

WARD: Avonmouth **CONTACT OFFICER:** Angelo Calabrese
SITE ADDRESS: Land North West Of Rockingham Roundabout Smoke Lane Bristol

APPLICATION NO: 14/05738/F Full Planning
EXPIRY DATE: 17 March 2015

Proposed development of an Asphalt Plant with associated ancillary development. (Major application).

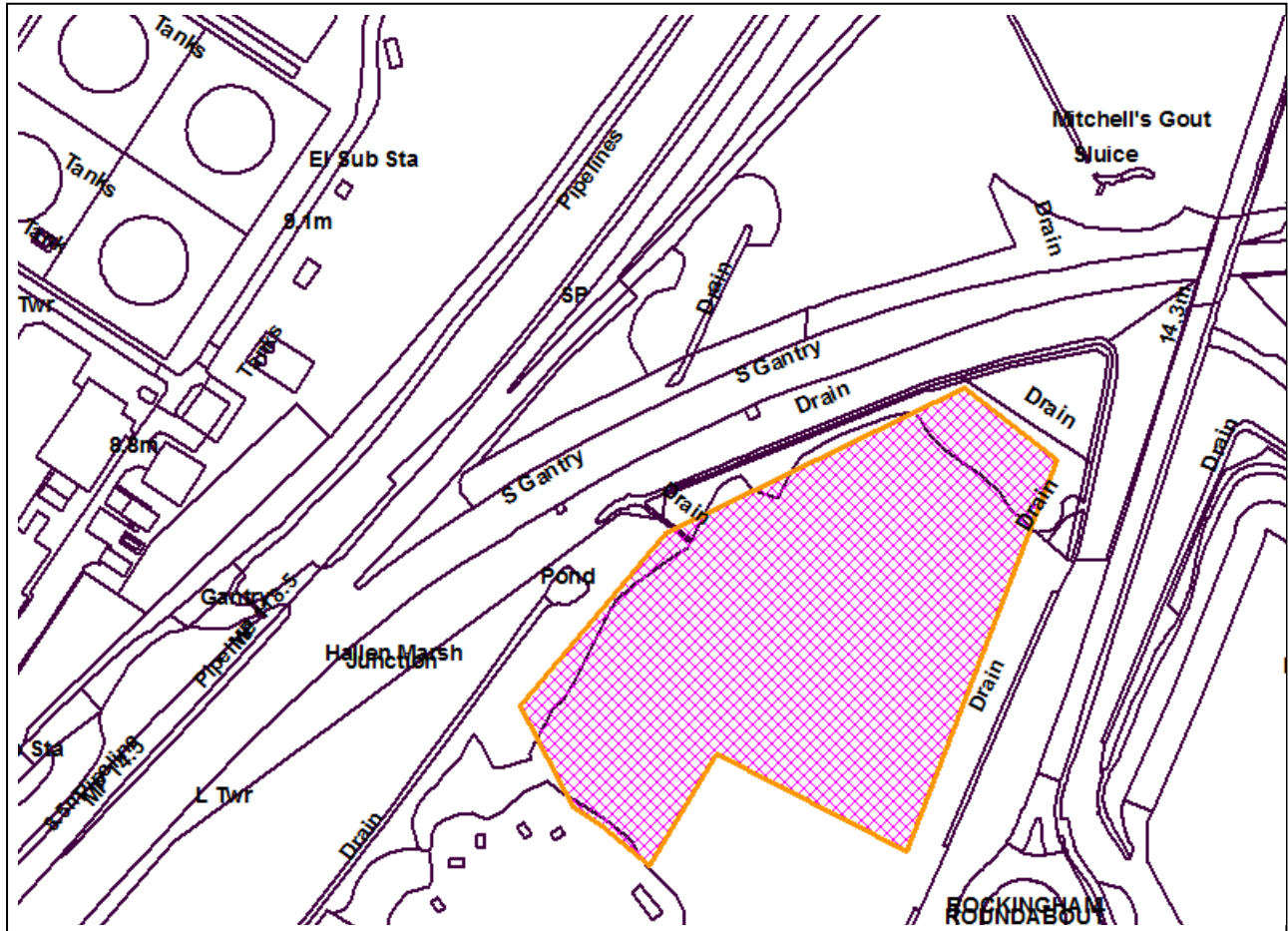
RECOMMENDATION: Grant subject to Condition(s)

AGENT: David Jarvis Associates Ltd
1 Tennyson Street
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SN1 5DT

APPLICANT: John Wainwright & Co Limited
Land North West Of Rockingham
Roundabout
Smoke Lane
Bristol

The following plan is for illustrative purposes only, and cannot be guaranteed to be up to date.

LOCATION PLAN:



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The application site is a cleared site which is currently undergoing land raising works relating to outline consent 11/05157/P. The site is located in the Avonmouth Industrial area next to the Severn Estuary and the land has a dual allocation as commercial and site of nature conservation in the Local Plan. The land is also allocated as Flood Zone 3 and within the consultation zones of a number of sites which store hazardous substances. The site is also adjacent to a Scheduled Ancient Monument.

A new access road has also been constructed under permission (11/05163/F). Building work has also started on land to the south of the site at Rockingham Park for the development of a crane hire and maintenance company (reserved matters permission 13/03792/M).

RELEVANT HISTORY

11/05157/P: Outline planning application for industrial redevelopment, comprising B1(b), B1(c) and B8 uses. Granted 03.10.2012.

11/05163/F: Provision of access road. Granted 03.10.2012

Part of the outline site has reserved matter approval: 13/03792/M: Application for approval of reserved matters (Appearance, Landscaping, Layout & Scale) (relating to the southern corner of the site only) following outline approval 11/05157/P for the parking and maintenance of cranes with associated offices and car parking. Approved 10.03.2014

14/02688/M: Application for approval of reserved matters (appearance, layout, landscaping and scale) in respect of part of the site only following outline approval 11/05157/P, for the parking and maintenance of cranes with associated offices and car parking. Approved 02.10.2014 (this is a revision to 13/03792/M).

APPLICATION

Permission is sought for the erection of an Asphalt plant and its associated ancillary development. The plant consists of a mixing tower of 31m in height with an exhaust stack of approx. 34m. Bitumen tanks with a height of 18m and 13.8m and 12 cold feed units of 8.8m in height are also proposed. Offices and welfare facilities will also be erected which will have a height of 6.1m. Aggregate storage bays will be located along the boundaries of the site which will have a height of 9m and a length of 63m.

The Plant would produce hot mix asphalt (HMA) in a computer-controlled manufacturing plant that proportions, blends, and heats aggregate and liquid bitumen to produce a material that conforms to the specific product mix design and 'recipe'. The recipe ensures that the HMA produced would provide the designed performance characteristics of that particular mix.

