

WARD: Filwood

SITE ADDRESS: 83 Hartcliffe Way Bristol BS3 5RN

APPLICATION NO: 19/05204/F Full Planning

DETERMINATION 29 January 2020

DEADLINE:

Construction and operation of a split level Household Recycling (with Canopy) and Re-Use Centre, with demolition of some existing structures and retention of existing office and welfare facilities; vehicle parking and manoeuvring area; drainage and water management system, perimeter fencing, lighting, retaining walls, tree planting, 2no new vehicle bridges, separate pedestrian access, temporary construction haul road with ancillary off-site highway improvement works to facilitate new access and egress points at 83 Hartcliffe Way.

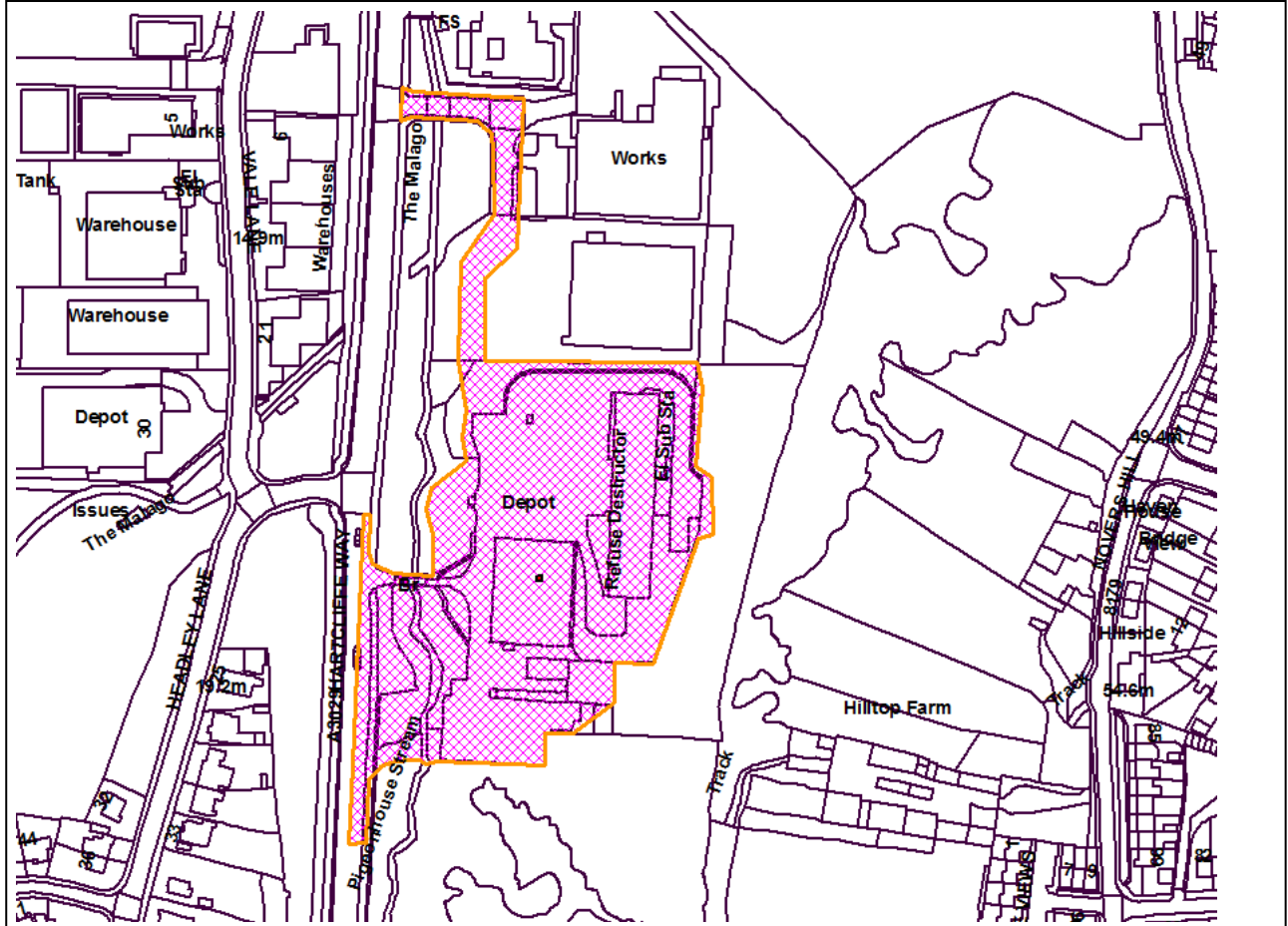
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: SLR Consulting
Third Floor
Brew House
Jacob Street
Bristol
BS2 0EQ

APPLICANT: Bristol Waste Company
Albert Road
Bristol
BS2 0XS

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

LOCATION PLAN:



Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

SUMMARY

The application in front of Members is for a new Household Recycling and Reuse Centre (HRRC) on the site of the current street cleaning depot set back from Hartcliffe Way. The background to which stems from Bristol's Waste and Resource Management Strategy" (April 2016) which makes a commitment to address the inadequacy of the current Household Recycling and Reuse Centres (HRRC) in the city. In 2017 money was allocated into the Capital Program to develop such a facility.

A Household Waste Recycling Centre (HWRC) was previously given permission on this site (application reference: 12/05168/F) but was not implemented at the time. The site is within a designated Principal Industrial and Warehousing Area (PIWA). The adjoining site to the site to the south has an allocation (BSA1119) within the Local Plan for Industry and Warehousing or a HWRC.

Following the provision of additional information, as set out in the following report, the proposal is considered acceptable on use; visual impact; nature conservation; arboriculture; noise; pollution; flood risk; sustainability; security; and contamination grounds.

In order to ensure that the facility does not cause significant highway safety consequences on Hartcliffe Way, a new traffic lighted junction is proposed. This will obviously have a noticeable impact on traffic movement in the immediate area, however Transport Development Management consider that with the range of measures secured through conditions and obligations the impact will be adequately mitigated. Further it will provide a pedestrian crossing better linking both sides of Hartcliffe Way (including if further housing comes forward in the locality).

As such, the proposals accord with the most of the relevant policies within the existing Bristol Local Plan as detailed below subject to conditions and financial obligations again set out below.

However, the area where there is not full compliance with the Local Plan is in respect of Air Quality.

The proposal would result in a predicted decrease in air quality arising from traffic generated by the development at receptors at the Parson Street gyratory to include Parson Street School which cannot be adequately mitigated. This issue is fully set out in Key Issue D.

Members are thus advised that the air quality impacts of the proposed development are considered significant and BCC Air Quality Team maintain an objection to the application.

A balanced recommendation has to be made regarding the significant air quality impact and the desirability of a delivering a new HRRC for South Bristol on Council owned land; where there is a recognised need to serve this specific catchment area; and to future proof this part of the city when additional large residential sites are developed (such as Hengrove Park). It is noted that capital funding has been identified for such a facility and feasibility studies into the site and alternative locations have been undertaken and ruled out by the Authority. It is also noted that the site has previously had permission for a similar use and adjoins a currently undeveloped site with a Local Plan allocation for a Household Recycling facility. Further the facility itself will assist in increasing recycling and reuse levels in Bristol as a whole. Finally, it is also recognised that such a facility is intrinsically vehicle based due to the nature of such a use.

The recommendation to Members is therefore to APPROVE the application on balance, subject to conditions and relevant legal agreement to secure the required obligations.

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN****BACKGROUND**

The site is located on the eastern side of Hartcliffe Way and is currently occupied by Bristol City Council's street cleansing contractor and is also used as a store for the Council's supply of road salt and fleet of gritting lorries. There is one access into the site via a bridge across Pigeonhouse Stream which runs along the western boundary of the site. The site is cut into the hillside to the east with a small retaining wall present in places below which the site comprises tiered levels of asphalt and concrete hard standing, with access via ramps to the higher levels. A salt storage enclosure with an open top is located within the northern area, an administration/office building and vehicle storage shed is at the centre alongside a redundant two storey warehouse/office building. There are a number of containers housing welfare facilities located within this area. There is also a staff car park (which is located in the south of the site). Whilst the operational site is covered predominately by hardstanding and buildings, there are areas of unmanaged green space, trees, vegetation and scrubland located to the edges of the operational areas.

A Household Waste Recycling Centre (HWRC) was previously given permission on this site (application reference: 12/05168/F) but was not implemented. The site is within a designated Principal Industrial and Warehousing Area (PIWA). The adjoining site to the site to the south has an allocation (BSA1119) within the Local Plan for Industry and Warehousing or a HWRC.

Hartcliffe Way itself is situated in a valley between two residential areas, Knowle West to the east and both Headley Lane/Bishopsworth to the west. On the west side of Hartcliffe Way between the main road and Headley Lane is the northern tip of Crox Bottom a Site of National Conservation Interest (SNCI) and the eastern section of the Malago Valley SNCI. The Bishopsworth and Malago Conservation Area is also located west of the site, and include the area of Manor Woods Valley Local Nature Reserve/Open Space which extends south into Bishopsworth. The site is surrounded to the east and south by the Pigeonhouse Stream and adjacent meadows SNCI which also extends into the south-western corner of the site.

The land that is located at Novers Hill, east of Hartcliffe Way and west of Novers Lane/ Novers Hill (site refs: BSA1108 and BSA1114) is allocated within the Bristol Local Plan, Site Allocations and Development Management Policies as suitable for housing and industry.

RELEVANT HISTORY

56/02750/U_U Erect Transport Depot. 2 November 1956 NO OBJECTION

57/01703/U_U Erection of Paper Baler House. 9 July 1957 NO OBJECTION

59/03725/U_U Erection of an extension to existing paper baling depot for handling waste cardboard. 24 December 1959 NO OBJECTION

61/03546/U_U Erection of Composting Plant at the rear of Cleansing Depot. 2 November 1961 NO OBJECTION

62/00044/U_U Erection of Weighbridge & Office. 2 February 1962 NO OBJECTION

69/00229/P_U Extend Cleansing Depot to form Car Park. 9 April 1969 NO OBJECTION

75/03547/U_S Alterations to existing building and provision of new access ramp and loading bays in waste paper baling shed. 4 December 1975 NO OBJECTION

88/03812/S Hartcliffe Way Depot, Hartcliffe Way, Hartcliffe, Bristol. Glass storage area. 20 January 1989 NO OBJECTION

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

94/01395/C Depot for the storage of vehicles incorporating office accommodation, storage building, fuel island & bunkers 20 July 1994 PERMISSSION GRANTED

12/05168/F Redevelopment of existing depot to create a new household waste recycling centre. New carriageway junction, bridge and revised internal layout. Demolition of building C and partial demolition of building B (Major application) 2 July 2013 PERMISSSION GRANTED

13/00500/SCR Request for a Screening Opinion as to whether an Environmental Impact Assessment is required for a proposed recycling centre. 22 June 2012 NOT EIA

19/04644/SCR Request for a Screening Opinion as to whether an Environmental Impact Assessment is required for a proposed Household Reuse and Recycling Centre (HRRC). 11 October 2019 NOT EIA

EQUALITIES ASSESSMENT

During the determination of these applications due regard has been given to the impact of the schemes in relation to the Equalities Act 2010 in terms of impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation these particular proposed developments. Overall, it is considered that neither the approval nor refusal of these applications would have any significant adverse impact upon different groups or implications for the Equalities Act 2010."

APPLICATION DETAIL

The application seeks the construction and operation of a split level Household Recycling (with Canopy) and Re-Use Centre, with demolition of some existing structures and retention of existing office and welfare facilities; vehicle parking and manoeuvring area; drainage and water management system, perimeter fencing, lighting, retaining walls, tree planting, 2no new vehicle bridges, separate pedestrian access, temporary construction haul road with ancillary off-site highway improvement works to facilitate new access and egress points at 83 Hartcliffe Way.

COMMUNITY INVOLVEMENT**a) Process**

The pre-application consultation that took place in this case involved contact with local amenity groups, ward councillors and residents of the local area and those surrounding. The Applicant has engaged with the community through a range of methods including pre-application meetings, a series of public exhibitions, e-newsletters and email invites.

The applicant has provided their summary of the concerns raised as follows:

- o fly-tipping - what will be done to mitigate the potential impact of fly-tipping at the Nature Reserve opposite?

- o biodiversity - what has been done to ensure that there will not be a negative impact on the local wildlife?

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

- o sustainable travel - Can there be cycle and pedestrian access to the site?
- o noise - what will be done to assess and monitor the noise impact of the site?
- o traffic concerns:
- o how will you prevent traffic from building up on Hartcliffe Way at busy times?
- o whether traffic travelling towards Bedminster will be able to turn right across Hartcliffe Way to access the site

b) Outcomes

The applicant has stated that as a result of the community consultation the following were the resultant outcomes:

- o fly tipping - a daily inspection by the site manager will take place within the site and the surrounding area. Any fly tipping occurring near the HRRC will be monitored and recorded.
- o biodiversity - a detailed EcIA was undertaken in connection with the submission of the planning application. A comprehensive set of compensation and enhancement measures have subsequently been recommended comprising:
 - o an update badger survey which would need to be undertaken prior to the start of construction;
 - o New soft landscape planting should use native species of local provenance with known wildlife benefit;
 - o Implementation of a sensitive lighting strategy - to avoid/reduce impacts on local bat populations;
 - o Sensitive timing of site clearance to protect nesting birds and otter;
 - o Sensitive working methods to protect badger and hedgehog;
 - o Adherence to Arboricultural Method Statement and Tree Protection Plan to prevent damage to boundary features and retained trees; and
 - o Installation of a range of bat and bird boxes/bricks into the fabric of selected new buildings and or retained trees and or hedgehog domes in retained vegetation.
- o sustainable travel - cycle and pedestrian access to the site has been retained and enhanced.
- o noise - an assessment of the risk of adverse impact from noise 'pollution' generated by the Proposed Development on residents in the surrounding area was undertaken. As part of the assessments, SLR attended the existing Site to conduct a Baseline Sound Survey, using this to determine threshold noise levels to assess against. The assessment of the impact on residential properties has been conducted in accordance with BS 4142:2014+A1:2019, whilst the IEMA 'Guidelines for Environmental Noise Impact Assessment' have been used to assess the impact of off-site traffic movements. The results of both assessments have concluded that there is a 'negligible' risk of adverse impact from noise generated by the Proposed Development. Therefore, noise should not pose a material constraint to gaining planning consent for the proposed HRRC. A record of any noise complaints will be kept within the offices at the site and addressed by site management as necessary.
- o traffic concerns - In terms of traffic flow, all the work that has been undertaken has been in full consultation with the planning body and highways to ensure that all parties are happy with the flow of traffic. It is deemed that the exit will be traffic controlled with traffic lights and there will be a waiting lane for turning right into the site on the road as well. All predictive modelling that has been undertaken has demonstrate that this will not have an adverse effect on the traffic, as this has been the mandate from the Highway Department

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

Finally, following the event, draft plans, a summary document and details on how to provide feedback were emailed to the Local Planning Groups, those who attended the event, and to anyone who had asked to be kept informed

RESPONSE TO PUBLICITY AND CONSULTATION

The application was initially publicised through 15no. site notices and an advert in a local paper. In addition, 1245no. individual notification letters were sent out to neighbouring premises.

