walls to the south. BS 4142 indicates that where there is no excess of the rating over the background sound level there is a low likelihood of adverse impact.

With consideration to the calculated sound levels, the existing site context, and the removal of early morning activities currently associated with the street cleansing function, it is considered unlikely that the impact of the site would be increased. The impact on the nearest residential receptors is therefore considered unlikely to be significant.



# SUSTAINABILITY

## 4.7 Heritage

Michael Heaton Heritage Consultants have carried out an assessment of the heritage significance of the site. The application site sits within a Conservation Area and the Bath World Heritage Site, but is not considered to be of historical significance in itself. The layout and structures within date from the late 20<sup>th</sup> century or later and are utilitarian commercial-industrial in character. Whilst the proposals would change the site's configuration, it would remain as a utilitarian facility.

There are seven Listed Buildings with 200 m radius of the site. Of these, no.s 1-6 Locksbrook Road, an example of early 19th century Bath terrace development, is the only one inter-visible with the site. The adjacent former railway bridge and embankments are also inter-visible with the site. Although not listed they could be deemed as 'non-designated heritage assets'. The proposals are not considered to have any appreciable affect on the setting of these assets.

The proposals do however include the partial demolition of the rubble stone wall along the north boundary of the site, to facilitate public access into the development. The wall is a relic of the pre-industrial rural landscape, prior to the development of the railway infrastructure. However the wall has been much altered, and the section which is it is proposed to demolish was re-aligned and re-built c.1989. It is therefore seen as having relatively little historical significance or aesthetic value. The public benefits and safe use of the new facility are considered to outweigh the 'less than substantial harm' of the proposed changes.



Photograph of the existing boundary wall, with the realigned section to the left of the image



## **5.0 ACCESS STATEMENT**



# ACCESS STATEMENT

## 5.1 General Principles

This section explains the proposed general principles for access arrangements into and within the proposed development. It should be read alongside the transport assessment prepared by Miles White.

### Site Access for Vehicles

The proposed development is divided into two distinct areas; an operational area to the west and a public unloading area to the east. Each area will have a separate dedicated vehicular connection with Locksbrook Road to the north, for council vehicles and public vehicles respectively.

### Site Access for Pedestrians and Cyclists

Personnel gates, located adjacent to each vehicular gate, will provide pedestrian access to each part of the site from the existing pavement to Locksbrook Road. The pathway access was widened in response to feedback from the public engagement process to better accommodate cyclists. In addition, a further connection to the south of the site provides access to and from the riverside tow-path for both pedestrians and cyclists.

### Site Security

The entire site will be fully secured with perimeter fencing and controlled access points, in accordance with Environment Agency permitting requirements.

The first floor of the existing office building provides good visibility across the site, including the gantry areas, weighbridge and vehicle movement generally. The new cabin to the public entrance provides additional security within the unloading area.

### Sewer Easement

There is an existing sewer easement to the east of the proposed development area. No works are proposed to this area.

### Access Within the Site

As noted above, council operations and public-facing elements are separated from each other.

Within the public areas, dedicated pathways provide access between the unloading bays and gantry and bins. These are defined by kerbs and bollard protection, with white lining to define road crossing points. Clear directional signage, such as skip waste descriptions, will be used to further orient users through the facility

A series of steps and a ramp provide access to the raised gantry area. From here there is level access to each of the skips. The incorporation of ramped access into the design is intended to ease access to the containers for those with mobility challenges, while additional support will be provided by site staff to disabled customers, or those who have heavy items.

### Staff and Visitor Parking

Other than the excavator parking bay within the operational area, there is no dedicated vehicle parking within the site. Parking for other council vehicles will instead be provided at another nearby facility.

The vehicle bays within the public area are intended for short-term unloading and waiting only. The bays are oversized to make the unloading process easier. A dedicated accessible bay is provided. Areas for motorcycle and bicycle parking are also provided. Those cycle racks which are designated for cargo bikes have been suitably spaced.

### Public Transport Links

The site benefits from good access to local bus services. Due to the nature of the proposed activities on the site, these are more likely to be used by staff rather than visitors to the recycling facility. The nearest bus stops to the site are located on the A4 Upper Bristol Road, with regular services provided to and from Bath city centre. Bus stops in each direction are both within 400m of the site.

The closest railway station is Oldfield Park, approximately 950m from the site. There are typically two services per hour in each direction throughout the day, with additional services at peak times.

### Building Access

It is not proposed to alter access arrangements into the existing offices on the site. The new smaller cabin will only be access by staff.

### Maintenance

B&NES has a dedicated maintenance team who will be responsible for upkeep of the site. Extensive areas of hardstanding provide access for maintenance throughout the site. Robust and low maintenance materials have been specified throughout.

Maintenance access to the existing office building will also not be compromised by the development.

## **6.0 CONCLUSION**



# CONCLUSION

## 6.1 Summary

B&NES Waste & Environmental Services has a legal obligation to provide waste collection and recycling facilities for their residents. As part of their modernisation programme, many services have been consolidated at the new Keynsham Recycling Depot and the current recycling facility at Midland Road is due to close to allow for new residential and affordable development. The council is committed to re-providing a recycling facility within close proximity for Bath residents to supplement the Keynsham site. They have identified the site at Locksbrook Road as the only suitable and available site.

The site already accommodates a council depot and is designated for employment/ industrial use under local planning policy. The proposal will create a modern facility for residents. Through encouraging recycling and promoting active travel for users, it will help B&NES Council fulfil its commitments to tackling the Climate and Ecological Emergencies.

Through dialogue with the council and local residents the design has been further developed in response to feedback received from the pre-application submission and public engagement process. The proposals are considered appropriate for the context and are therefore submitted to the Local Authority as worthy of consent.



Proposed visualisation of the development, looking west across the public unloading area towards the gantry

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