A conveyor belt would transfer the primary aggregates to the gas-fired drier (direct flame burner rated at 18MW) to dry and heat the aggregates in a rotary drier to temperatures in the range of 120centigrade to 190centigrade depending on the finished product to be made. A separate conveyor would transfer the recycled aggregates past the drier to an elevator to raise them to a weighing system prior to use in the mixing process.

The application form states that the development will provide 20 full time jobs.

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The application includes a Landscape and visual impact assessment, a Flood Risk assessment, Design and access statement, Ecology survey, land contamination assessment and a sustainability statement, landscape and visual assessment, air quality assessment, Heritage statement, Flood Risk Assessment and a Transport statement, amongst other documents.

PRE APPLICATION COMMUNITY INVOLVEMENT

The application is supported by a short Community Involvement Statement. This statement advises that there are no local populations of residents in proximity to the site that would be unduly affected, so no community consultation was carried out.

RESPONSE TO PUBLICITY AND CONSULTATION

Neighbouring commercial properties consulted by letter, a site notice and press advert were also issued. No representations have been received.

OTHER COMMENTS

Air Quality has commented as follows:-

The air quality assessment shows that the predicted impacts from the development can be considered acceptable with regards to the impact of potential emissions to air. As a result I do not object to the development proposal on the ground of emissions to air.

Historic England has commented as follows:-

HE have been engaged with the applicants agents (pre-application) and have offered advice on the assessment and mitigation of potential impacts to the historic environment. HE advice in this matter has been followed positively by the agents.

In HE view, the proposals would not result in serious impacts to the setting (and thereby the significance of) of the Scheduled Monument.

HE are gratified to note that the Archaeological Management Plan refers to the need to conserve this nationally-important heritage asset and set out practical measures by which this may be achieved.

Natural England has commented as follows:-

Subject to the specified planning conditions, this proposal will not have a significant impact on the Severn Estuary Special Area of Conservation, Special Protection Area and Ramsar Site. Natural England has no objections to the planning application.

Archaeology Team has commented as follows:-

It will be necessary, prior to the commencement of development, to ensure the implementation of the archaeological management plan and the production of an updated management plan to include a method statement for the conservation of the Scheduled Ancient Monument.

Pre-commencement conditions will also be required to protect any archaeological interest on the land.

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City Centre Projects (Public Art) has commented as follows:-

Public art would not be pursued as part of this development.

Contaminated Land Environmental Protection has commented as follows:-

No objections subject to standard contamination planning conditions.

Nature Conservation Officer has commented as follows:-

Further to carrying out an Appropriate Assessment, as required under the Habitats and Species (Amendment) Regulations 2012, the development, subject to conditions, will not have a significant impact on ecological interests.

Transport Development Management has commented as follows:-

We do not have an objection to the use proposed on this land. We do not consider that the amount of heavy traffic generated would be sufficient to cause problems in the local area, and the number of car trips is likely to be very low.

The application form indicates 10 car parking spaces, and this seems sufficient. The Local Plan maximum standard would be 48 spaces for B2 use, but the level of employment is likely to be much lower than for other B2 developments.

There should also be an element of cycle parking which has not been shown on the plans. At 1 space per 1000 sq.m. this would only require 2 spaces and these could easily be accommodated close to the office where they would be convenient and easily overlooked.

Flood Risk Manager has commented as follows:-

No objections.

Landscape has commented as follows:-

Following revisions to landscaping, no objections raised.

RELEVANT POLICIES

National Planning Policy Framework – March 2012

Planning (Listed Buildings & Conservation Areas) Act 1990

Bristol Core Strategy (Adopted June 2011)

BCS4	Avonmouth and Bristol Port
BCS9	Green Infrastructure
BCS10	Transport and Access Improvements
BCS13	Climate Change
BCS14	Sustainable Energy
BCS15	Sustainable Design and Construction
BCS16	Flood Risk and Water Management
BCS21	Quality Urban Design
BCS22	Conservation and the Historic Environment
BCS23	Pollution

Development Control – 29 April 2015**Application No. 14/05738/F: Land North West Of Rockingham Roundabout Smoke Lane Bristol****Bristol Site Allocations and Development Management Policies (Adopted July 2014)**

DM1	Presumption in favour of sustainable development
DM13	Development proposals on principal industrial and warehousing areas
DM15	Green infrastructure provision
DM19	Development and nature conservation
DM23	Transport development management
DM26	Local character and distinctiveness
DM27	Layout and form
DM29	Design of new buildings
DM31	Heritage assets
DM33	Pollution control, air quality and water quality
DM34	Contaminated land
DM35	Noise mitigation

KEY ISSUES**(A) IS THE DEVELOPMENT ACCEPTABLE IN PRINCIPLE?**

The application site is a dual allocation for industrial use and nature conservation located in the industrial area of Avonmouth. The land also has outline consent for Industrial and warehouse development. The erection of an Asphalt Plant is acceptable on this site subject to consideration of the following material considerations.

(B) ARE THE AIR QUALITY IMPACTS ASSOCIATED WITH THE ASPHALT PROCESSES ACCEPTABLE AND WOULD THE DEVELOPMENT HAVE AN ACCEPTABLE IMPACT ON THE AMENITY OF THE AREA?**Air Quality**

Policy BCS23 requires that Development should be sited and designed in a way as to avoid adversely impacting upon environmental amenity or biodiversity of the surrounding area by reason of fumes, dust, noise, vibration, smell, light or other forms of air, land, water pollution, or creating exposure to contaminated land. In locating and designing development, account should also be taken of the impact of existing sources of noise or other pollution on the new development and the impact of the new development on the viability of existing uses by reason of its sensitivity to noise or other pollution.

Policy DM14 states that developments that will have an unacceptable impact on health and wellbeing will not be permitted.

Policy DM33 of the SA&DM states that development that has the potential for significant emissions to the detriment of air quality, particularly in designated Air Quality Management Areas, should include an appropriate scheme of mitigation which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures. Development in designated Air Quality Management Areas should take account of existing air pollution and include measures to mitigate its impact on future occupiers where possible and consistent with other policies of the development plan such as those on climate change and urban design.

An Air Quality Assessment was submitted as a document in support of the application (Avonmouth is not in an Air Quality Management Area designated by Bristol City Council). This assessment includes a review of the cumulative impact of other nearby sites (currently in construction or with planning permission) which will create emissions to air.

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The Council Air Quality Officer has advised that the assessment uses conservative background pollutant concentrations and makes a number of assumptions which demonstrate a likely worst case assessment scenario. Impacts have been predicted at the closest relevant receptors and are broadly representative of the closest isolated properties and settlement (Hallen) to the development site. The impacts on air quality at locations further from the development site than those modelled would be lower than those reported and therefore the results reported in the assessment can be considered to represent a worst case in terms of significance of impacts.

The report considers all the potential emissions to air from this type of development which includes:

Fugitive dust emitted during construction;
 Fugitive dust emissions during the operation of the plant;
 Emissions of Nitrogen Oxides (NO_x), Particulate Matter (PM) and organic compounds (which may be odorous) from the process; and
 Emissions of NO_x and PM from HGVs.