11no. objections have been received. The issues raised in these responses are hereby summarised below:

Transport Issues

- It will create too much traffic on the Hartcliffe Way.
- Unnecessarily add to congestion in the local area
- Will see increased traffic in Headley Park as commuters try to avoid the area which will impact highway safety in the area.
- Concerned with it being on a main road. If it is to go ahead then a sufficient road network e.g. ring road should be built. Do however agree that South Bristol would benefit from a recycling centre but on an alternative site not on a main road.

Case Officer Note: Please refer to Key Issue C below

Noise, Odour and Air Pollution

- Will causing extra noise from increased lorries and diggers moving the rubbish around it will create noise pollution and air pollution to what is a nice peaceful area with Manor Woods Nature Valley directly opposite.

The noise of the rumbling of heavy vehicles and the beeping signals used when they are reversing carries much further afield than the direct vicinity in which the work is undertaken. Can hear such noises from the Hartcliffe Way areas which have already been expanded

- Continual intrusion on peace and quiet can cause noise induced stress. This can also lead, ultimately, to physical health problems.
- Concerned about unpleasant smells, odours that will be emitted from the centre as already experiencing smells of chemical burning in this area
- Don't want to have other issues that have an adverse effect on health and on the environment.
- Seen numerous news items relating to problems in Avonmouth relating to increased smell, flies and dust/airborne dirt associated with asthma and respiratory health problems due to a similar recycle unit their neighbourhood
- The respiratory problems from dust particles residents have suffered with, that are associated with waste sites such as Avonmouth is worrying. Sites like these should not be built so close to residential areas for this very reason. With the council bringing in their clean air zone adding this right next to a residential area is just going to increase air pollution for everyone living nearby from queuing cars and heavy plant machinery.
- Emissions will be noticeably increased not only through the additional vehicles passing through the area, but also through their idling engines which will pump out pollutants whilst their drivers wait at the

Development Control Committee B – 18 March 2020

Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

'newly installed' traffic lights

-the recently produced map of the planned clean air zone stops short of incorporating the area under development.

- Within a busy residential area, and the likely impact seems disproportionate considering the number of residents.

- Would be much better placed in an industrial area away from a nature reserve and residential properties

- It is located in the Malago Valley and any noise will echo and be amplified around the area which is not acceptable early and late hours of the day.

Case Officer Note: Please refer to Key Issues A, C, D and G below

Impact on Nature Conservation/ Trees

- Concerned about the impact of the local wildlife and conservation in the area. Building this centre will no doubt cause issues to the local nature reserves - with a site like this, it is likely that the local streams can be polluted should the area flood. Pigeonhouse Stream could be polluted which would affect the local wildlife.

- It is very close to The Malago, which may get polluted by waste.

- Wildlife has already been dislodged along with much greenery as a result of road widening in the Hartcliffe Way over recent years and it seems that more of the greenery is about to be eaten away and any replacements will be small to medium growing tree species rather than of a larger size with more capacity to absorb the increased carbon emissions

- One the reports refer to areas around the development as 'scrubland' which suggests that the land is deemed by them to be worthless. This will no doubt add to any arguments around further development in the area in the future. If this is the case, then this industrialisation by stealth of such a beautiful area reflects a total lack of understanding of the actual needs of communities in Bristol in respect of clean air and the sense of local identity and belonging which goes hand in hand with living in such a place.

- Recognise the need for new development, but to make inroads into the beautiful greenery of our City, regardless of where in Bristol that is, when there remain brownfield sites still to be developed is wrong.

Case Officer Note: Please refer to Key Issues B, D, E, F, G and H below

Other Issues

- The reports and documents on this BCC Planning site are not very user friendly and are not clear for the vast majority of people who are looking for information on this planning application. Unless you come from a background in building and planning you are going to find these reports confusing and overloaded with jargon.

Case Officer Note: This comment was considered valid and the applicant was asked to submit a summary document covering the main issues.

- It may encourage fly tipping in the area.

Development Control Committee B – 18 March 2020

Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

- It will encourage pests, like seagulls and rats which carry disease.
- We need more houses for people

Case Officer Note: Please refer to Key Issues A and G below

In addition, 3no. Neutral Comments have also been received and are also summarised as follows:

- What will be done to stop fly infestation affecting the local area as has happened in Avonmouth with a similar site
- Our concern is air, noise and light quality. So long as all is monitored properly and air quality especially is kept well within permitted levels of toxins then this will be a useful addition to the city. Should however this site add to the pollution then we do not see how it can be passed bearing in mind that the mayor is banning diesel vehicles. He would just be collecting diesel vehicles to this area to deposit waste thereby deteriorating the air in south Bristol.
- As a resident of Novers Hill I am concerned that traffic on the hill will be significantly increased and this is already a very dangerous road for pedestrians made worse by almost no-one obeying the 20 mile per hour speed limit on the hill. Either widening the blind corner to enable a footpath to run along the road or speed bumps to keep people to the speed limit would be a huge improvement and help with the increased volume of traffic
- Already had to report repeated fly tipping on Novers Hill and have concerns that this may also be made worse although cannot fault the council for their speed removing rubbish and I will improve my CCTV cameras so that hopefully anyone fly tipping in the area can be prosecuted

Case Officer Note: Please refer to Key Issues C, D and G below

OTHER COMMENTS

The **Avon and Somerset Constabulary Crime Prevention Design Advisor** has commented as follows:

I am a Crime Prevention Design Advisor (CPDA) with a responsibility for Crime Prevention Through Environmental Design (CPTED) projects within the Bristol area. As a Constabulary we offer advice and guidance on how the built environment can influence crime and disorder.

Paragraphs 91, 95 and 127 of the National Planning Policy Framework (adopted February 2019) require crime and disorder and fear of crime to be considered in the design stage of a development. Other paragraphs such as 8, 104, 106, 110, and 117 also require the creation of safe environments within the context of the appropriate section.

The Bristol Development Framework Core Strategy (adopted June 2011) states that one of the overarching issues for ensuring a sustainable future is reducing the opportunity for crime.

Bristol Local Plan - Site Allocations and Development Management Policies - (Adopted July 2014) section DM28: Public Realm states that Development should create or contribute to a safe, attractive, high quality, inclusive and legible public realm that contributes positively to local character and identity and encourages appropriate levels of activity and social interaction. Section 4 adds that development will be expected to: Reduce crime and fear of crime by creating a well-surveyed public realm that is well managed and cared for;

Having reviewed the Design and Access statement and associated documents I have the following

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

comments;

o I note the following from the Design and Access statement 'The site will be secured by palisade fencing and security gates as shown on Dwg 004 (Appendix 2). Security measures at the site (including security cameras and good practice measures) will be provided at the conditional stage should planning permission be granted. I strongly recommend that should planning permission be granted, the perimeter fencing and associated vehicular and pedestrian gates, should be to a height of 2.4m. This will deter unlawful access to the site.

o The applicant also proposes to install one 4 metre high metal pole for the installation of one Automatic Number Plate Recognition (ANPR) camera immediately on entering the public CRC entrance. I strongly recommend that CCTV with identification quality images is used at the pedestrian and vehicular entry and egress points. This will deter fly tipping near the site when it is closed to the public as well as to identify those accessing the site for unlawful purposes. ANPR, as stated above, will be used to monitor the use of the site rather than for crime reduction purposes. CCTV is an effective deterrent to crime and disorder.

o CCTV should be installed to monitor the area in which Lorries and associated vehicles are stored. Theft of diesel is an issue on industrial sites in the City along with the cost of the actual diesel theft, considerable damage can be caused to vehicles in the process.

BCC Air Quality has commented as follows:

The air quality assessment submitted as part of this planning application has considered the potential impact of the proposed development during both the construction and operational phases. An appropriate assessment methodology has been used to determine the predicted impacts on air quality and the subsequent effects that this is predicted to have on sensitive receptor locations.

Construction Phase Impacts

During construction there is a risk that emission of dust to air will occur. In Section 5.1.5 of the air quality assessment construction phase mitigation measures have been identified as being required in order to ensure that dust impacts during this phase of the development are 'not significant'. The mitigation measures in Table 5-4 of the air quality assessment should be conditioned to form part of a CEMP/Dust Management Plan.

Emissions from additional HGV movements during the construction phase have been screened out as insignificant without the need for detailed assessment.

Operational Phase Impacts - Assessment Methodology:

The air quality assessment modelled the following scenarios:

- o 2018 - 'Baseline year' used to carry out model verification
- o 2020 - 'Projected Baseline scenario' without the proposed development
- o 2020 - 'With Development scenario' with the proposed development

Sensitivity testing has also been carried out to account for the uncertainty in future year vehicle emissions as it is considered that the official Emission Factors Toolkit (EFT v9.0) future year vehicle emissions predictions continue to be overly optimistic. The sensitivity assessment scenario has held air pollution background and vehicle emission factors at 2018 levels. This is likely to be overly conservative and the predicted impacts on air pollution likely to fall somewhere between the two emission scenarios modelled.

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

The following discussion focuses on predicted changes to annual nitrogen dioxide (NO₂) concentrations. Changes to particulate matter (PM₁₀) concentrations have been assessed but are considered to be negligible.

In the opening year of 2020 it is predicted that there will be increases in air pollution at all 23 sensitive receptor locations that have been included within the air quality model. The predicted increases in annual NO₂ concentrations range from 0.2µg/m³ 0.9µg/m³ when modelling uses the official EFT v9.0 emission factors. When using the 2018 background vehicle emission factors the predicted increases range from 0.2µg/m³ to 1.0µg/m³.

The significance of the increases in air pollution predicted is dependent upon both the level of increase and the predicted overall pollutant concentration at sensitive receptor locations. Environmental Protection UK and the Institute of Air Quality Management guidance provide a methodology to determine how to describe the impact of future changes to air pollution concentrations. This methodology has been used to determine the impact descriptors for the predicted increases in air pollution.

Slight adverse impacts are predicted at four receptor locations with moderate impacts at a further two under the official vehicle emission factor (EFT v9.0) scenario. At three of these locations the worsening of air pollution is predicted at sensitive receptor locations that will continue to be in exceedence of legally binding air quality limit values. Two slight adverse impacts are predicted at receptor locations on the façade of Parsons Street School, both of which are predicted to have air pollution levels close to exceeding air quality limit values for annual NO₂ concentrations in 2020. These results can be viewed in Table 6-1 of the air quality assessment.

Under the sensitivity analysis scenario (2018 background and vehicle emissions) it is predicted that three receptors will experience slight adverse impacts, seven moderate adverse and one substantial (R7). Moderate adverse impacts are predicted at both Parsons Street School receptors with continued exceedence of limit values being predicted. These results can be viewed in Table B-1 of the air quality assessment.

It is considered likely that impacts will fall somewhere between the two modelled scenarios.

Due to the nature of the development, users of the site will tend to rely upon accessing the site by car. As a result, mitigation of impacts of air quality is difficult, however, the air quality assessment commits to including measures designed to attempt to reduce the impact of the development proposals on air pollution as much as is possible. These measures include a framework travel plan, high standard pedestrian infrastructure on the site, a pedestrian and cycle crossing and two electric vehicle charge points. A set of secondary and future proofing 'soft measures' were proposed by the applicant in additional information submitted on the 19th February 2020. These include provision of electric vehicle ducting, to allow an increase in provision of on-site EV chargepoints in the future, and a cycle cargo trailers initiative. These measures are considered to be positive and desirable should development take place, however, they are not considered to have a material effect upon the increases in air pollution as predicted in the air quality assessment.

It is considered that the reduction in emissions over the city, as inferred in the air quality assessment due to the possible closure of the Days Road HWRC, is not relevant to the report conclusions. The significance of the effects of the proposed development are based on the predicted impacts at sensitive receptor locations around the Parsons Street gyratory system.

Conclusions

National and Local Planning Policy

The National Planning Policy Framework (NPPF) makes specific reference to air quality in paragraph 181. stating that:

"Planning policies and decisions should sustain and contribute towards compliance with relevant limit

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan."

Bristol City Councils Site Allocations and Development Management Policies is part of the Bristol Local Plan which helps deliver BCC's Core Strategy. Policy DM33, Pollution Control, Air Quality and Water Quality states:

"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."

The air quality assessment demonstrates that the development proposals do not sustain or contribute towards compliance with relevant limit values within the existing air quality management area (AQMA) and effective mitigation is not proposed. Due to the nature of the site and way in which people access it, mitigation through a reduction in vehicle movements is not easily achieved.

It is considered that the predicted worsening of air pollution in the Bristol AQMA means that the proposals are inconsistent with National and Local Planning Policy in terms of air quality related effects.

High Court Ruling: Client Earth v. Secretary of the State for the Environment

The judgement by the High Court in (ClientEarth) (No. 2) v. Secretary of State for the Environment, Food and Rural Affairs [2016] EWHC 2740 established important legal tests that apply to the preparation of air quality plans to achieve compliance with annual nitrogen dioxide limit values. The legal test contains three measures that plans must meet:

1. Aim to achieve compliance as soon as possible;
2. Choose a route to compliance which reduces human exposure as quickly as possible; and
3. Ensure that compliance with the limit values is not just possible but likely.

In a briefing note on the High Court judgement ClientEarth considers that Test 2 "means that local authorities should also refrain from taking actions that, whilst they may not affect the final compliance date for the overall zone, would increase exposure, or delay reduction of exposure in any part of the zone."

The development proposals are predicted to worsen air pollution in the existing AQMA which has been declared on the basis of exceedence of the annual objective for NO₂. The air quality assessment predicts that the proposed development will increase human exposure to NO₂ pollution at relevant receptor locations. As a result, the effect of the proposed development could be considered to be in conflict with legal test 2 based on the ClientEarth interpretation. However, it should be noted that Client Earth state that their interpretation does not represent legal advice and should not be relied upon by other parties as such.

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

The air quality assessment concludes that:

"the proposed development will result in a 'significant effect' in the short term. As such, it is considered that air quality does represent a material constraint to the development proposals."

The development proposal is located close to one of the most polluted areas of the road network in Bristol with measured pollution concentrations above legal annual nitrogen dioxide EU limit values and UK objectives. The proposal is predicted to result in, as a minimum, slight to moderate increases in air pollution at locations of relevant exposure, including Parsons Street School. Due to the nature of the proposed development it has not been possible to develop an effective scheme of mitigation of these impacts on air pollution. It is considered that the proposals conflict with National and Local Planning Policy on air quality. As a result I object to the development on grounds of the predicted increases in air pollution at relevant receptor locations.