- Assessment of NO₂ and PM

Air quality dispersion modelling was used to assess the impacts of emissions to air on surrounding sensitive receptor locations. The largest impacts of emissions of NO_x and PM were modelled at West House Farm (closest residential receptor, but currently derelict farm) however, increases in long and short term concentrations were still considered imperceptible using the Environmental Protection UK (EPUK)/Institute of Air Quality Management (IAQM) criteria. The largest increase in PM_{2.5} (particulate matter that would pass through a size-selective inlet of 2.5 microns) concentrations was also predicted at West House Farm. The magnitude of change was considered to be small. Once existing background PM_{2.5} concentrations are considered for this location, the impact on PM_{2.5} concentrations is predicted to be negligible.

Cumulative impacts on annual NO₂ concentrations at residential receptors has been considered with the largest increase of 4.4µg/m³ predicted for West House Farm. Due to the assumptions and methodology used in the assessment of cumulative impacts, this is considered to be worst case. When this value was added to a very conservative background NO₂ value for this location the predicted annual concentration was well below the annual objective for this pollutant.

- Dust and Odour

A comprehensive assessment of the potential of visible dust to cause issues during the operation phase of the development has been carried out. Best practice guidance and guidance from the IAQM was used to assess the potential significance. When considering the nature of the proposed operations, the distance between the site and surrounding sensitive receptors and the implementation of best industry practice to mitigate dust, the residual impacts are considered to be acceptable. The development will require an Environmental Permit, which will have requirements attached to the permit which can resolve any problems in the event of dust levels causing concerns once the site is operation

The assessment also considers that the potential for odour nuisance to surrounding receptors would be negligible.

- Impact of buildings on surrounding properties

The site is located in a commercial area and the impact on neighbouring commercial development to the south and other undeveloped plots at Rockingham Park would not be significant.

Based on the above assessment, the application is considered to comply with policies BCS23, BCS21 and DM33 of the Bristol Local Plan and would not raise any significant air quality issues.

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Policy BCS21 of the Core Strategy and DM26-29 requires development to contribute to the character of an area, creating or reinforcing its local distinctiveness.

The site is situated in part of Avonmouth which is characterised by industrial and warehousing development set amongst landscaped areas. The site was originally vacant, but covered by mature vegetation and trees, which have since been removed as the site has been cleared for redevelopment. The land opposite the road is the Cabot Park industrial estate, but this is well screened by mature vegetation. The site to the south of Rockingham Park is occupied by steel sheds, with no boundary landscaping/vegetation.

The application includes a Landscape and Visual Impact Assessment (LVIA) which considers the predicted landscape and visual effects arising from the construction and operation of an asphalt plant.

The assessment states that the site lies within an extensive industrial area on the flat land of the Severn floodplain. It is a complex landscape of old and new developments. High structures penetrate the skyline at regular intervals and have a dominant effect within a flat landscape. These elements include masts, chimneys with plumes, silos, wind turbines, pylons and very large warehouses and factories of substantial height and mass. In terms of the sensitivity of the landscape receptors, as the site is dominated by industrial uses and a busy road network, the LVIA considers that the area has a low sensitivity to landscape change.

The LVIA also includes an assessment of the impact of the development on 7 viewpoints to the site, which are a mixture of close, medium and long distance views. The long distance viewpoints are those from high ground level at Kings Weston House (Grade II listed building) and Spanorium Hill which have been identified as having a medium sensitivity to landscape change. The close views are along Smoke Lane, which are identified as having a low sensitivity to landscape change.

In terms of the impact on the identified viewpoints and the local area, the LVIA considers that the impact on the most sensitive receptors, the long distance views from Kings Weston House (PROW next to Listed Building) and Spanorium Hill (PROW-countryside) are 'slight'. This is due to the significant distance of these viewpoints and the development disappearing in the industrial backdrop of Avonmouth, which contains many tall buildings. The assessment considers that there will be a moderate adverse impact on close proximity views (Smoke Lane and the railway to the west of the Rockingham Park). It concludes by stating that the moderate impact will be mitigated against by measures such as building/structure grouping, using the peripheral covered storage to help screen the higher elements, and the use of climbers against the walls of ancillary buildings.

Officers consider that the development will clearly have an impact on the landscape and visual character of the area due to the size of the development, in particular, the large chimney stack and the tall and wide storage bays. Concerns were raised by officers with regards to the visual impact on the development on short/close proximity views, due to the location of the proposed large storage bays and the lack of adequate landscaping adjacent to the road to reduce the visual impact of the development on the area. Officers considered that the proposed climbing plants would not be successful in screening the development and a more robust form of planting (such as trees) should be included along the road frontage to reduce the visual impact of the development.

Following negotiations the applicants have agreed to improve the landscaping along the boundary to include a native hedge and tree planting at regular spacing within the hedge. This will help to reduce the visual impact of the development and help assimilate the development into character of the area. A detailed landscape plan will be controlled by planning conditions.

Subject to conditions the development will have an acceptable impact on the character of the area.

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The site lies immediately adjacent to the Rockingham Anti-Aircraft battery, statutorily protected as a Scheduled Ancient Monument. Whilst Scheduled Monuments are not covered by the Planning (Listed Buildings and Conservation Areas) Act 1990, they are identified as heritage assets with the National Planning Policy Framework (NPPF). Section 12 of the national guidance within the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, with any harm or loss requiring clear and convincing justification. Paragraph 132 of the NPPF states that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Further, Para.133 states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

In addition policy BCS22 of the Core Strategy requires development to safeguard or enhance heritage assets.

The battery comprises a command post, four octagonal gunpits and a magazine, and is one of six such sites surviving in the region. The application includes a Heritage statement which advises that following the decommissioning of the battery in 1946, the remaining upstanding buildings had largely been removed by 1951, with the battery becoming increasingly overgrown from 1955 to present. The reasons for its designation as a site of national importance, as summarised from the Historic England List Entry Description, are as follows:

- The structure represents a defining episode in the history of warfare in particular the strategic bombing in World War II;
- Most of the original structures and expected elements associated with the classic layout of the functioning site are present;
- It belongs to a group of AA gun emplacements originally constructed to defend Bristol and the Severn Estuary and is of group value.

The monument has been on the Historic England Heritage at Risk Register since 2011.

The Heritage statement considers the potential impact of the development on the setting of the Heritage asset, this has been reviewed by the City Design Team and Historic England.

The current setting is significantly different to that when the Battery was constructed. During the war the Battery was surrounded by farmland, with industrial development beyond. Today, it is embedded within the industrial setting of Avonmouth, with views around it dominated by large warehouse developments, industrial units and fuel storage facilities, with wind turbines to the north.

The Heritage statement has considered the impact of the development compared to the outline planning permission for the site which included an indicative site layout. The statement considers that the distance of the development from the monument is such that it would be situated approximately 47m from the monument, rather than the minimum of 10m which was considered under the outline application, albeit for smaller industrial/warehouse units. It concludes that the distance is sufficient to not result in harm to the monument.

Historic England and the City Design Team agree with the findings and consider that the development due to its distance from the monument, while having an impact, would not have a significant impact on the setting of the monument to result in substantial harm.

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The Heritage statement also includes an Archaeological management plan which sets out a series of measures that should be taken to ensure the continuing protection of the monument during construction and operation together with overriding principles covering the remedial works for the monument. English Heritage has advised that they are 'gratified' with the submitted management plan and the City Design Group welcomes the management plan subject to some modifications.

Subject to conditions, therefore, the proposal is considered to constitute heritage gain in respect of the management of the ancient monument, and this should be given weight as a public benefit. Having special regard to the importance of the heritage asset, and the desire to preserve it, it is considered that the development will enhance the special interests of the asset, and this will outweigh the less than significant harm to the setting of the Ancient Monument.

(E) WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

Policies BCS10 and DM23 require development to provide safe and adequate access onto the highway network for all users and also consider the potential traffic impact. The application includes a Transport statement which has been reviewed by Highways Development Management officers.

Traffic

The statement advises that based on predicated demands, the site would operate for the equivalent of 300 working days per annum. Based on the highest identified output, in order to produce 200,000 tonnes per annum, it would be necessary to import 186,000 tonnes of sand/aggregate and 14,000 tonnes of bitumen/admixtures. The imported sand/aggregate would be transported by road using HGVs with payloads of 20 and 29 tonnes, which are anticipated to be split 50/50 at 93,000 tonnes each. The bitumen/admixtures would be imported in average loads of 28 tonnes.

The statement calculates that the plant would attract a total of 160 HGV movements per average day through the site access, which would be distributed around the local road network. Based on a notional 10 hour working day (07:00 - 17:00) this equates to an average of 16 HGV movements per hour (8 in / 8 out). In addition, there would be activity associated with the five site-based operatives and support staff. Assuming the worst case scenario whereby core staff arrive and depart during the peak hours, which is unlikely given the 24 hour operation, the peak hour traffic flows are calculated to be 21 movements allowing for staff arrivals in the morning and departures in the evening peak hour periods.

The assessment has compared the potential traffic movements of the development against the outline permission on the site and advises that the asphalt plant would result in a reduction of 18 Passenger Car units (PCUs) during the AM hours and 0.4 PCUs during the PM hours. Therefore the development would have a slight beneficial impact on the highway during the AM hours and a neutral impact during the PM hours.

Council Highway officers have reviewed the assessment and agree with the conclusions and do not consider that the development would give rise to unacceptable traffic condition.

Parking

The development proposes car parking for 10 vehicles and cycle storage for 2 bicycles, which is in accordance with the Bristol Local plan maximum standards.

No objections are raised on highway issues and the development would comply with the Bristol Local Plan.

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Policies BCS9 and DM19 seeks to ensure that development does not have a harmful impact on the nature conservation value of sites of nature conservation interest.

The application site has a dual allocation as an industrial area and a site of nature conservation. The site also lies approximately 260m from the Severn Estuary which is designated a Special Area of Conservation, Special Protection Area and Ramsar site.

The site had been cleared of vegetation and prepared for development by applying a hardcore aggregate surface layer. A rhine also surrounds the development site and protrudes into the site at its northern end. This section of rhine will be re-aligned as part of the current proposals.

The application includes an ecological survey and information to inform a Habitat Regulations Assessment. The City Ecologist has reviewed the survey and has carried out an Appropriate Assessment as required under the Habitat Regulations 2012 (due to the site proximity to the Estuary).

The existing site has limited ecological interest because of site clearance, the incorporation of a rhine around the site will improve the biodiversity value of the land and provide a suitable habitat for water voles. Due to the proximity of the site near the Estuary, planning conditions will be necessary to ensure that the development does not compromise the important ecology interests of these habitats, therefore no piling will be permitted between September and March and a comprehensive Construction Environmental Management Plan will have to be submitted before development commences on site.

- Air Quality

Air quality can adversely impact on biodiversity and therefore where there are internationally designated sites it is necessary to assess the potential impacts on these sites. Environment Agency guidance recommends that international sites are assessed within 10km of a point source, and in some circumstances up to 15 km, and that national and local designated nature conservation sites are assessed within 2 km.

The Air Quality Assessment considers the NO_x concentrations and nitrogen deposition from the proposed asphalt plant on the internationally important ecological sites within 10 km, i.e. the Severn Estuary (Ramsar site, SPA, SAC) and the Avon Gorge Woodlands (SAC). The assessment states that the Nitrogen Oxides contributions from the development would add 5.1% to the critical load level at the Severn Estuary and only 0.2% at Avon Gorge Woodland. The Assessment concludes that the impact is not significant. In terms of Acid deposition the development would not make any contributions to existing levels at both the Severn Estuary and the Avon Gorge Woodland.

The City Ecologist and Air Quality Officer are satisfied with the conclusions of the Air Quality Report that the potential air pollution impacts (nitrous oxide, nitrogen and acid deposition) would not have a negative impact on ecological interests.

Natural England have confirmed that they are satisfied with the appropriate assessment being carried out by the LPA, and subject to planning conditions, have raised no objections to the proposal.

The development is considered to comply with ecology policies in the Bristol Local Plan.

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- Land Contamination.

The site has been subject to ground investigations as part of the outline planning permission and the land has been subject to land raising. The site has previously been assessed as Gas Characteristic 4 (high risk), therefore the Local Planning Authority will require details of the proposed mitigation measures and how they will be validated once completed. This will be controlled by planning conditions.

- Flood Risk

Rockingham Park is located in Flood Zone 3 and the application includes a very short Flood Risk Assessment which states that the application site has been raised to the levels agreed under outline planning permission and that the development will comply with the finished floor level conditions agreed under the outline consent. This is acceptable and will again be controlled by conditions. In terms of sequential testing sites at a lower flood risk, the application does not require a sequential test because the site is allocated for commercial development under the local plan.

The application has been reviewed by the EA and the City Flood Engineer who have raised no objections to the development, and therefore subject to standard condition's (e.g. requiring flood evacuation plans and finished floor levels) the development would adequately respond to flood risk issues at the site.

(H) DOES THE DEVELOPMENT COMPLY WITH THE CLIMATE CHANGE AND SUSTAINABILITY POLICIES OF THE CORE STRATEGY?

Policies BCS13-BCS16 requires development to have regard to mitigating climate change, reducing energy use and incorporate water management measures.

The application includes a one page statement on climate change and sustainability which provides limited information relating to the proposed buildings on the site and instead focuses on the processes of the plant and how it incorporates the latest technology which improves the sustainability of the final product. The statement advises that there is limited opportunity for alternative energy generation technology, due to site conditions and building orientation. It also states that the applicant is investigating opportunities on other sites to assist it in offsetting energy use.