BCC Pollution Control has commented as follows:

Whilst I have had some concerns regarding noise from the site I would confirm that these concerns have been allayed by information submitted within the Noise Assessment submitted with the application and subsequent clarifications from the acoustic consultant. I also feel that it has to be noted that the site currently operates as a Council depot with (I assume no) restrictions on working hours and that all operations carried out on this site under this consent will only be carried out between 08:00 -18:45 (Summer) and 08:00 - 16:15 (Winter).

As would be expected for a site of this nature an assessment of noise from its operation has been carried out in accordance with BS4142:2014 Methods for rating and assessing industrial and commercial sound. This purpose of this type of assessment is to assess the potential impact of sound of an industrial or commercial nature, at nearby noise sensitive residential properties. Due to traffic on Hartcliffe Way and other commercial premises in the area the background noise levels at nearby residential properties are relatively high.

The assessment has been made by taking reference noise levels for all operations that would be carried out at the site (vehicle movements, tipping of materials etc) and then calculating a worst-case 60-minute noise level based on the numbers of times these operations would be likely to be carried out during the busiest hour of the year (in terms of visitor numbers). When this worst case 60 minute noise level, with a 6dB penalty added for the impulsive nature of the noise, is assessed against the lowest background noise level, on a Sunday morning, the noise from the site will be below background noise level at the nearest residential properties. I would therefore agree with the conclusions of the report that the use of the site will only have a 'negligible' risk of adverse impact from noise generated by the Household Recycling and Re-Use Centre.

I've looked at the further information submitted and am happy with it and have no objection to the application but would ask for the following conditions should the application be approved:

1. Hours of Operation

Except for in the event of an emergency there will be no operations on site in association with the recycling or re use of waste outside of 08:00 - 19.00. (or any similar wording)

2. Noise from plant & equipment affecting residential

The rating level of any noise emanating from premises or processes as part of the development shall be at least 5 dB below the background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

3. Artificial Lighting (external)

Any light created by reason of the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011.

BCC Arboricultural Team has commented as follows:-

I agree with Martin's comments that the landscape and tree planting details are acceptable. There is still a high percentage of Rosaceae species at nearly 50%, however, the increase in climax species is appreciated and I do not see the value in chasing this further.

The only aspect missing is a watering, maintenance and aftercare schedule for the trees to ensure establishment, do you want this prior to consent or is it easier to condition?

Please can you condition the landscape plan and tree planting schedule.

Tree planting plan - Landscape condition

Landscaping (Tree Planting) works

The Planting proposals hereby approved (Landscape-Softworks, Dwg 3153-L-SW-0-01 Rev C & 3153-Planting Schedule-HWRC Rev A) shall be carried out no later than during the first planting season following the date the site is ready for occupation or in accordance with a program of works, details of which shall be submitted to and agreed in writing by the local planning authority. All planted materials shall be maintained for 5 years and any trees removed, dying, being severely damaged or become seriously diseased within 5 years of planting shall be replaced with others of a similar size and species to those originally required to be planted.

Reason: To ensure that the appearance of the development is satisfactory and in line with Bristol City Council Policy DM17

BCC Landscape has commented as follows:-

I confirm that the revised information regarding tree planting in soft landscape areas, planting plan and plant schedule are satisfactory.

Also, the submitted LVIA viewpoints study confirms my initial thoughts that the visual effects of the development are not significant from key locations.

There remains an outstanding design matter relating to the timber screens surrounding the concrete bays, the design for which can be submitted as a condition to approval prior to the commencement of construction on site. On this basis there are no landscape objections to the application

BCC Contaminated Land Environmental Protection has commented as follows:-

Following on from further correspondence, we are generally satisfied that human health risks can be mitigated by the measures currently being proposed. A formal remediation strategy will need to be prepared. We do concur with the Environment Agency concerns regarding controlled waters and their requests for further assessment and considerations.

If the application is subject to approval, we support the use of the proposed Environment Agency conditions but do ask the reason is amended to read as follows:

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

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. This is in line with paragraph 170 of the National Planning Policy Framework.

Formal advice: Prior to any enabling works commencing the Pollution Control team should be consulted regarding materials management on site and details provided about how the works will be managed i.e. materials management plans, permit exemptions, DoWCoP

Natural England has commented as follows:-

Summary of Natural England's Advice - NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

European Sites

Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development. To meet the requirements of the Habitats Regulations, we advise you to record your decision that a likely significant effect can be ruled out.

Sites of Special Scientific Interest

Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development.

BCC Flood Risk Manager has commented as follows:-

We are satisfied with the drainage strategy for the site and that the proposed development will not increase the risk of surface water flooding elsewhere.

As the site is planning to do works above a main watercourse (through implementing new bridges), an environmental permit will need to be obtained from the Environment Agency. This is related to flood risk, but outside of our remit, therefore we have no objections to the application.

BCC Nature Conservation Officer has commented as follows:-

This proposal adjoins the Site of Nature Conservation Interest (SNCI), Pigeonhouse Stream and adjacent Meadows. The submitted external lighting contour plots are considered acceptable from an ecological perspective.

The Ecological Impact Assessment dated October 2019 and the following two documents incorporate a number of recommendations which were made to the developer's ecological consultant at the pre-application stage both in writing and during a site meeting and visit, and this is welcomed.

The Ecological Precautionary Method of Working dated October 2019 should be secured by a compliance planning condition.

The Landscape and Ecological Management Plan dated October 2019 should also be secured by a compliance planning condition.

Development Control Committee B – 18 March 2020

Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

BCC Transport Development Management has commented as follows:-

Please refer to Key Issue C and relevant conditions below.

BCC Sustainable Cities Team has commented as follows:-

Please refer to Key Issue H below

RELEVANT POLICIES

Planning Obligations - Supplementary Planning Document - Adopted 27 Sept 2012
PAN 2 Conservation Area Enhancement Statements (November 1993)
Planning (Listed Buildings & Conservation Areas) Act 1990

National Planning Policy Framework – February 2019

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Park Neighbourhood Development Plan 2019.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

KEY ISSUES

(A) WOULD THE PROPOSED DEVELOPMENT BE ACCEPTABLE IN LAND USE TERMS AND IS THERE A NEED FOR A HRRC?

Proposed Use

The site is covered by the allocation as a Primary Industrial and Warehousing Area (PIWA) within the Site Allocations and Development Management Policies document adopted July 2014. The NPPF supports sustainable economic growth, and the Core Strategy Policy BCS8 secures the land within Principal Industrial and Warehousing Areas (PIWAs) - protecting it where it makes a valuable contribution to the economy and employment opportunities. Bristol Local Plan Policy DM13 discusses the range of uses that will be acceptable in the PIWAs (i.e. uses B1b- B8 and sui generis uses of a similar nature).

The site currently operates as a street cleansing and gritting depot which is an established and appropriate use within the PIWA. The proposed use of the site as an HRRC would also constitute an acceptable use within a designated PIWA in line with Policy DM13. Further the site itself previously had planning permission for an HWRC (App Ref 12/05168/F) in 2013 and whilst this permission has now expired; it is not considered the site context has changed significantly since then. It is noted that the policy context has changed since then with Site Allocations and Development Management Policies document being adopted July 2014. Yet as noted above the proposed use is acceptable in line with the PIWA policy that was updated by this more recent document.

In addition it is also noted that within the Site Allocations and Development Management Policies document, the adjoining site to the application premises to the south has an allocation (BSA1119) within the Local Plan for Industry and Warehousing or a HWRC. This site to the south was originally looked at for this HRRC, but following further investigation into the past uses of this land it was found that it had historically been used at a waste tip and disturbing this would cause significant

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

environmental issues and would not be viable. As such the previously developed depot site was considered to be a less impactful option to deliver a HRRC for South Bristol.

Need

The proposed HRRC would provide an additional facility to those presently operated by the Council in St Philips and Avonmouth. The applicant is seeking to redevelop the site to allow for the creation of a third HRRC in line with Bristol City Council's Waste and Resource Management Strategy 2016. A capital allocation of four million pounds in the Capital Program was then made as part of the 2017 budget process to develop a new HRRC for the City. The new facility is intended to serve south Bristol which has a growing population.

Impact on Knowle West Regeneration Framework

It is noted that the application site also falls within the area covered by the Knowle West Regeneration Framework. This was developed in 2012 and represented a 20 year plan for meeting community aspirations for the area. Within the spatial plan attached to the framework, of note to this proposal is an aspiration for a key pedestrian and cycle route at a point north east of the application site boundary, coming from Novers Lane across to Headley Lane including a key crossing of Hartcliffe Way to improve pedestrian links east west between Northern and Western Slopes, and north-south between Novers Road and Hartcliffe Way.

Given the nature of the use and the need to keep the site secure for public safety it is unfortunately not feasible to have an open access link through the application site and as such this part of the framework would have to be delivered through other design approaches or redevelopment proposals. That said the HRRC proposal requires the provision of a new traffic lighted junction on Hartcliffe Way. This new junction will have a pedestrian crossing phase and as such will deliver the aspiration for a key crossing of Hartcliffe Way to link close to Headley Lane (see Key Issue C below).

Conclusion

The proposals are judged to be acceptable in land use terms and it is accepted that there is identified need for the facility subject to the satisfactory resolution of all the other issues as set out below.

(B) DESIGN, HERITAGE AND LAYOUT CONSIDERATIONS (INCLUDING ISSUES OF LANDSCAPE, TREES, NATURE CONSERVATION)

The Authority is required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. The case of *R (Forge Field Society) v Sevenoaks DC* [2014] EWHC 1895 (Admin) ("Forge Field") has made it clear where there is harm to a listed building or a conservation area the decision maker "must give that harm considerable importance and weight." [48].

Section 16 of the national guidance within the National Planning Policy Framework (NPPF) 2019 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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Para 195 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 total loss is necessary to achieve substantial public

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

benefits that outweigh that harm or loss. Para 196 further states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. Para 197 also states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

In addition, Bristol Core Strategy (Adopted 2011) Policy BCS22 seeks to ensure that development proposals safeguard or enhance heritage assets in the city with Policy DM31 in the Site Allocations and Development Management Policies (Adopted 2014) expressing that alterations to buildings should preserve or enhance historic settings.

Policy BCS21 also requires new development in Bristol to deliver high quality urban design and sets out criteria to measure developments against including the need for development to contribute positively to an area's character and identity, creating or reinforcing local distinctiveness. Policy DM27 expresses that the layout, form, pattern and arrangement of streets, buildings and landscapes should contribute towards to creation of quality urban space and that the height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces and setting. Policy DM26 expands upon BCS21 by outlining the criteria against which a development's response to local character and distinctiveness will be assessed. Development will not be permitted where it would be harmful to local character and distinctiveness or where it would fail to take the opportunities available to improve the character and quality of the area and the way it functions. This policy states that development should also respond appropriately to the height, scale, massing, shape, form and proportion of existing buildings, building lines and set-backs from the street, skylines and roofscapes. Policy DM29 further states that the design of new buildings should be of high quality.

Design and Landscape

Any proposal on this site needs to be carefully designed to respect settings of the sloping heritage assets and townscape and landscape surrounding the site. The impact of proposed changes to the external appearance of the site, new buildings and structures as well as the impact on the existing vegetation has been carefully considered and tested using a Landscape Visual Impact Assessment (LVIA) assessment agreed with the BCC City Design Group. Special consideration has been given to the settings of the Malago Valley Conservation Area and identified key views. In addition, the materials and details of the proposed scheme need to be of high quality design and conducive to their context.

The LVIA exercise and subsequent clarification of rendered images has helped to address the initially identified concerns regarding lack of information. It has been demonstrated via the LVIA that the design, scale and nature of the proposals are relatively low impact in the landscape especially when considering the existing visual impact of the site and the planting enhancements proposed across the site as a whole. Whilst it is recognised there will be a visual impact particularly around the revised access and egress areas and during winter months, the site has been adequately mitigated with landscaping and nature conservation measures (please refer below for more details) and the proposal does not causes such harm to identified key views or the surrounding Conservation Areas to warrant refusal on this basis, especially when considering the wider public benefits identified.

The existing buildings to be demolished are not of such merit to warrant their retention on design grounds and the proposed replacement buildings are also of an acceptable design. There remains an outstanding design matter relating to the timber screens surrounding the concrete bays proposed within the site, the details of which are thus conditioned accordingly.

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

Trees and Nature Conservation

Policy BCS9 in the Bristol Core Strategy (2011) states that the integrity and connectivity of the strategic green infrastructure network should be maintained, protected and enhanced. BCS21 in the same document also states that new development will be expected to deliver a safe, healthy, attractive, usable, durable and well-managed built environment comprising high quality inclusive buildings and spaces that integrate green infrastructure.

Individual green assets should be retained wherever possible and that development should incorporate new or enhanced green infrastructure of an appropriate type, standard and size. Policy DM17 in the Site Allocations and Development Management Policies (2014) states that all new development should integrate important existing trees into development proposals. Where tree loss of damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided in accordance with the tree compensation standard. Policy DM15 in the same document states that green infrastructure provision facilitates a positive effect on people's health by providing space and opportunities for sport, play, and social interaction. The provision of additional and/or improved management of existing trees will be expected as part of the landscape treatment of new development.

Policy DM19 in the Site Allocations and Development Management Policies (2014) seeks to protect habitat, features and species which contribute to nature conservation, and developments are expected to be informed by appropriate surveys. Policy DM29 in the same document states that proposals for new buildings will be expected to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks.

This proposal adjoins the Site of Nature Conservation Interest (SNCI) known as Pigeonhouse Stream and adjacent Meadows and as set out above, will have an impact on the existing vegetation and Pigeonhouse Stream area due to the new access bridge arrangements and more intensive use of the site as a whole.

The application has been supported by an Ecological Impact Assessment; a Landscape and Ecological Management Plan; and an Ecological Precautionary Method of Working Statement that incorporate a number of appropriate ecological mitigation and enhancement recommendations which are welcomed and agreed in discussion with the BCC Nature Conservation Officer. The submitted external lighting contour plots are also considered acceptable from an ecological perspective. The measures and recommendations within these documents are secured via conditions as set out below.

A total of 26 trees have been identified for removal largely comprising Ash and Hawthorne species and subsequently 79 replacement trees are required to offset their loss. Following revisions to the tree species mix; tree pit details, planting and maintenance details, the proposed landscaping and tree planting scheme is found to be acceptable and appropriately mitigates the impact caused on existing habitats caused by the proposed works as well as enhancing the site as a whole when compared to the existing situation. It is also noted that, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Conclusion

Officers have undertaken the assessment required under the Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and have given special regard to the impact on the character and appearance of the Conservation Area; key views as identified in the submitted Landscape Visual Impact views analysis and the impact on landscape and nature conservation designation.

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

Officers are satisfied that any harm to these assets, and their wider setting has been minimised and brought within acceptable limits. The scheme also offers wider public benefits including the provision of a new facility to increase recycling of household refuse in South Bristol that serves to outweigh the limited degree of less than substantial harm to heritage assets and landscape designation caused as a result of this development.