The level of information is clearly inadequate as there will be additional energy demand from the proposed office and welfare facilities. Officers advised the applicant that they would require information to demonstrate that energy use of the ancillary office buildings has been minimised through design measures including insulation, airtightness, ventilation and daylighting etc. as well measures that have been incorporated beyond Building Regulations. They would also be required to submit the information regarding on site renewable energy generation and the 20% saving on residual energy use.

Following negotiations, the applicant has provided additional information. In terms of energy efficiency, it is stated that a 6% uplift in Carbon Reductions above the Part L standards has been requested of the supplier of the modular buildings. The supplier has indicated this would be more than achievable through the design and construction of the building. This is welcomed.

In terms of water management, the proposal includes rainwater harvesting with a 15,000 litres storage tank for rain & abstracted water. This is shown on the application plans.

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The applicant has also stated that it has not been possible to provide an estimate for the energy demand of the building in order to verify that solar panels would provide the required 20% reduction, but has undertaken a comparison with other office buildings and has concluded that they would provide for greater than 20% of the regulated CO2 emissions from residual energy use of the modular offices as required by policy. Therefore in order to ensure that the development secures appropriate on site renewables a pre-commencement condition will be required to ensure that no work starts onsite on the office building and no installation of any modular building shall occur before the submission of adequate details to verify that the PV system will result in a 20% reduction in carbon emissions arising when compared with the emissions arising from the modular building as designed without the PV in place.

Regarding BREEAM, as the development provides a low level of floorspace that will be utilised by employees (390 sqm) in the form of modular buildings, it is not considered reasonable to require a BREEAM assessment.

Subject to pre-commencement conditions the development will address the requirement of the climate change and sustainability policies of the Local Plan.

CONCLUSION

The development of an Asphalt Plant within an industrial area is acceptable in principle. The proposed use would not undermine the amenity of the area or raise any air quality issues. The development would also not create excessive levels of traffic or result in any highway safety issues. Subject to planning conditions the proposal would safeguard the character of the area and also comply with the requirements of the climate change policies of the Bristol Local Plan. The development is therefore recommended for approval.

COMMUNITY INFRASTRUCTURE LEVY

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

This development is liable for CIL, however the CIL rate for this type of development, as set out in the CIL Charging Schedule, is £nil and therefore no CIL is payable.

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RECOMMENDED GRANT subject to condition(s)

Time limit for commencement of development

1. Full Planning Permission

The development hereby permitted shall begin before the expiration of three years 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 Purchase Act 2004.

Pre commencement condition(s)

2. To ensure implementation of a programme of archaeological works

No development shall take place within the area indicated on plan number 2235/PA/2 A; until the applicant/developer has secured the implementation of a programme of archaeological work, to include evaluation, excavation and a watching brief, 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:

- * The programme and methodology of site investigation and recording
- * The programme for post investigation assessment
- * Provision to be made for analysis of the site investigation and recording
- * Provision to be made for publication and dissemination of the analysis and records of the site investigation
- * Provision to be made for archive deposition of the analysis and records of the site investigation
- * 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.

3. Land affected by contamination - submission of remediation scheme

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

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4. Land affected by contamination - implementation of approved remediation scheme

In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

5. Scheduled Ancient Monument Management Plan.

Prior to the commencement of development, the applicant shall submit to and have approved in writing an archaeological management plan, based upon the management plan produced by Wessex Archaeology (Wessex Archaeology, October 2014) to safeguard the Scheduled Ancient Monument next to the site. The plan shall include a method statement for the conservation of the monument. The plan shall be implemented following approval of by the Local Planning Authority and the monument shall be maintained in accordance with the approved details thereafter.

Reason: To safeguard the interests of the Scheduled Ancient Monument.

6. Prior to the commencement of development of the proposed office and welfare facilities the applicant shall submit and have approved in writing by the Local Planning Authority, a detailed sustainability statement which will confirm the energy efficiency improvements to be utilised as part of the buildings which will provide carbon reductions above Part L Building Regulations and verify that the PV system will result in a 20% reduction in carbon emissions when compared with the emissions arising from the modular building as designed without the PV in place (please see advice note). The development will be carried out in accordance with the approved statement and the proposed PV system shall be installed before commencement of operations on site.

The following information shall be included regarding the proposed PV system:

- o A roof plan
- o A calculation of estimated annual electricity generated from the PV system
- o CO2 emissions savings resulting from the pv system, and demonstration that this equates to at least 20% reduction on the CO2 emissions for the proposed scheme after energy saving measures

The estimated annual electricity generated from the PV system will be calculated by a certified installer applying the MCS standard estimation method, and will include the provision of the following details:

- o the electrical rating of the PV array in kilowatts peak (kWp)
- o the postcode region
- o the array pitch
- o the array orientation

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- o kWh/kWp (Kk) from the appropriate location specific table
- o the shading factor of the array (SF) according to any objects blocking the horizon

The development will be carried out in accordance with the approved details and the proposed solar panels shall be installed before commencement of operations on site.

Reason: To ensure the development complies with the sustainability policies of the Adopted Bristol Core Strategy 2011.

7. No development shall take place until an assessment on the noise from any plant & equipment, as part of this development at any sensitive industrial premises, has been submitted to and approved in writing by the Council. The assessment will need to show that noise, from any plant & equipment, will be at such a level that internal noise levels at any sensitive industrial premises will be in accordance with those noise levels recommended by BS 8233: 2014" Guidance on sound insulation and noise reduction for buildings". The assessment shall give noise limits that will need to be achieved 3.5 metres from the façade of any sensitive industrial premises with the windows for the building open for ventilation if appropriate.

Reason: To protect the amenity of neighbouring properties.

8. Noise from plant and equipment

No development shall take place until an assessment to show that the rating level of any plant & equipment, as part of this development, will be at least 5 dB below the background level has been submitted to and approved in writing by the Local Planning Authority.

The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 1997- "Method of rating industrial noise affecting mixed residential and industrial areas".

Reason: In order to safeguard the amenities of adjoining occupiers.

9. Prior to commencement of development an ecological mitigation and enhancement strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include the recommendations in sections 6.6.5 and 6.6.6 on page 22 of the Ecological Survey dated November 2014. The development shall be carried out in accordance with the approved strategy.

Reason: To protect biodiversity and ecological interests.

10. Prior to commencement of development, details for any proposed external lighting shall be submitted and agreed in writing by the Local Planning Authority. This shall include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries. The external lighting at the site shall only be erected and operated in accordance with the approved details.

Guidance: According to paragraph 125 (page 29) of the National Planning Policy Framework (2012), 'By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.'