(C) HIGHWAY SAFETY, TRANSPORT AND MOVEMENT ISSUES

Paragraph 102 of the NPPF (2019) states that transport issues should be considered from the earliest stages of plan-making and development proposals. Paragraph 103 adds that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. Paragraph 104 further states that planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities. This section of the NPPF also states that planning policies should provide for high quality walking and cycling networks and supporting facilities such as cycle parking.

Bristol City Council Core Strategy (2011) Policy BCS10 advocates that new development should be designed and located to ensure the provision of safe streets and requires proposals to minimise the need to travel, especially by private car and to reduce the negative impacts of vehicles such as excessive volumes, fumes and noise. This policy also requires proposals to create places and streets where traffic and other activities are integrated. Policy BCS13 in the same document states that development should mitigate climate change through measures including patterns of development which encourage walking, cycling and the use of public transport instead of journeys by private car.

Policy DM23 in the Site Allocations and Development Management Policies (2014) further states that development should not give rise to unacceptable transport conditions and will be expected to provide safe and adequate access. Further, this policy sets out the transport and traffic considerations that development proposals should address. This includes parking standards for residential and non-residential development, with the supplementary policy text noting that the approach to the provision of parking aims to promote sustainable transport methods, such as walking, cycling and public transport.

The Transport Development Management Team (TDM) has reviewed the proposals and has commented as follows:

Principle/Site history

The site is an existing Street Cleansing & Gritting Depot located on the east side of Hartcliffe Way an A road subject to a 30mph speed limit. The speed limit increases to 40mph approximately 100 metres south of the existing site access. Permission was granted in 2012 for a new household waste recycling centre with a new junction on to Hartcliffe Way but this has not been implemented.

Trip Generation

A trip generation exercise has been undertaken using the existing St Phillips HRRC site as a comparator for light vehicles. The development peaks have been identified based on this site and the figure has been factored up to reflect the capacity and likely level of demand for the new Hartcliffe Way site. This shows a peak trip generation of 177 trips during the weekday development peak and 178 trips on the weekend peak for light vehicles. The submitted Transport Assessment (TA) addendum confirms that customers will not be able recycle business waste at the proposed site and that a similar restriction will operate for vans, pick-ups or large trailers as for the St Phillips site and this is considered a satisfactory level of trips in this instance.

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN****Traffic Impact / Junction Capacity / Network Management****Traffic Modelling**

In order to allow safe access and egress into the site and also to reduce the length of trips vehicles would be taking in the locality it was concluded that a new signalised junction would be required. The key issue with this arrangement is the assessment of the traffic impact of the revised junction arrangements.

The submitted updated TA set out in more detail the most onerous situation (i.e. weekday 1600-1700). Clearly, installing a signal junction where this is none currently will have an impact on traffic. Southbound the average delay caused by installing the junction would be 8.9 seconds per vehicle; northbound it would be 7.7 seconds. In 2025, once growth and the development are added, the delays are 15.1 seconds southbound and 10.8 seconds northbound. It is considered that the new signalised junction would operate well within capacity in all scenarios and as such these delays are considered acceptable.

Headley Lane would also see an impact due to new turning movements. It has been modelled as a straightforward priority junction although in reality traffic can also use Vale Lane to access Hartcliffe Way and so the impacts are likely to be less than modelled

The modelling shows that in the base case, traffic exiting Headley Lane experiences of 20.8 seconds; the development would increase this to 27 seconds. Taking into account new development in 2025 the delay would increase from 41.6 to 68 seconds with the junction reaching 90.1% capacity where 90% is typically considered to be at capacity. So, the impact at Headley Lane, as currently modelled, is significant.

TDM have reviewed this scenario and have concluded that in reality the impact at the junction is likely to be significantly less than the prediction due to a number of factors:

- Vale Lane would in reality take a significant amount of the pressure off the Headley Lane junction. Whilst sophisticated microsimulation models can model this sort of arrangement this was considered to be excessive for a development of this scale.
- In reality a significant number of the people using the junction in future would not be new but would in reality have been using the same junction to access an alternative recycling centre and so the model significantly overestimates the impact
- In reality there would likely be some reassignment of trips away from this junction if alternative routes become more attractive.

TDM have considered how more radical measures could be used to reduce demand or change the time of visits such as: limiting which postcodes can access the site or restricting opening hours. The developer has been asked to consider if any such measures would be viable. TDM have also considered the idea of banning turns (such as the right turn out of Headley Lane or making the site left in - left out) but we consider that the impact on general traffic, rerouting and unintended consequences of these would be too great and so have discounted them.

A mast arm arrangement will be necessary for the new signals to reach the middle lane of Hartcliffe Way. Along with the provision of the new junction, a sum of £20,000 will be required for the future maintenance of the new signals and will be secured by a relevant legal agreement under S106.

It is noted that BCC usually do their own signals design and installation to ensure they will be accepted within their maintenance contract and as such the design and specification will need to be proven that is suitable for BCC adopting the signals.

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

On balance, TDM have concluded that whilst the development would have a noticeable impact on the traffic movement in this location, with the range of measures secured through conditions and obligations set out below the impact will be adequately mitigated.

Access / Visibility/ Layout / Adoption /Highway Safety

A topographic survey has now been completed which confirms that the proposed lane widths can be accommodated within the highway. The highway layout plan has been updated to show lane widths which vary from 3.2m (as existing on the s/b carriageway of Hartcliffe Way to 3.5m. This is within the standards given in DMRB TD42 (Desirable lane widths 3.5m, Minimum lane widths 3.0m).

The swept path analysis has been updated to show all movements in and out of the site passing an articulated lorry in the adjacent lanes. These plans are satisfactory.

The highway works drawing has been updated to show the extent of carriageway and footway resurfacing proposed. This will need to be extended to cover areas where line markings need to be amended as part of any detailed highway design

Road Safety

The Stage 1 Road Safety Audit was included within the TA. A few concerns were identified covering:

- Potential collisions associated with proposed junction layout
- Potential side swipe collisions associated insufficient lane widths
- Potential risk of collisions associated with non-compliant of box marking restrictions
- Potential risk of right turning collisions associated with traffic queues'
- Potential risk of vehicles failing to stop at traffic signals'

The updated Designer Response satisfactorily addresses the Stage 1 RSA problems identified. The Highway Authority however reserves the right for further comment once we get detailed designs and this will be subject to RSA stage 2.

Internal Site Capacity

A sensitivity test has been carried out where it is assumed that vehicles arrive at a rate of 3 per minute, with none leaving for 10 minutes; after 10 mins the rate vehicles leave is limited to 1 vehicle per minute for 5 minutes and 2 vehicles per minute for a further 5 minutes. After a full 20 minutes vehicles are assumed to depart at the same rate they arrive. This results in a total of 45 vehicles queuing internally within the site.

TDM have also looked at a scenario in which a longer dwell time was used and this gives a similar result of 45 vehicles queuing within the site after an hour. TDM are of the view, that under these circumstances the internal site capacity is likely to be sufficient to avoid vehicles queuing back onto the highway.

Car Parking / TROs / Cycle Parking

Hartcliffe way is subject to a prohibition of waiting at any time, on both sides over its full length. Loading/unloading is prohibited at any time on the west side, over the length of the inbound bus lane, which extends from the junction with Headley Lane, northwards.

Given that access on foot is proposed, TDM recommend making a TRO to extend the prohibition of loading/unloading on the west side southwards and introduce a similar measure on the east side in order to deter patrons from parking on the Hartcliffe Way and walking in with their recycling. The

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

applicant's assertion that a part time (Mon - Sat 7 - 10 am and 4.00 - 6.30 pm) prohibition of loading/unloading is already in effect on the eastern (southbound) side of Hartcliffe Way, across the frontage of the site and southwards to the start of the southbound bus lane, is incorrect. The applicant has been misled by the kerb markings present on site, which, it appears, were continued southwards by the lining contractor, in error and are not supported by a TRO. Therefore a TRO fee of £5,724.00 x2 is required and will be secured by a relevant legal agreement under S106.

Comments on staff car parking are included in the Travel Plan section below.

The quantum of cycle parking is acceptable, however the staff parking should be secure as this is a public site.

Local Conditions - Accessibility / Walking / Cycling

TDM advised that a priority crossing (e.g. zebra or continuous pavement) for pedestrians and cyclists travelling along Hartcliffe Way past the site should be considered across the site access. The TA addendum concludes that a priority crossing of the new site access would not be possible due to the layout of the access. While TDM are of the view that there are other options that could be pursued here, to improve pedestrian and cyclist priority the proposal is in line with other similar junctions along Hartcliffe Way and TDM do not sustain an objection on this basis.

Separate cycle and pedestrian access into the site has been provided via the existing bridge across Pigeonhouse Stream.

Travel Planning

The framework travel plan states that 16 car parking bays for staff parking plus 4 bays for electric vehicle parking and 1 disabled bay located east of the existing building are proposed totalling 21 staff parking spaces for 20 staff. This level of car parking would undermine the goals of the travel plan and is not acceptable. However the layout plan looks to show a total of 16 car parking bays including 4 bays for electric vehicles and 1 disabled bay. The existing survey shows 53% of staff drive and 27% travel as a passenger therefore between 12 and 16 car parking spaces would be appropriate, measure should be in place to ensure staff do not also park in the visitor bays for the reuse centre. These matters should be clarified in an updated Travel Plan.

The TA sets out reasons why the applicant does not consider it appropriate to produce a full travel plan at this stage. This is accepted however a planning condition is applied requiring a full Travel Plan to be submitted and agreed by the LPA.

In line with BCC Travel Plan Guidance, a Travel Plan Management and Audit Fee in the sum of £5,165 is required and will be secured by a relevant legal agreement under S106.

Construction Management

A construction management plan is secured by condition

Other Matters

The applicant should be advised BNET Duct and Fibre runs the length of footway on Hartcliffe Way. The applicant should outline the protection and quality levels expected in any build to protect BCC network within any highway works submission required by condition.

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN****(D) AIR QUALITY**

Bristol is currently in breach of the European Air Quality Directive in respect of annual objective for nitrogen dioxide and probably the hourly objective. It is possible that objectives for particulates are also exceeded. In locations where pollution is highest it is largely attributed to motor vehicles. Air Quality Management Areas (AQMA) have been declared where objectives are not met. Most of the city centre and the main roads radiating out are within an AQMA, to include the whole of the Parson Street Gyratory.

A recent High Court judgement has resulted in local authorities having to improve air quality in the shortest time possible where it falls below objectives.

Policy 11 states that the planning system should contribute to and enhance the natural and local environment by:

'preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability' The NPPF also states that 'planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas'

Policy BCS23 in the Core Strategy (2011) states that development should be sited and designed in a way as to avoid adversely impacting upon the amenity of the surrounding area by reason of fumes, dust, noise, vibration, smell, light and other forms of pollution. 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 in the Site Allocations and Development Management Policies (2014) also states that developments that will have an unacceptable impact on health and wellbeing will not be permitted.

Policy DM33 in the Site Allocations and Development Management Policies (2014) further 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.

The air quality assessment submitted as part of this planning application has considered the potential impact of the proposed development during both the construction and operational phases. An appropriate assessment methodology has been used to determine the predicted impacts on air quality and the subsequent effects that this is predicted to have on sensitive receptor locations.

Construction Phase Impacts

During construction there is a risk that emission of dust to air will occur. In Section 5.1.5 of the air quality assessment construction phase mitigation measures have been identified as being required in order to ensure that dust impacts during this phase of the development are 'not significant'. The mitigation measures in Table 5-4 of the air quality assessment should be conditioned to form part of a CEMP/Dust Management Plan.

Emissions from additional HGV movements during the construction phase have been screened out as insignificant without the need for detailed assessment.

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

Operational Phase Impacts - Assessment Methodology

The air quality assessment modelled the following scenarios:

- o 2018 - 'Baseline year' used to carry out model verification
- o 2020 - 'Projected Baseline scenario' without the proposed development
- o 2020 - 'With Development scenario' with the proposed development

Sensitivity testing has also been carried out to account for the uncertainty in future year vehicle emissions as it is considered that the official Emission Factors Toolkit (EFT v9.0) future year vehicle emissions predictions continue to be overly optimistic. The sensitivity assessment scenario has held air pollution background and vehicle emission factors at 2018 levels. This is likely to be overly conservative and the predicted impacts on air pollution likely to fall somewhere between the two emission scenarios modelled.

The following discussion focuses on predicted changes to annual nitrogen dioxide (NO₂) concentrations. Changes to particulate matter (PM₁₀) concentrations have been assessed but are considered to be negligible.

In the opening year of 2020 it is predicted that there will be increases in air pollution at all 23 sensitive receptor locations that have been included within the air quality model. The predicted increases in annual NO₂ concentrations range from 0.2µg/m³ to 0.9µg/m³ when modelling uses the official EFT v9.0 emission factors. When using the 2018 background vehicle emission factors the predicted increases range from 0.2µg/m³ to 1.0µg/m³.

The significance of the increases in air pollution predicted is dependent upon both the level of increase and the predicted overall pollutant concentration at sensitive receptor locations. Environmental Protection UK and the Institute of Air Quality Management guidance provide a methodology to determine how to describe the impact of future changes to air pollution concentrations. This methodology has been used to determine the impact descriptors for the predicted increases in air pollution.

Slight adverse impacts are predicted at four receptor locations with moderate impacts at a further two under the official vehicle emission factor (EFT v9.0) scenario. At three of these locations the worsening of air pollution is predicted at sensitive receptor locations that will continue to be in exceedence of legally binding air quality limit values. Two slight adverse impacts are predicted at receptor locations on the façade of Parsons Street School, both of which are predicted to have air pollution levels close to exceeding air quality limit values for annual NO₂ concentrations in 2020. These results can be viewed in Table 6-1 of the air quality assessment.

Under the sensitivity analysis scenario (2018 background and vehicle emissions) it is predicted that three receptors will experience slight adverse impacts, seven moderate adverse and one substantial (R7). Moderate adverse impacts are predicted at both Parsons Street School receptors with continued exceedence of limit values being predicted. These results can be viewed in Table B-1 of the air quality assessment. It is considered likely that impacts will fall somewhere between the two modelled scenarios.

Due to the nature of the development, users of the site will tend to rely upon accessing the site by car. As a result, mitigation of impacts of air quality is difficult, however, the air quality assessment commits to including measures designed to attempt to reduce the impact of the development proposals on air pollution as much as is possible. These measures include a framework travel plan, high standard pedestrian infrastructure on the site, a pedestrian and cycle crossing and two electric vehicle charge points. A set of secondary and future proofing 'soft measures' were proposed by the applicant in additional information submitted on the 19th February 2020. These include provision of electric vehicle ducting, to allow an increase in provision of on-site EV chargepoints in the future, and a cycle

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

cargo trailers initiative. These measures are considered to be positive and desirable should development take place, however, they are not considered to have a material effect upon the increases in air pollution as predicted in the air quality assessment.

It is considered that the reduction in emissions over the city, as inferred in the air quality assessment due to the possible closure of the Days Road HWRC (not confirmed), is not relevant to the report conclusions. The significance of the effects of the proposed development are based on the predicted impacts at sensitive receptor locations around the Parsons Street gyratory system.

Conclusion

The air quality assessment demonstrates that the development proposals do not sustain or contribute towards compliance with relevant limit values within the existing air quality management area (AQMA). The air quality assessment thus predicts that the proposed development will increase human exposure to NO₂ pollution at relevant receptor locations and demonstrates that there is a risk that the proposed development will prolong the time that it takes to achieve compliance with the legal air pollution limits for nitrogen dioxide and therefore the air quality impacts of the proposed development can be considered significant. Due to the nature of the site and way in which people access it, mitigation through a reduction in vehicle movements is not easily achieved.

As such, it is considered that air quality does represent a material constraint to the development proposals as the predicted worsening of air pollution in the Bristol AQMA means that the proposals are inconsistent with National and Local Planning Policy in terms of air quality related effects.

The BCC Air Quality Team maintains an objection to the application on air quality grounds.

(E) FLOOD RISK

Bristol Core Strategy (2011) Policy BCS16 states that all development will also be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems (SUDS).

Originally concern was raised by the Environment Agency in respect of the impact the new bridges would have on the capacity ability of Pigeonhouse Stream to carry water volume in a flood event.

The applicant was requested to submit calculations and information regarding any loss of cross-sectional area at each bridge location during the 1 in 100 year plus climate change event. Any loss was required to be compensated for by providing level for level and volume for volume flood plain compensation, upstream of the existing bridge restriction. Such works are essential to ensure the development is safe, without increasing flood risk elsewhere.

Following the submission of further information, the Environment Agency and the BCC Flood Risk Management Team are happy that flood risk will not be worsened due to the proposal subject to conditions set out below.

(F) DOES THE PROPOSAL GIVE RISE TO ANY CONTAMINATION ISSUES?

Policy DM34 in the Site Allocations and Development Management Policies (2014) states that new development should demonstrate that:

- i. Any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

ii. The proposed development will not cause the land to become contaminated, to the detriment of future use

The Environment Agency have commented that the previous use of the proposed development site presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters. The Environment Agency however notes that the applicant has demonstrated that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken.

Overall the BCC Contamination Officer and the Environment Agency are generally satisfied that human health risks can be mitigated by the measures currently being proposed. A formal remediation strategy will need to be prepared and further assessment of controlled waters is required. It is considered that this can be dealt with by conditions as set out below.

(G) IMPACT ON THE AMENITY OF EXISTING AND PROPOSED SURROUNDING PROPERTIES AS WELL AS THE IMMEDIATE LOCALITY

Policy BCS21 in the Bristol Core Strategy (Adopted 2011) advocates that new development should deliver high quality urban design and safeguard the amenity of existing development. Policy DM29 in the Site Allocations and Development Management Policies (2014) states that proposals for new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. This policy, as well as DM27, further states that new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. Policy BCS23 in the Bristol Core Strategy and Policy DM35 in the Site Allocations and Development Management Policy also state that new development should also not lead to any detrimental increase in noise levels.

Noise and Light levels

Given the nature of the use, noise impacts have been considered carefully to fully understand the impact on surrounding premises including any future housing delivered near to the site as part of the two allocations BSA1114 and BSA1108 (Site Allocations and Development Management Policies (2014)). It is noted in the supporting text to these allocations it is made clear that any development of those site will need to take account of nearby industrial uses by addressing any noise, pollution or nuisance issues.

The Pollution Control Officer has commented that whilst initial concerns over the impact of noise were raised, these concerns have been allayed by information within the Noise Assessment submitted with the application and subsequent clarifications from the acoustic consultant. It has also been noted that the site currently operates as a Council depot and that all operations carried out on this site under this proposal will only be carried out between 08:00 -18:45 (Summer) and 08:00 - 16:15 (Winter).

As would be expected for a site of this nature an assessment of noise from its operation has been carried out in accordance with BS4142:2014 Methods for rating and assessing industrial and commercial sound. This purpose of this type of assessment is to assess the potential impact of sound of an industrial or commercial nature, at nearby noise sensitive residential properties. Due to traffic on Hartcliffe Way and other commercial premises in the area the background noise levels at nearby residential properties are relatively high.

The assessment has been made by taking reference noise levels for all operations that would be carried out at the site (vehicle movements, tipping of materials etc) and then calculating a worst-case 60-minute noise level based on the numbers of times these operations would be likely to be carried out during the busiest hour of the year (in terms of visitor numbers). When this worst case 60 minute noise level, with a 6dB penalty added for the impulsive nature of the noise, is assessed against the lowest background noise level, on a Sunday morning, the noise from the site will be below

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

background noise level at the nearest residential properties.

The Pollution Control Officer has therefore agreed with the conclusions of the acoustic report that the use of the site will only have a 'negligible' risk of adverse impact from noise generated by the Household Recycling and Re-Use Centre subject to conditions restricting the opening hours as stated and noise levels from plant and equipment.

With regard to light levels, this is also restricted by condition to ensure no detrimental impacts will result.

Odour and Flies

No adverse increase in flies or odour is expected as a result of the development of an HRRC at the site. Flies and odours are more prominent at sites such as Waste Transfer Stations or Landfills and are not typically linked to HRRCs.

Further, the operation of the facility will be regulated by the Environment Agency under an Environmental Permit which will ensure operations continue to be undertaken in an appropriate manner to minimise the generation and release of odour.

Dust

It is also not considered that the proposed HRRC and associated activities present a significant amount of dust generation considering the scale of operations, the type / quantity of material received, the duration of the use and the design mitigation measures proposed (i.e. canopies over the containers).

Again as set out above, the operation of the facility will be regulated by the Environment Agency under an Environmental Permit which will ensure operations continue to be undertaken in an appropriate manner to minimise the generation and release of dust. A Construction Environmental Management Plan (CEMP) is also conditioned to ensure that dust management is undertaken during the construction phase.

Security and Fly Tipping

It is recognised that there is local concern that the new facility could lead to further instances of fly tipping in the area and other associated security issues. This issue has also been acknowledged by the Police Crime Reduction Officer who recommends:

- The perimeter fencing and associated vehicular and pedestrian gates should be to a height of 2.4m. This will deter unlawful access to the site.
- That CCTV with identification quality images is used at the pedestrian and vehicular entry and egress points. This will deter fly tipping near the site when it is closed to the public as well as to identify those accessing the site for unlawful purposes.
- CCTV should be installed to monitor the area in which Lorries and associated vehicles are stored to deter diesel theft.

The Crime reduction Officer notes that Automatic Number Plate Recognition (ANPR) will be installed but advises that this monitors the use of the site rather than being for crime reduction purposes. CCTV is a more effective deterrent to crime and disorder.

The applicant has responded that the perimeter fencing and associated vehicular and pedestrian gates will be at a height of 2.4m to deter unlawful access; Automatic Number Plate Recognition

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

(ANPR) will be installed at the site together with security cameras; and that a security plan is proposed for the site.

A condition is therefore attached requiring the submission of a security management plan to include CCTV coverage of the site and all the access and egress points.

(H) SUSTAINABILITY AND CLIMATE CHANGE

Policies BCS13, BCS14, BCS15 of the adopted Core Strategy set out the criteria for the sustainability standards to be achieved in any development, and what measures to be included to ensure that development meets the climate change goals of the development plan. Applicants are expected to demonstrate that a development would meet those standards by means of a sustainability and energy statement.

As embedded in the NPPF, sustainability should be integral to all new development, and should encourage opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems. BCS13 encourages developments to respond pro-actively to climate change, by incorporating measures to mitigate and adapt to it. BCS14 sets out a heat hierarchy for new development, and an expectation that new development will connect to existing CHP/CCHP distribution networks. The same policy also expects development to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%. BCS15 requires developments to demonstrate through a Sustainability Statement how they have addressed energy efficiency; waste and recycling; conserving water; materials; facilitating future refurbishment and enhancement of biodiversity.

The facility itself is concerned with the recycling and reuse of unwanted goods. The applicant has also set out a range of sustainability measures within a Sustainability Statement including the provision of PV Panels. This has been reviewed by the Sustainability Team and they have concluded that the proposals as set out in the submitted Sustainability Statement meet the proportionate requirements of Policies BCS13-15 subject to relevant conditions as detailed below.

(J) PLANNING OBLIGATIONS

Policy BCS11 of the Core Strategy and the Planning Obligations SPD requires that planning obligations should be secured through the planning process in order to offset the impact of the proposed development on the local infrastructure. The development will be subject to the Community Infrastructure Levy (CIL), as set out below. The levy process is intended to provide infrastructure to support the development of an area, rather than making individual planning applications acceptable in planning terms as previously secured by s106. However there are identified site specific obligations required by this development and which cannot be funded by CIL and these are set about below:

Landscape Scheme

See Key Issue B above.

Secured via suitably worded conditions.

Traffic Regulation Order Amendments

See Key Issue C above

TRO amendments and associated costs for two new TROs associated with the junction (banned turns and waiting restrictions) at a cost of £5,724 per TRO making £11,448.

Secured via Legal Agreement and suitably worded conditions.

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

Highway Works

See Key Issue C above.

Payment of a commuted sum towards the upkeep of the traffic signals of £20,000

Secured via Legal Agreement and suitably worded conditions.

Travel Plan

See Key Issue C above.

A Travel Plan Management and Audit Fee of £5,165.

Secured via Legal Agreement and suitably worded conditions.

CONCLUSION

As set out above the majority of the planning issues for the application proposal are concluded as acceptable subject to the required conditions and obligations set out.

Therefore the main consideration is to reach a balanced recommendation regarding the significant air quality impact and the desirability of a delivering a new HRRC for South Bristol.

It is accepted that the predicted worsening of air pollution in the Bristol AQMA means that the proposals are inconsistent with National and Local Planning Policy in terms of air quality related effects. Due to the nature of the site and way in which people access it, mitigation through a reduction in vehicle movements and other measures has not been achieved and thus the air quality impact remains significant. The BCC Air Quality Team recommends the refusal of the application on Air Quality grounds.

The significance of the impact is recognised and in reaching a decision officers have given the identified harm caused considerable importance and weight.

However, it is also established that there is a recognised need for a new HRRC on Council owned land to serve this specific catchment area and futureproof this part of the city when additional large residential sites are developed (such as Hengrove Park). It is also recognised that Capital funding has been identified for such a facility.

It is also noted that the site has previously had permission for a similar use and represents a brownfield site with features including topography, that lend itself to this type of development adjoins a currently undeveloped site with a Local Plan allocation for a Household recycling facility. The facility itself will assist in increasing recycling and reuse levels in Bristol as a whole. The proposed junction will also deliver a new pedestrian crossing at a key location for the area.

When weighing these issues up, on balance the provision of a new HRRC is recommended for approval subject to conditions and relevant legal agreement to secure the required obligations.

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

COMMUNITY INFRASTRUCTURE LEVY

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

Development of less than 100 square metres of new build that does not result in the creation of a new dwelling; development of buildings that people do not normally go into, and conversions of buildings in lawful use, are exempt from CIL. This application falls into one of these categories and therefore no CIL is payable.

RECOMMENDED GRANT subject to Planning Agreement

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. Phasing Plan

Prior to the commencement of development (including any demolition, clearance and remediation work) hereby approved a detailed Phasing Plan for the development including the site preparation and investigation works; site remediation, construction process; the phasing of all the off-site highway works and the planting schedules shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the phasing of the site shall be carried out in accordance with agreed Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: To clarify the timescales for the development and ensure the provision of highway works whilst ensuring the ongoing function of the public highway surrounding the site.

3. Protection of Retained Trees and Vegetation During the Construction Period

No work of any kind (including any demolition, clearance and remediation work) shall take place on the site until the protective fence(s) has (have) been erected around the retained trees and vegetation in the position and to the specification shown on Drawing No. 191010-HAR-TPP-Rev A-DB&AM Tree Protection Plan prepared by Hillside Trees Ltd. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

such size and species, and shall be planted at such time, as may be specified in writing by the council.

Reason: To protect the retained trees from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the retained tree(s) give(s) and will continue to give to the amenity of the area.

4. Remediation Strategy

Prior to each phase of development approved by this planning permission no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- o all previous uses
- o potential contaminants associated with those uses
- o a conceptual model of the site indicating sources, pathways and receptors
- o potentially unacceptable risks arising from contamination at the site

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

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. This is in line with paragraph 170 of the National Planning Policy Framework.

5. Verification Report

Prior to each phase of development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

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

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

unacceptable risks to workers, neighbours and other offsite receptors. This is in line with paragraph 170 of the National Planning Policy Framework.

6. Construction Management Plan - Major Developments

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

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Hours of operation;
- o Expected number and type of vehicles accessing the site:
- o Deliveries, waste, cranes, equipment, plant, works, visitors;
- o Size of construction vehicles;
- o The use of a consolidation operation or scheme for the delivery of materials and goods;
- o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
- o Programming;
- o Waste management;
- o Construction methodology;
- o Shared deliveries;
- o Car sharing;
- o Travel planning;
- o Local workforce;
- o Parking facilities for staff and visitors;
- o On-site facilities;
- o A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

7. Site Specific Construction Environmental Management Plan

No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- * Procedures for maintaining good public relations including complaint management, public consultation and liaison
- * Arrangements for liaison with the Council's Pollution Control Team
- * All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:
08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays.
- * Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- * Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- * Procedures for emergency deviation of the agreed working hours.
- * Bristol City Council encourages all contractors to be 'Considerate Contractors' when working in the city by being aware of the needs of neighbours and the environment.
- * Control measures for dust and other air-borne pollutants to reflect the measure set out in Table 5-4 of the submitted Air Quality Assessment - Version 2 dated December 2019 prepared by SLR. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.
- * Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Reason: In the interests of the amenities of surrounding occupiers during the construction of the development.

8. Highway works - General Arrangement Plan

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

Works as shown in principle in drawing Proposed Site Layout (Option 2.2) - 002 Rev 8 dated March 2020 prepared by SLR to include:

- Provision of a new signal controlled junction to provide egress from the site including pedestrian facilities and a new "in only" access.
- Right turn lane
- Hatching
- Retention of northern island
- Removal of southern island and reinstatement of full height kerbs
- Keep Clear Markings
- Revised waiting restrictions
- New directional signage
- Visibility splays
- Revision to shared use footway/ cycle way in the vicinity of the new accesses
- Resurfacing as required
- All associated signing, lining, signals and drainage
- Further changes to the proposed junction as outlined in the Road Safety Audit.

Where applicable indicating proposals for:

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

- o Existing levels of the finished highway tying into building threshold levels
- o Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- o Signing, street furniture, street trees and pits
- o Structures on or adjacent to the highway
- o Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

Prior to first occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are: planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

9. Structure Adjacent To/Within 6m of the Highway

No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this limit where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

10. PV Panel Details

Prior to the commencement of the relevant element, details of the proposed PV system including location, dimensions, design/ technical specification together with calculation of annual energy generation (kWh/annum) and associated reduction in residual CO2 emissions shall be submitted to the Local Planning Authority and approved in writing.