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

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11. No percussive piling shall be undertaken between September and March inclusive within a 300 metre distance to the Severn Estuary Special Protection Area and Ramsar site including the Honda Pools which is supporting habitat to the European site unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent disturbance of wading and wildfowl species associated with the Severn Estuary European Marine Site and comply with the Conservation of Habitats and Species Regulations 2010 (as amended) and policy NE05 in the Adopted Local Plan (1997) and BCS15 in the Bristol Development Framework, Core Strategy (adopted 2011).

12. Flood evacuation plan - commercial property

No development shall take place until the applicant has submitted to and had approved in writing by the Local Planning Authority a Flood Warning and Evacuation Plan (FEP). This Plan shall include the following information:

- * command & control (decision making process and communications to ensure activation of FEP);
- * training and exercising of personnel on site (H& S records of to whom and when);
- * flood warning procedures (in terms of receipt and transmission of information and to whom);
- * site evacuation procedures and routes; and
- * provision for identified safe refuges (who goes there and resources to sustain them).

The FEP shall be reviewed at intervals not exceeding 3 years, and will form part of the Health & Safety at Work Register maintained by the applicant.

Reason: To limit the risk of flooding by ensuring the provision of a satisfactory means of flood management on the site.

13. Prior to the commencement of development, full details of pollution control measures in the form of a Construction Environmental Management Plan shall be submitted to, and approved in writing by the Local Planning Authority. This shall ensure that adverse impacts (including dust and aerial pollution, effects on water quality, pollution from fuel use and storage and other potentially hazardous materials) on the European Site as a result of construction works are eliminated or minimised. The approved plan shall be implemented and adhered to thereafter at all times during construction.

Reason: To prevent undesirable ecological impacts on the habitats of wading and wildfowl species associated with the Severn Estuary European Marine Site and comply with the Conservation of Habitats and Species Regulations 2010 (as amended) and policy NE05 in the Adopted Local Plan (1997) which is still saved following adoption of the Core Strategy and policies BCS9 and BCS15 in the Bristol Development Framework, Core Strategy (adopted 2011).

14. Submission and approval of landscaping scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed soft landscaping scheme for the entire site, which includes the details shown on drawing 2235/PA/8, The plan 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 can be 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

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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.

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

Pre occupation condition(s)

15. To ensure completion of a programme of archaeological works

No building shall be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 2 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

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

16. To secure the conduct of a watching brief during development groundworks

The applicant/developer shall ensure that all groundworks, 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 2.

Reason: To record remains of archaeological interest before destruction.

17. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 3, which is to be submitted to and be approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 4.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

18. 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.

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19. 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.

20. 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

21. Finished floor levels of all proposed built development to be set no lower than 8.65 m above Ordnance Datum (AOD). Finished ground levels of all parking areas on site to be set no lower than 7.65 m Above Ordnance Datum (AOD).

Reason: To reduce the risk of flooding to the proposed development and future occupants and to reduce the risk and impacts of flooding to the wider proposed development.

List of approved plans

22. 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.

2235/PA/5 Landscape buffer adjacent to Smoke Lane, received 9 April 2015
 2235/PA/1 Site location plan, received 16 December 2014
 2235/PA/2A Proposed site layout, received 6 March 2015
 2235/PA/3 Proposed plant proposals elevations, received 16 December 2014
 2235/PA/4 Comparative site section, received 16 December 2014

Reason: For the avoidance of doubt.

BACKGROUND PAPERS

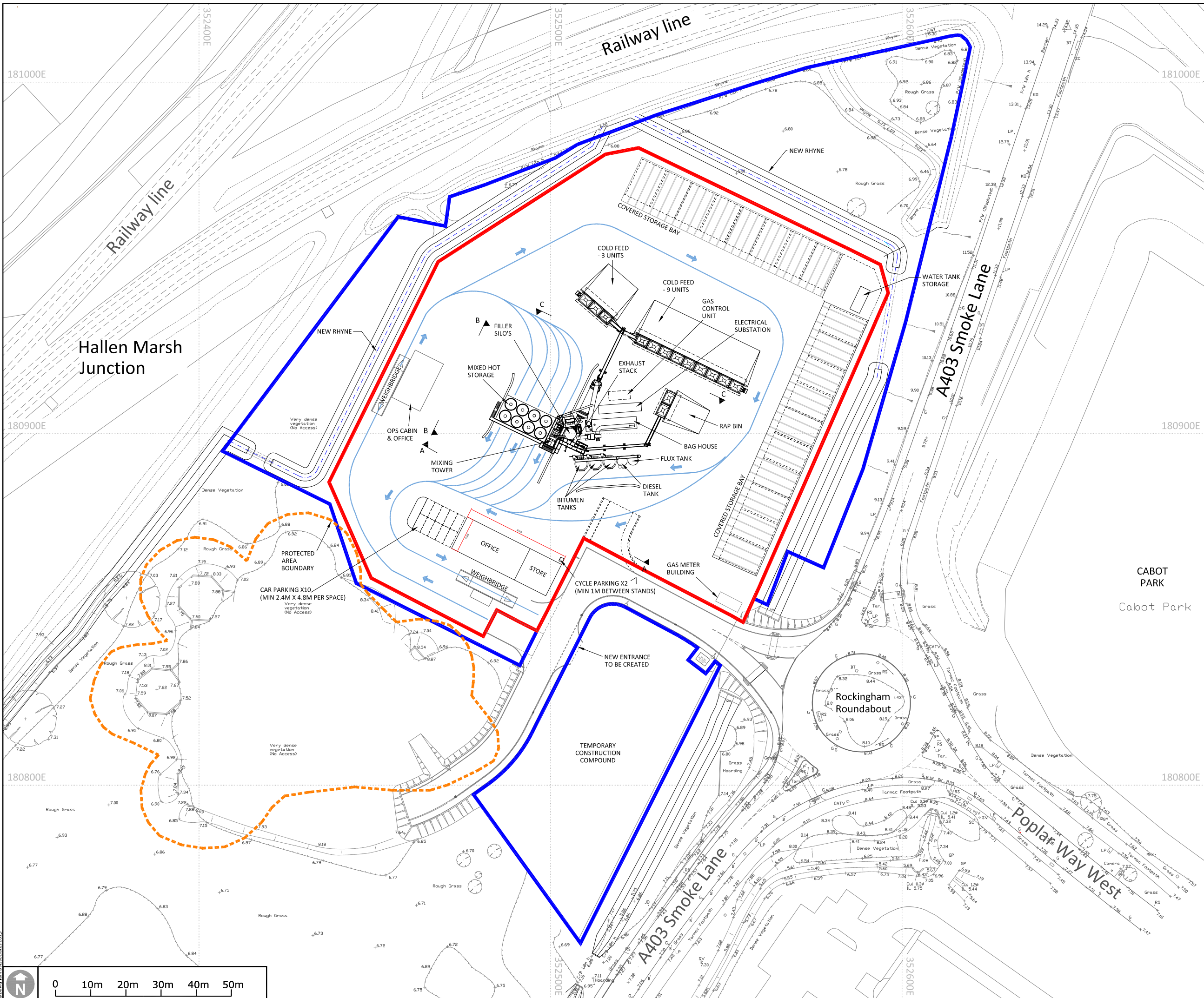
Air Quality	27 February 2015
Historic England	12 January 2015
Natural England	28 January 2015
Environment Agency (Sustainable Places)	28 January 2015
Landscape	14 January 2015
Archaeology Team	29 January 2015
City Centre Projects (Public Art)	28 January 2015
Contaminated Land Environmental Protection	28 January 2015
Pollution Control	16 February 2015
Nature Conservation Officer	27 January 2015