Prior to the first occupation/operation of the site the following information shall then be submitted to the Local Planning Authority and approved in writing.

- o Evidence of the PV system as installed including exact location, technical specification and projected annual energy yield (kWh/year) of the installed system e.g. a copy of the MCS installer's certificate.

- o A calculation showing that the projected annual yield of the installed system is in combination with other on-site renewables sufficient to reduce residual CO2 emissions by the percentage shown in the approved Energy Statement.

The approved renewable technology shall then be installed and operational prior to the first occupation/operation of the use which they serve and retained as operational thereafter in perpetuity.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

11. Detail of timber screens surrounding the concrete bays

Notwithstanding any notations on any approved plans, detailed drawings (including plans, elevations and sections) to a minimum 1:10 scale or as requested by the Local Planning Authority below (also indicating treatments and finishes) of the timber screens surrounding the concrete bays shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of work is begun unless otherwise agreed in writing by the Local Planning Authority

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

Pre occupation condition(s)

12. Floodplain Compensation

Compensatory storage shall be provided as shown in drawing EA-002 Revision P0 Floodplain Compensation to Pigeonhouse Stream. Evidence of this shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation or operation of the development and shall thereafter be maintained and retained as approved for the lifetime of development.

Reason To prevent any increase in flood risk as a result of this development by ensuring compensatory storage of flood water is provided.

13. Flood Evacuation Plan - Commercial Property

No building or use hereby permitted shall be occupied or the use commenced 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

14. Energy and Sustainability in accordance with the Energy Statement

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the Sustainability Statement (ref: SLR Ref: 402.08721.00003 Version No: 3 February 2020 received 25-02-2020) prepared by SLR Consulting Limited prior to the first occupation/operation of the development.

A total 35.5% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a reduction in residual carbon dioxide emissions of 20% or more shall be achieved through on-site renewable technologies.

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings).

15. Travel Plan - Not Submitted

No building or use hereby permitted shall be occupied or use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use (including investigation into the use of the Cycle Cargo Trailers Initiative (CCTI) or similar alternative scheme) has been prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the council.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

16. Electric Vehicle Charging Points

No building or use hereby permitted shall be occupied or use commenced until details of the total number of car parking spaces, the number/type/location/means of operation and a programme for the installation and maintenance of Electric Vehicle Charging Points and ducting provision for the integration of future charging points has been submitted to and approved in writing by the Local Planning Authority prior to construction of the above ground works. The Electric Vehicle Charging Points as approved shall be installed prior to occupation and retained in that form thereafter for the lifetime of the development.

Reason: To promote sustainable travel, aid in the reduction of air pollution levels and help mitigate climate change.

17. Completion of Pedestrians/Cyclists Access - Shown on approved plans

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

Reason: In the interests of highway safety.

18. Completion and Maintenance of Vehicular Servicing facilities - Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these uses.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

19. Completion and Maintenance of Car/Vehicle Parking - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the car/vehicle parking areas (and turning spaces) 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.

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard.

20. Completion of Vehicular Access - Shown on Approved Plans

No building or use hereby permitted shall be occupied or 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 for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

Reason: To ensure that the vehicular access point is safe and includes adequate drainage.

21. 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.

22. Automatic Number Plate Recognition (ANPR)

No building or use hereby permitted shall be occupied or use commenced until details of the Automatic Number Plate Recognition (ANPR) system are submitted and approved in writing by the Local Planning Authority. The (ANPR) system as approved shall be installed prior to occupation and retained in that form thereafter for the lifetime of the development.

Reason: To aid in the reduction of air pollution levels by restricting car use within BCC Catchment area

23. Security Management Plan

No building or use hereby permitted shall be occupied or use commenced until a Security Management Plan for the site has been submitted and approved in writing by the Local Planning Authority. The Security Management Plan shall include:

- The provision of 2.4m high security fencing and gates around the site
- Details of CCTV cameras (with identification quality images) to be located at all pedestrian and vehicular entry and egress points and positioned to cover the area outside the site.
- Details of CCTV provision to cover the site including monitoring any areas in which lorries and associated vehicles are stored
- All other security measures for the site

The site shall then be managed in accordance with the approved Security Management Plan in perpetuity.

Reason: To ensure the site is safe and secure and to discourage fly tipping.

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN****Post occupation management****24. Access Bridges - (Flood Risk)**

The development hereby permitted shall be constructed with the soffit levels of the southern and northern vehicle access bridges set no lower than 16.1 metres above Ordnance Datum (AOD) as shown in drawings 010S Proposed Southern Exit Bridge GA Details SLR Consulting Ltd December 2019 and 0101N Proposed Northern Entrance Bridge GA Details SLR Consulting Ltd December 2019 respectively.

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

25. Finished Floor Levels

The development hereby permitted shall be constructed with finished floor levels set no lower than 16.1 metres above Ordnance Datum (AOD) as outlined in section 8.1, page 22 of the Flood Risk Assessment and Surface Water Drainage Strategy prepared by SLR Consulting Ltd 402.08721.00003. v01 October 2019.

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

26. Landscaping & Tree Planting

The Landscaping and Tree Planting proposals hereby approved (Landscape-Softworks, Dwg 3153-L-SW-0-01 Rev C; 3153_L_HWRC - Planting Maintenance Specification & 3153-Planting Schedule-HWRC Rev A) shall be carried out no later than during the first planting season following the date the is ready for occupation or in accordance with a program of works, details of which shall be submitted to and agreed in writing by the local planning authority. All planted materials shall be maintained for 5 years and any trees removed, dying, being severely damaged or become seriously diseased within 5 years of planting shall be replaced with others of a similar size and species to those originally required to be planted.

Reason: To ensure that the appearance of the development is satisfactory and in line with Bristol City Council Policy DM17

27. Ecological and Landscape Management

The development hereby approved shall be carried out and then managed and maintained in accordance with the full provisions of the Ecological Precautionary Method of Working Version 01 dated October 2019; the Landscape and Ecological Management Plan dated October 2019, (it should be noted that 3153-Planting Schedule-HWRC Rev A replaces the previous version of this document at Appendix A and the Landscape Softworks Drawing 3153-L-SW-0-01 Rev C prepared by The Landmark Practice.

Reason: To ensure that the appearance of the development is satisfactory and in the interests of ecology.

28. Artificial Lighting (external)

Any light created by reason of the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011.

Reason: In order to safeguard the amenities of nearby occupiers and in respect of nature conservation.

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

29. Hours of Operation

No operations on site in association with the recycling or re use of waste shall take place outside the hours of 08:00 - 19.00 (except for in the event of an emergency).

Reason: To safeguard the amenity of nearby premises and the area generally.

30. Restriction of noise from plant and equipment

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: To safeguard the amenity of nearby premises and the area generally.

List of approved plans

31. 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.

191010-HAR-TPP-Rev A DB&AM Tree Protection Plan prepared by Hillside Trees Ltd., received 30 October 2019

3153 Rev A Planting Schedule dated 02.12.19 prepared by The Landmark Practice, received 17 December 2019

3153_L_HWRC Planting Maintenance Specification prepared by The Landmark Practice, received 17 December 2019

010S Proposed Southern Exit Bridge GA Details prepared by SLR Consulting Ltd dated December 2019, received 17 December 2019

0101N Proposed Northern Entrance Bridge GA Details prepared by SLR Consulting Ltd dated December 2019, received 17 December 2019

EA-002 Revision P0 Floodplain Compensation to Pigeonhouse Stream, received 20 February 2020

A-001 Revision P1 Proposed Site Layout, received 15 January 2020

002 Rev 8 Proposed Site Layout (OPTION 2.2) - 002 Rev 8 dated March 2020 prepared by SLR, received 14 February 2020

Table 5-4 (only) of the submitted Air Quality Assessment - Version 2 dated December 2019 prepared by SLR, received 23 December 2019

015 Site location plan, received 30 October 2019

002 Existing site survey and planning boundary, received 30 October 2019

004 Proposed site layout and planning boundary, received 30 October 2019

005 Proposed roof plan, received 30 October 2019

007 P0 Proposed re-use facility plans, received 30 October 2019

008 Proposed function area zoning, received 30 October 2019

011 External lighting (maintained levels of illuminance shown), received 30 October 2019

011 Maintained levels of lighting, received 30 October 2019

012 External lighting, received 30 October 2019

013 P0 Services plan, received 30 October 2019

014 P0 Proposed drainage layout, received 30 October 2019

3153_L_D_3_01 Rev A Tree pit details, received 17 December 2019

3153_L_SW_0_01 Rev C Landscape softworks, received 17 December 2019

003 Existing elevations, received 30 October 2019

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

006 Proposed site elevations, received 30 October 2019

Rev A Arboriculture impact assessment, method statement and tree protection plan dated October 2019 prepared by Hillside Trees Ltd, received 30 October 2019

Landscape and Ecological Management Plan dated October 2019, prepared by The Landmark Practice, received 30 October 2019

Ecological Precautionary Method of Working Version 01 dated October 2019 prepared by The Landmark Practice, received 30 October 2019

402.08721.00003 V01 Flood Risk Assessment and Surface Water Drainage Strategy prepared by SLR dated October 2019, received 30 October 2019

Version 3 Sustainability Statement dated February 2020 prepared by SLR, received 25 February 2020

012 External lighting (100% full output shown), received 30 October 2019

Reason: For the avoidance of doubt.

Advices**1 Contamination Advice:**

Prior to any enabling works commencing the Pollution Control team should be consulted regarding materials management on site and details provided about how the works will be managed i.e. materials management plans, permit exemptions, DoWCoP.

2 Noise Level Advice:

The recommended design criteria for dwellings are as follows:

Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms & 50 dB in outdoor living areas.

Nighttime (23.00 - 07.00) 30 dB LAeq 8 hours & LAmix less than 45 dB in bedrooms.

Where residential properties are likely to be affected by amplified music from neighbouring pubs or clubs, the recommended design criteria is as follows:

Noise Rating Curve NR20 at all times in any habitable rooms

3 Tree Planting Season Advice:

You are advised that the tree planting season is normally November to February.

4 PV Advice

The projected annual yield and technical details of the installed system will be provided by the Micro-generation Certification Scheme (MCS) approved installer.

The impact of shading on the annual yield of the installed PV system (the Shading Factor) should be calculated by an MCS approved installer using the Standard Estimation Method presented in the MCS guidance.

5 Environment Agency Advice:

Over and above the requirement for planning permission, works in, over, under or within 8 metres of the brink of the bank of the Pigeonhouse Stream, a designated Main River will require an Environmental Permit for Flood Risk Activities. Further details can be found here: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or by contacting your local Environment Agency office by emailing bridgwater.FRAP@environment-agency.gov.uk

Development Control Committee B – 18 March 2020**Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN**

The Pigeonhouse Stream will need to be assessed for Water Framework Directive (WFD) compliance, due to the proposals to construct 2 bridges across the span of the waterbody. A high level WFD Screening assessment to consider the potential impact on the waterbody will therefore need to be undertaken. This need not be an onerous exercise and can be carried out through following the link provided here: <https://www.gov.uk/government/publications/water-framework-directive-how-to-assess-the-risk-of-your-activity>. This is linked to the Flood Risk Activity Permit detailed above.

This development will require an environmental permit under the Environmental Permitting (England and Wales) Regulations 2016, Regulation 12. In circumstances where a waste activity/operation meets certain criteria, an exemption from permitting may apply, more information on exempt activities can be found here: <https://www.gov.uk/guidance/register-your-waste-exemptions-environmental-permits> The applicant is advised to contact the Environment Agency for pre application advice to discuss the issues arising from the permit application process.

Further information can be found at:

<https://www.gov.uk/government/publications/environmental-permit-pre-application-advice-form> or by contacting 03708 506506 or via email: enquiries@environment-agency.gov.uk.

6 Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the council's costs in undertaking the following actions:

- I. Drafting the Agreement
- II. A Monitoring Fee equivalent to 15% of the planning application fee
- III. Approving the highway details
- IV. Inspecting the highway works

NB: Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

7 Structure Adjacent To/Within 6m of the Highway

The development hereby approved includes the construction of structures adjacent to or within six metres of the adopted highway. You are advised that before undertaking any work on the adopted highway you must prepare and submit an AiP Structural Report.

You will be required to pay technical approval fees (as determined by the proposed category of structure to be assessed) before the report will be considered and approved. Contact the Highway Authority's Bridges and Highway Structures Team at bridges.highways@bristol.gov.uk

Development Control Committee B – 18 March 2020
Application No. 19/05204/F : 83 Hartcliffe Way Bristol BS3 5RN

8 Travel Plan Statement / Travel Plan - Not Submitted

You are advised that a Travel Plan Statement / Travel Plan is required to be prepared and submitted using the Travel Plan Guide for New Developments and the associated templates at www.travelplans.gov.uk/travelplans

9 Other Highway Advice - BNET Duct and Fibre:

The applicant is advised BNET Duct and Fibre runs the length of footway on Hartcliffe Way. The applicant should outline the protection and quality levels expected in any build to protect BCC network within any highway works submission required by condition.

10 Noise - plant & equipment

Anti vibration mounts should be used to isolate plant from fixed structures and a flexible connector used to connect the flue to the fan if there is a potential to transmit vibration to any noise sensitive property. Any systems will also need regular maintenance so as to reduce mechanical noise.

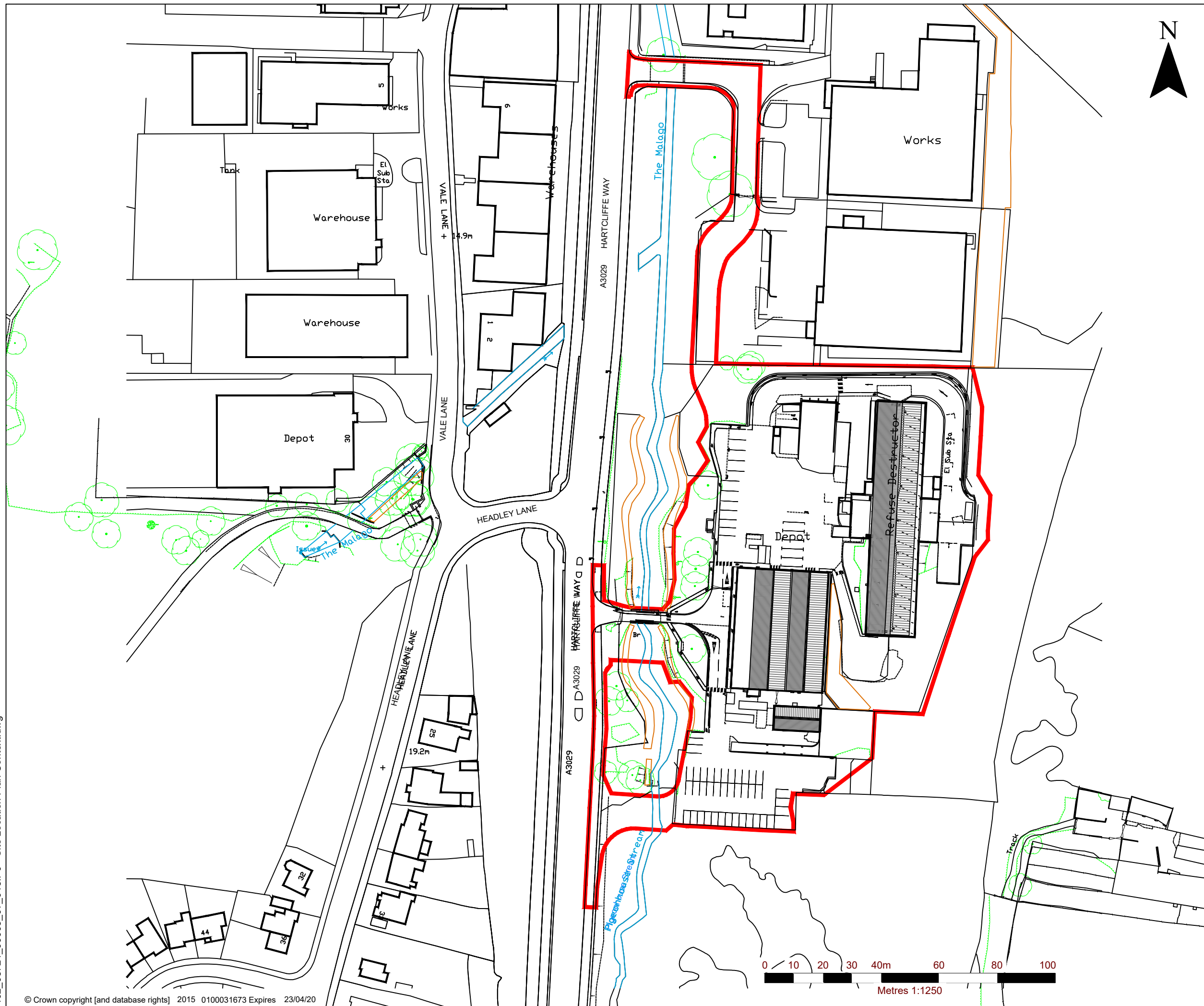
11 Tree Protection:

You are advised to refer to BS5837: 2012 Trees in relation to construction for detailed information on types of tree protection, protection zones and other relevant matters.

Supporting Documents

4. 83 Hartcliffe Way

1. Site location plan context
2. Existing site & planning boundary
3. Existing site elevations
4. Proposed site layout
5. Proposed site elevations
6. Landscape softworks
7. Accurate visual reporestations



LEGEND

PLANNING SITE BOUNDARY

BRISTOL
waste

SLR
global environmental solutions

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www.slrconsulting.com

HARTCLIFFE WAY HRRC

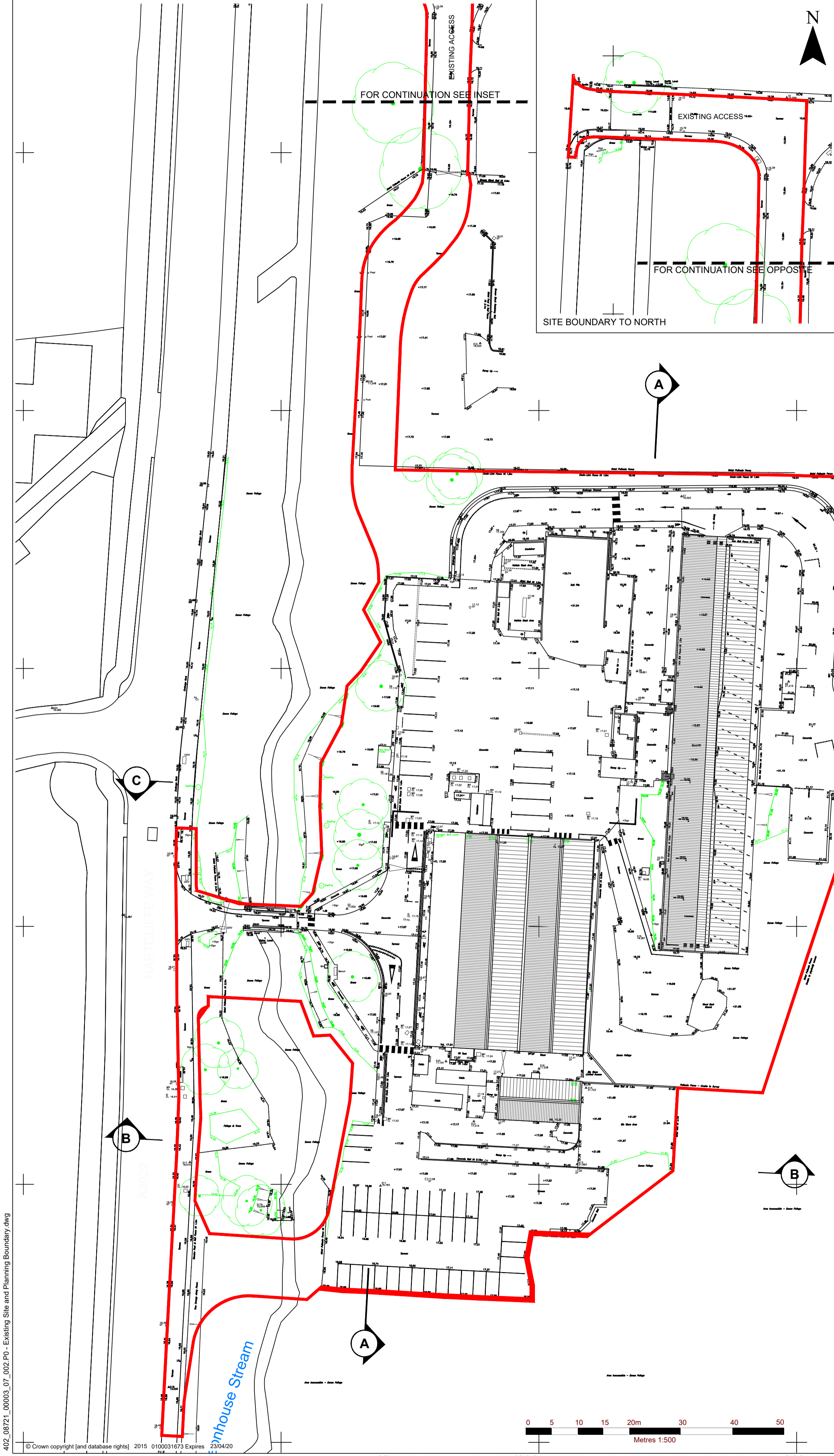
HRRC DEVELOPMENT

SITE
LOCATION PLAN
CONTEXT

015

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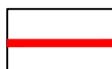
Date
OCTOBER 2019





NOTES

FOR SECTIONAL ELEVATIONS SEE
DRAWING 03 - EXISTING SITE ELEVATIONS

LEGEND

 PLANNING SITE BOUNDARY





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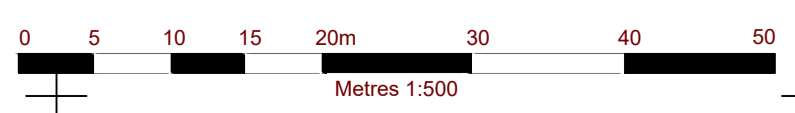
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HARTCLIFFE WAY HRRC
HRRC DEVELOPMENT
AS EXISTING
SITE SURVEY
PLANNING BOUNDARY

002

Scale 1:500 @ A2

Date OCTOBER 2019



402_08721_00003_07_002.P0 - Existing Site and Planning Boundary.dwg

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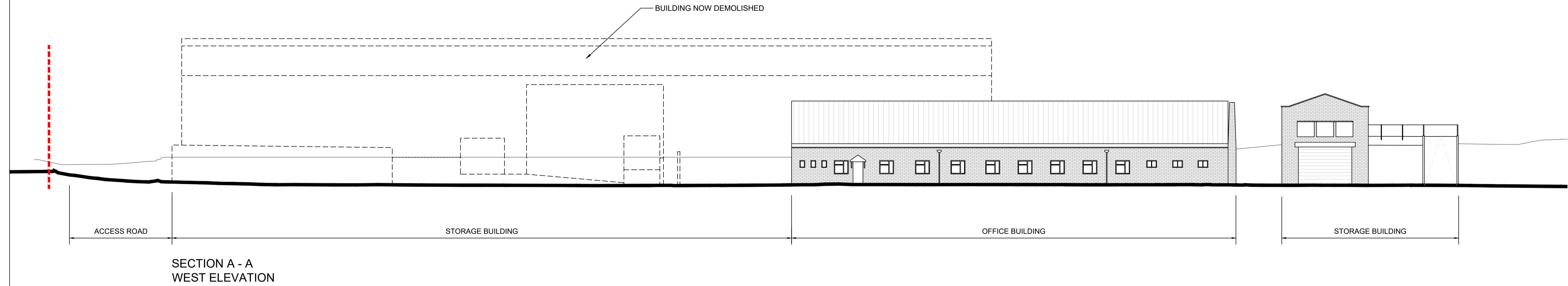
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402_08721_00003_07_003.P0 - Existing Site Elevations.dwg

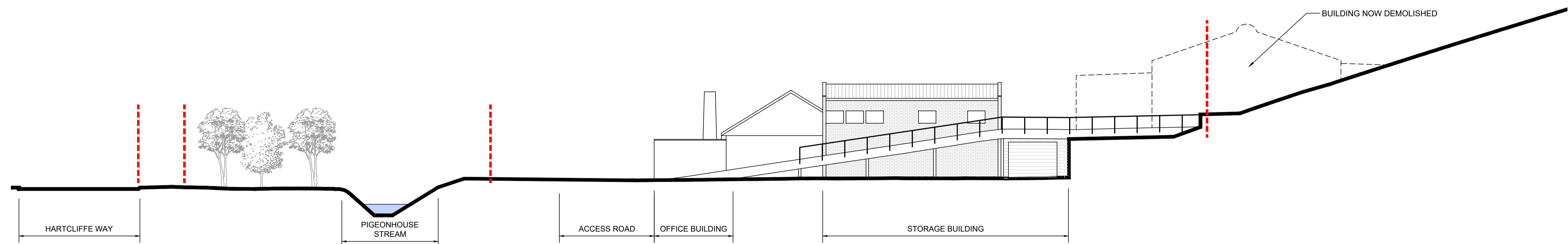
LEGEND

INDICATIVE SITE BOUNDARY

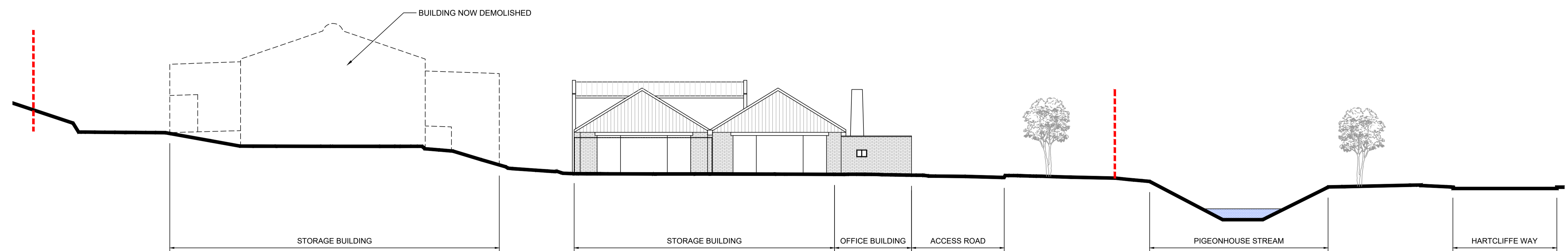
OUTLINE OF BUILDINGS
RECENTLY DEMOLISHED



SECTION B - B
SOUTH ELEVATION



SECTION C - C
NORTH ELEVATION



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HARTCLIFFE WAY HRRC

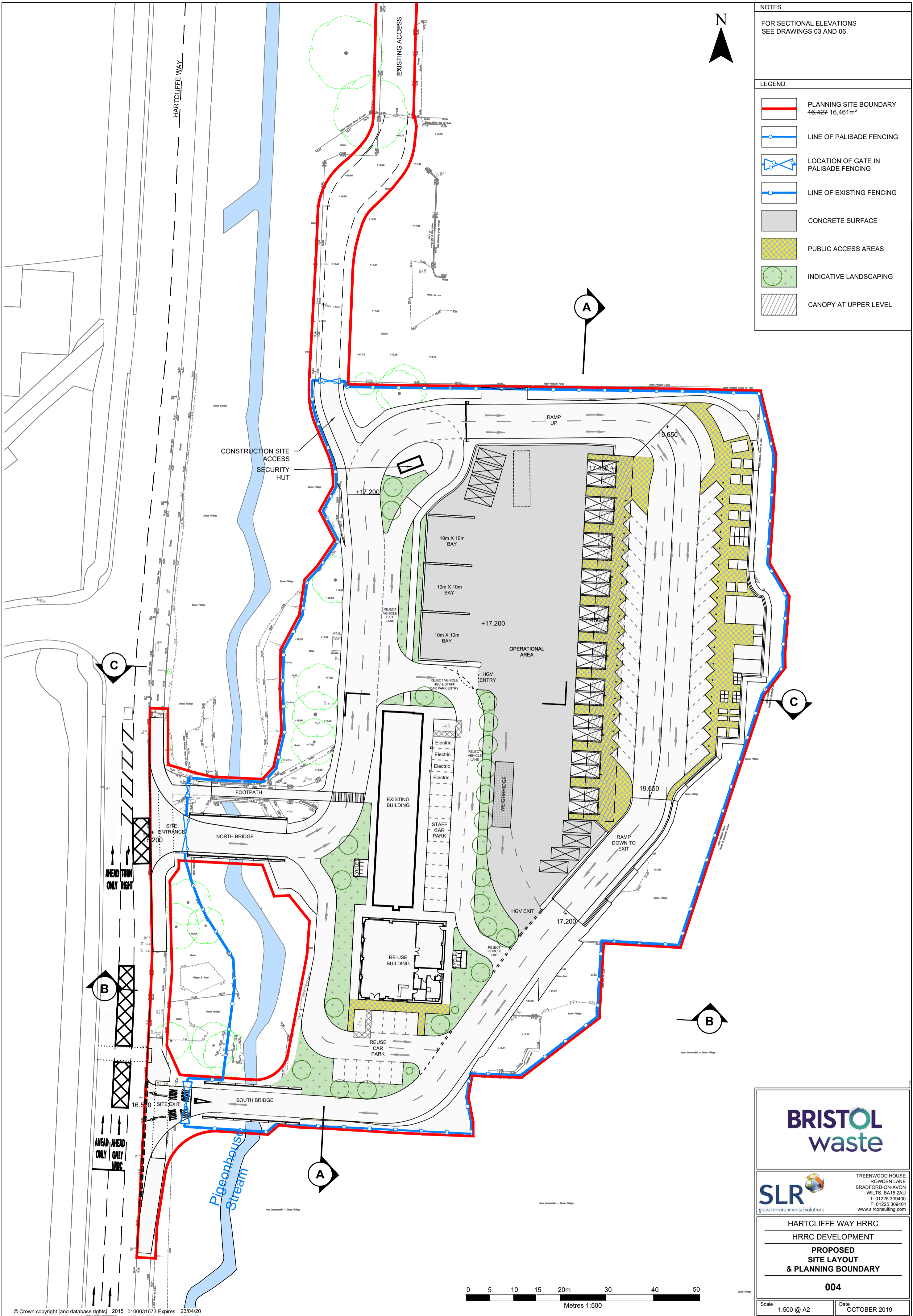
HRRC DEVELOPMENT

EXISTING
SITE ELEVATIONS

003

Scale: 1:200 @ A1

Date: OCTOBER 2019



NOTES

FOR SECTIONAL ELEVATIONS
SEE DRAWINGS 03 AND 06

LEGEND

PLANNING SITE BOUNDARY
46,427 16,461m²

LINE OF PALISADE FENCING

LOCATION OF GATE IN
PALISADE FENCING

LINE OF EXISTING FENCING

CONCRETE SURFACE

PUBLIC ACCESS AREAS

INDICATIVE LANDSCAPING

CANOPY AT UPPER LEVEL

BRISTOL
waste

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HARTCLIFFE WAY HRRC
HRRC DEVELOPMENT