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Sustainable Cities Team
Transport Development Management
Flood Risk Manager
Landscape

22 January 2015
27 January 2015
10 March 2015
10 March 2015



KEY

- BOUNDARY: SITE**
- BOUNDARY: OTHER LAND IN APPLICANTS OWNERSHIP OR CONTROL**
- EXISTING SPOT LEVEL**
- EXISTING VEGETATION**
- PROPOSED PLANT**
- PROPOSED VEHICLE ROUTES**

Notes

- Drawing based on Terramond drawing reference 3302-SA-01B, dated December 2013 and KMV International A/S drawing reference 011-06783, dated 27.03.14

Drawing Revision

Rev	Date	Description
A	03/03/15	Car Parking spaces added as requested

Drawing Status

PLANNING

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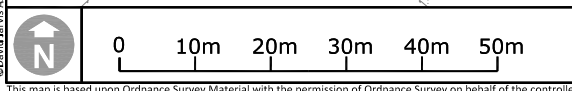
Project

ROCKINGHAM PARK ASPHALT PLANT

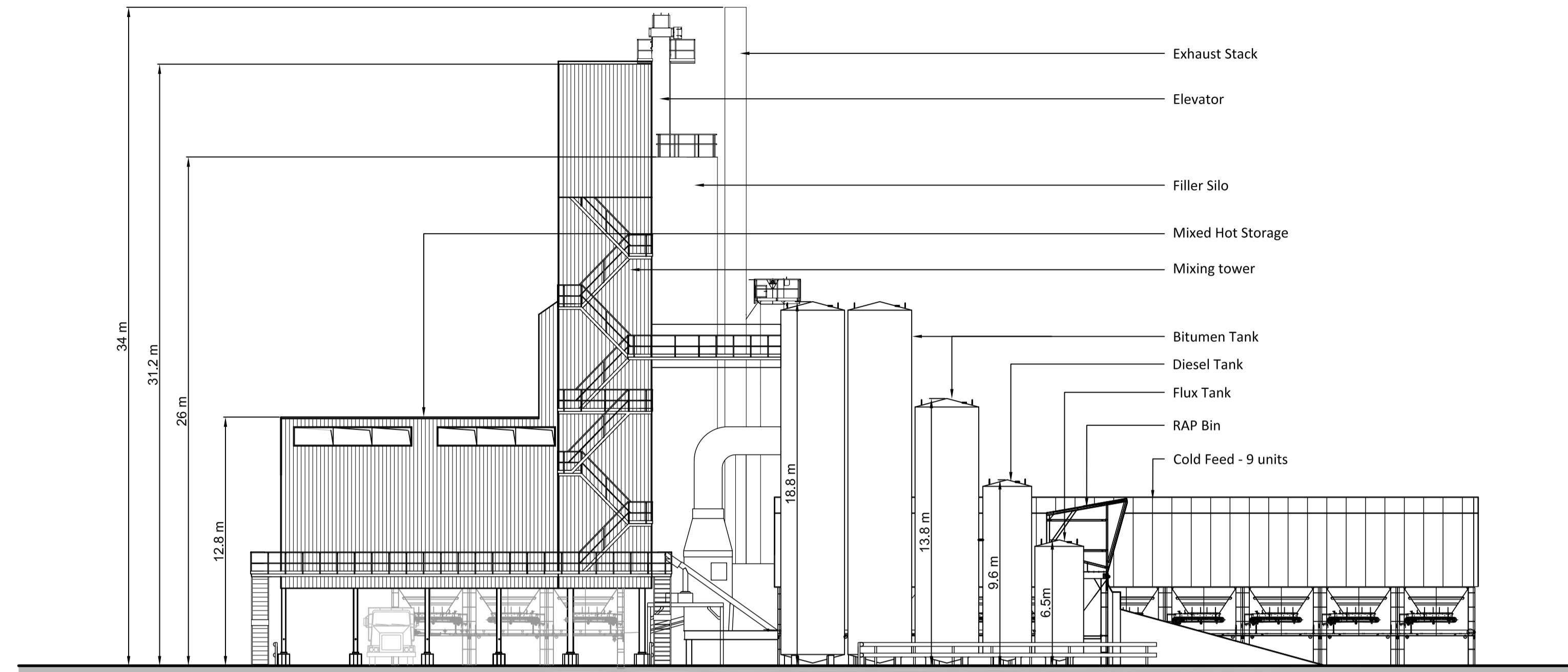
Drawing Title