PROPOSED
SITE LAYOUT
& PLANNING BOUNDARY

004

Scale
1:500 @ A2

Date
OCTOBER 2019

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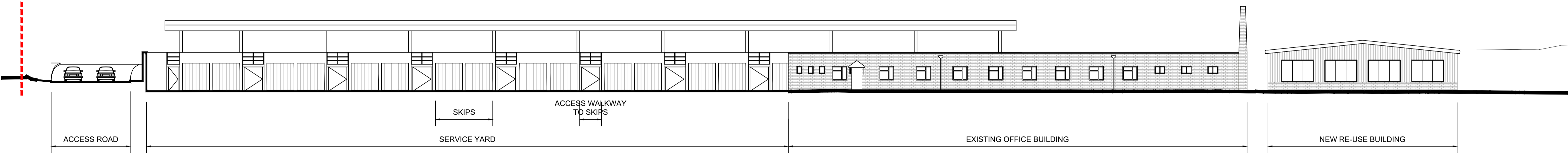
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LEGEND

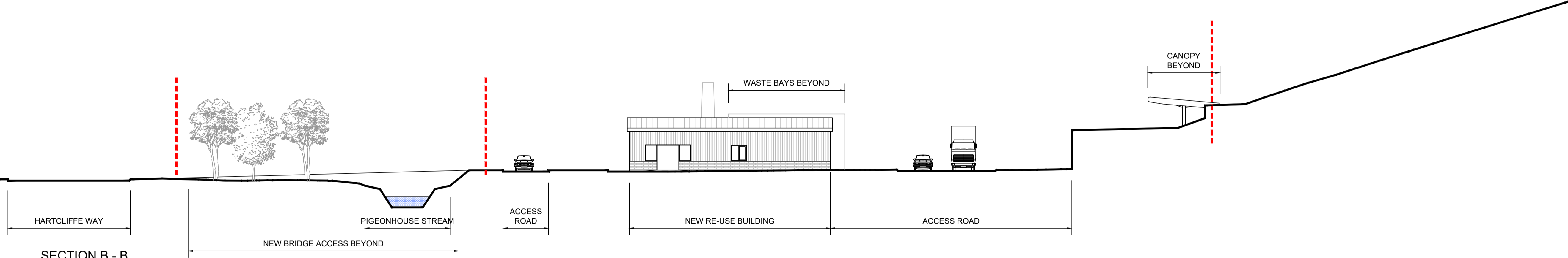
FOR PROPOSED RE-USED BUILDING SEE DRAWING 007

INDICATIVE SITE BOUNDARY

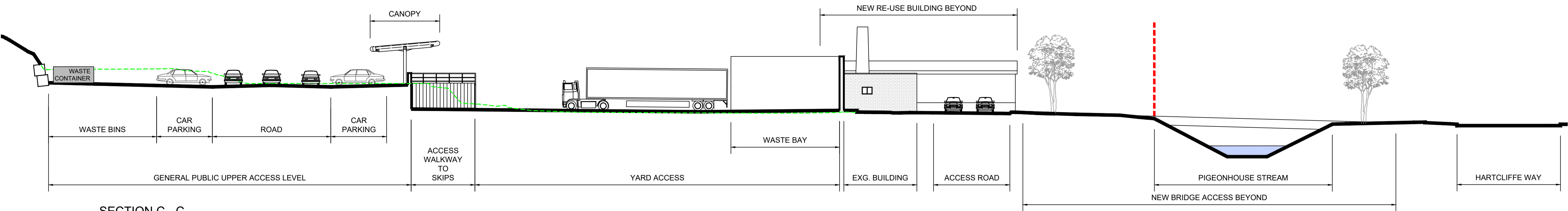
EXISTING GROUND LEVEL



SECTION A - A
WEST ELEVATION



SECTION B - B
SOUTH ELEVATION



SECTION C - C
NORTH ELEVATION



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HRRC DEVELOPMENT

PROPOSED
SITE ELEVATIONS

006

Scale
1:200 @ A1

Date
OCTOBER 2019

402_08721_00003_07_006_P0 - Proposed Site Elevations.dwg



Environmental Planning	EIA	Landscape Architecture	Ecology
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- DRAWING NOTES:
- To be read in conjunction with the following documents:
- 3153 L Planting Schedule

enquiries@thelandmarkpractice.com
www.thelandmarkpractice.com

Status: PLANNING	Drawn: JS	Checked: SB
Scale: 1:500@A3	Date: 19.06.19	Approved: LF
Drawing Number: 3153 L SW 0 01		Rev: C

HARTCLIFFE WAY RECYCLING CENTRE ACCURATE VISUAL REPRESENTATIONS

DECEMBER 2019

LANDMARK REF: 3153

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Project: Hartcliffe Way Recycling Centre

Prepared by: The Landmark Practice
Hope Chapel House
Hope Chapel Hill
Hotwells, Bristol
BS8 4ND

Tel: 0117 923 0455

Landmark Ref: 3153

Client: Bristol Waste

Architect: SLR Consulting

The information which we have prepared and provided is true, and has been prepared and provided in accordance with professional guidelines. Since the original viewpoints were undertaken in February 2019 the Landscape Institute guidelines have been updated (Visual Representation of Development Proposals, Technical Guidance Note 06/19 17th September 2019), for consistency the additional view contained in this document has been produced in accordance with guidelines which were current at the time of the original set of views (February 2019) .The additional viewpoint contained within this document was requested following the planning application submission.

Notes:

- The descriptions of the views within this document have been provided by a chartered member of the Landscape Institute.
- They have been included purely to describe the existing baseline viewpoint and any changes in the view brought about by the proposed development.
- The descriptions within this document do not form a full Landscape and Visual Impact Assessment (LVIA).

Version	Prepared by	Checked by	Approved by	Issued on
V1	GS	JS	AS	02/12/19

*D denotes a Draft version

\\TLP-DC1\Data\PROJECTS\3150 - 3199\3153 - Hartcliffe Way Recycling Centre\GRAPHICS (WORKING)\3153_Hartcliffe_Photomontages.indd



Image source: Google Earth

View	AVR Level 1 (wireframe)	AVR Level 3 (rendered)
02	●	
04	●	
05	●	
07		●
08	●	



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Distance to:

Bearing to:

Viewpoint grid reference:

Viewpoint ground height:

Date & time of photo:

Camera:

Lens, FL, max aperture:

502 m

0.2° from north

E: 358129.0 N: 169174.8

39.3m AOD

11/04/2019 09:01

Nikon D750

Fixed 50mm lens, F8

Revision:

Drawn:

Date:

-

GS

02/12/19

Recommended viewing distance:

Weather:

Visibility:

380mm

Dry, sunny intervals

Good

Sheet Size:

Checked:

Authorised:

A3

JS

GM

Project:

Client:

Drawing title:

Hartcliffe Way Recycling Centre

Bristol Waste

Viewpoint 2 - Existing View

Fig:

2.1



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Distance to: 502 m
Bearing to: 0.2° from north
Viewpoint grid reference: E: 358129.0 N: 169174.8
Viewpoint ground height: 39.3m AOD
Date & time of photo: 11/04/2019 09:01
Camera: Nikon D750
Lens, FL, max aperture: Fixed 50mm lens, F8

Revision: -
Drawn: GS
Date: 02/12/19
Sheet Size: A3
Checked: JS
Authorised: GM
Recommended viewing distance: 380mm
Weather: Dry, sunny intervals
Visibility: Good

Project: Hartcliffe Way Recycling Centre
Client: Bristol Waste
Drawing title: Viewpoint 2 - Wireframe

Fig:
2.2

\\TLP-DC1\Data\PROJECTS\3150 - 3199\3153 - Hartcliffe Way Recycling Centre\GRAPHICS (WORKING)\InDesign\3153_Hartcliffe_Photomontages.indd



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Distance to: 63 m
Bearing to: 21.5° from north
Viewpoint grid reference: E: 358061.2 N: 169630.8
Viewpoint ground height: 17.2m AOD
Date & time of photo: 11/04/2019 09:16
Camera: Nikon D750
Lens, FL, max aperture: Fixed 50mm lens, F8

Revision: -
Drawn: GS
Date: 02/12/19
Sheet Size: A3
Checked: JS
Authorised: GM
Recommended viewing distance: 380mm
Weather: Dry, sunny intervals
Visibility: Good

Project: Hartcliffe Way Recycling Centre
Client: Bristol Waste
Drawing title: Viewpoint 4 - Existing View

Fig:
3.1

\\TLP-DC1\Data\PROJECTS\3150 - 3199\3153 - Hartcliffe Way Recycling Centre\GRAPHICS (WORKING)\InDesign\3153_Hartcliffe_Photomontages.indd



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Distance to: 63 m
Bearing to: 21.5° from north
Viewpoint grid reference: E: 358061.2 N: 169630.8
Viewpoint ground height: 17.2m AOD
Date & time of photo: 11/04/2019 09:16
Camera: Nikon D750
Lens, FL, max aperture: Fixed 50mm lens, F8

Revision: -
Drawn: GS
Date: 02/12/19
Sheet Size: A3
Checked: JS
Authorised: GM
Recommended viewing distance: 380mm
Weather: Dry, sunny intervals
Visibility: Good

Project: Hartcliffe Way Recycling Centre
Client: Bristol Waste
Drawing title: Viewpoint 4 - Wireframe

Fig:
3.2



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Distance to: 75m
Bearing to: 165.6° from north
Viewpoint grid reference: E: 358074.7 N: 169905.5
Viewpoint ground height: 15.6m AOD
Date & time of photo: 11/04/2019 09:21
Camera: Nikon D750
Lens, FL, max aperture: Fixed 50mm lens, F11

Revision: -
Drawn: GS
Date: 02/12/19
Sheet Size: A3
Checked: JS
Authorised: GM
Recommended viewing distance: 380mm
Weather: Dry, sunny intervals
Visibility: Good

Project: Hartcliffe Way Recycling Centre
Client: Bristol Waste
Drawing title: Viewpoint 5 - Wireframe

Fig:
4.2

\\TLP-DC1\Data\PROJECTS\3150 - 3199\3153 - Hartcliffe Way Recycling Centre\GRAPHICS (WORKING)\InDesign\3153_Hartcliffe_Photomontages.indd



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Distance to: 393m
Bearing to: 86.4° from north
Viewpoint grid reference: E: 357688.8 N: 169703.3
Viewpoint ground height: 36.5m AOD
Date & time of photo: 11/04/2019 09:31
Camera: Nikon D750
Lens, FL, max aperture: Fixed 50mm lens, F10

Revision: -
Drawn: GS
Date: 02/12/19
Sheet Size: A3
Checked: JS
Authorised: GM
Recommended viewing distance: 380mm
Weather: Dry, sunny intervals
Visibility: Good

Project: Hartcliffe Way Recycling Centre
Client: Bristol Waste
Drawing title: Viewpoint 7 - Existing View

Fig:
5.1

\\TLP-DC1\Data\PROJECTS\3150 - 3199\3153 - Hartcliffe Way Recycling Centre\GRAPHICS (WORKING)\InDesign\3153_Hartcliffe_Photomontages.indd



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Environmental Planning • EIA • Landscape Architecture • Ecology • Architectural Graphics

Distance to: 393m
Bearing to: 86.4° from north
Viewpoint grid reference: E: 357688.8 N: 169703.3
Viewpoint ground height: 36.5m AOD
Date & time of photo: 11/04/2019 09:31
Camera: Nikon D750
Lens, FL, max aperture: Fixed 50mm lens, F10

Revision: -
Drawn: GS
Date: 02/12/19
Sheet Size: A3
Checked: JS
Authorised: GM
Recommended viewing distance: 380mm
Weather: Dry, sunny intervals
Visibility: Good

Project: Hartcliffe Way Recycling Centre
Client: Bristol Waste
Drawing title: Viewpoint 7 - Wireframe

Fig:
5.2

\\TLP-DC1\Data\PROJECTS\3150 - 3199\3153 - Hartcliffe Way Recycling Centre\GRAPHICS (WORKING)\InDesign\3153_Hartcliffe_Photomontages.indd



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Distance to: 393m
Bearing to: 86.4° from north
Viewpoint grid reference: E: 357688.8 N: 169703.3
Viewpoint ground height: 36.5m AOD
Date & time of photo: 11/04/2019 09:31
Camera: Nikon D750
Lens, FL, max aperture: Fixed 50mm lens, F10

Revision: -
Drawn: GS
Date: 02/12/19
Sheet Size: A3
Checked: JS
Authorised: GM
Recommended viewing distance: 380mm
Weather: Dry, sunny intervals
Visibility: Good

Project: Hartcliffe Way Recycling Centre
Client: Bristol Waste
Drawing title: Viewpoint 7 - Rendered

Fig:
5.3



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Distance to: 582m
Bearing to: 108.3° from north
Viewpoint grid reference: E: 357534.0 N: 169997.1
Viewpoint ground height: 67.2m AOD
Date & time of photo: 11/04/2019 09:53
Camera: Nikon D750
Lens, FL, max aperture: Fixed 50mm lens, F10

Revision: -
Drawn: GS
Date: 02/12/19

Recommended viewing distance: 380mm
Weather: Dry, sunny intervals
Visibility: Good

Sheet Size: A3
Checked: JS
Authorised: GM

Project: Hartcliffe Way Recycling Centre

Client: Bristol Waste

Drawing title: Viewpoint 8 - Wireframe

Fig:

6.2