PROPOSED SITE LAYOUT

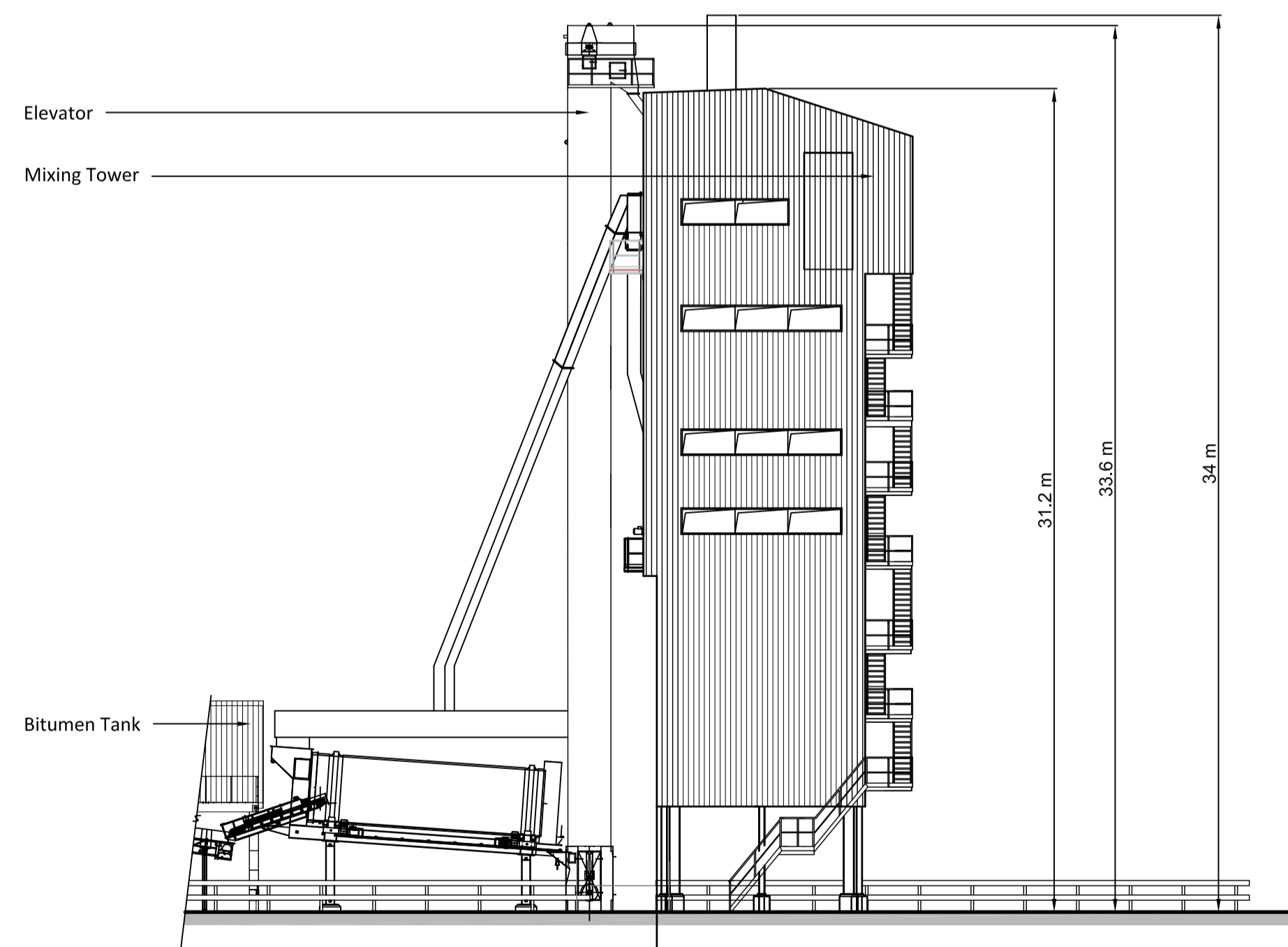
Scale 1: 1000	Sheet Size A3	Date NOV 2014
Drawing No. 2235/PA/2	Revision A	



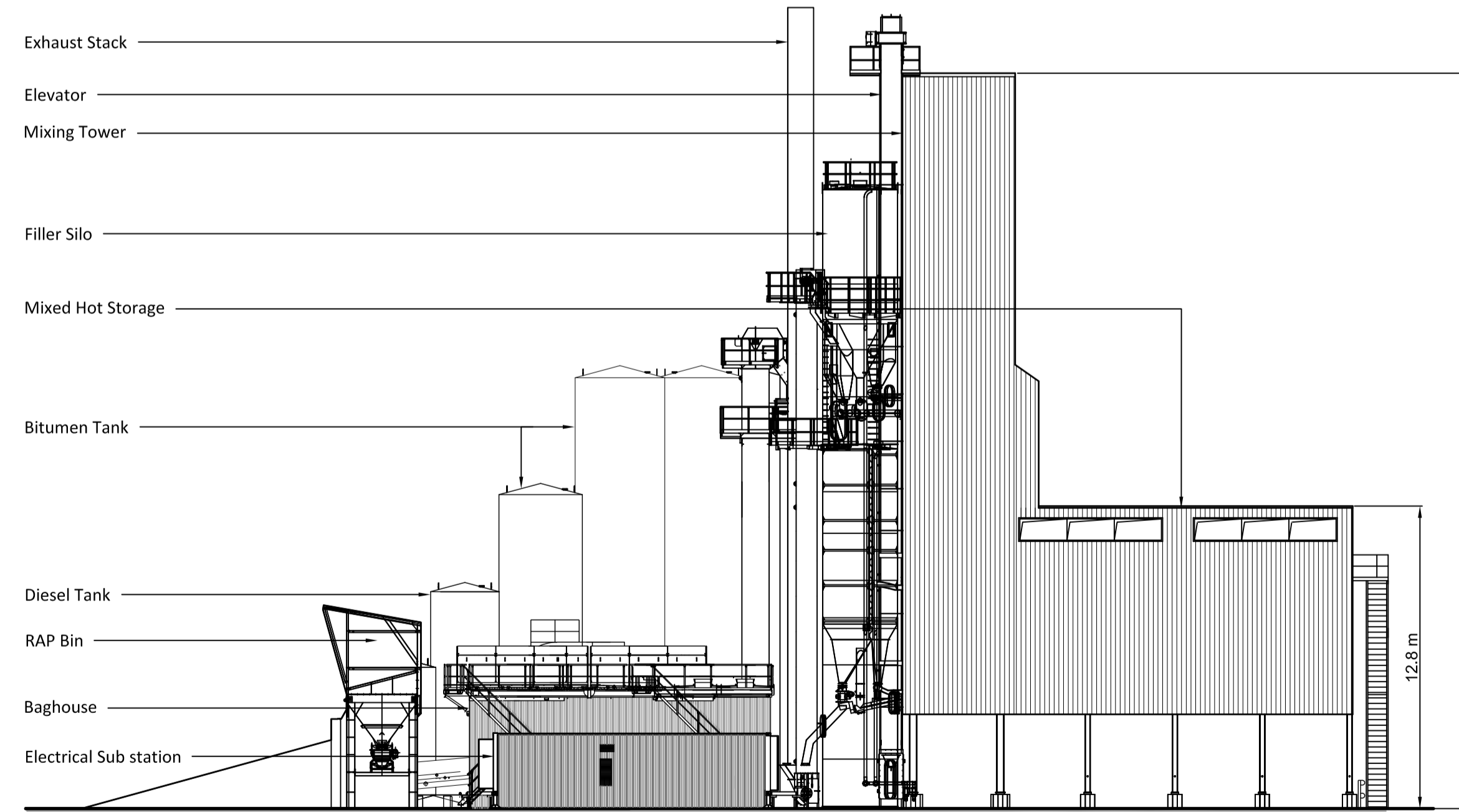
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Elevation A-A



Elevation B-B



Elevation C-C

Notes

- Drawing based on: HAC - Site layout drawing Ref: HAC/7478/3001 - P4, dated August 2014.
- KVM - Mixing plant type - elevation. Ref: 011-06665 - D, dated 01.10.14.
- Also to be read in conjunction with DJA - Proposed plant layout Ref: 2235/PA/2, dated November 2014.

Drawing Revision

Rev	Date	Description

Drawing Status

PLANNING

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Project

ROCKINGHAM PARK ASPHALT PLANT

Drawing Title

PLANT PROPOSALS - ELEVATIONS.

Scale	Sheet Size	Date
1:200	A1	NOV 2014

Drawing No.	Revision
2235/PA/3	-

