

Bath & North East Somerset Council			
MEETING/ DECISION MAKER:	Climate Emergency and Sustainability PDS Panel		
MEETING DATE:	27th November 2025	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	9999
TITLE:	Bath Recycling Centre and Locksbrook Rd Transport Depot Refurbishment Projects - Update		
WARD:	Newbridge Ward		
AN OPEN PUBLIC ITEM			
List of attachments to this report:			
None			

1 RECOMMENDATION

The Climate Emergency and Sustainability PDS Panel is asked to;

- 1.1 Note the update to the panel on the project to construct a new Recycling Centre for Bath in Locksbrook Rd to replace Midland Rd when it closes in 2026 for Council housing delivery.
- 1.2 Note the update to the panel on the project to refurbish the Locksbrook Rd Transport Depot to house Cleansing Services and retain SEND Passenger Transport onsite

2 THE REPORT

- 2.1 A [planning application 24/03168/REG03](#) was submitted August 2024 for a recycling centre on Locksbrook Road to replace the provision at Midland Road when this site is redeveloped for market and affordable housing. Permission was granted by planning committee for the Locksbrook site in April 2025
- 2.2 The Midland Road housing scheme site has full permission for 176 market sale and affordable homes. The scheme summary can be found here <https://www.bathnes.gov.uk/midland-road-housing-development-overview>
- 2.3 Funding from Homes England has been sourced for site remediation and infrastructure works at Bath Riverside. The funds are committed to cleaning up the riverside site to unlock housing and to improve the highways at the Midland Road intersection.

- 2.4 Aequus, the council's wholly owned housing company secured planning for 176 homes in 2020. The redevelopment of the site for housing is linked to the relocation of the recycling facility.
- 2.5 In line with the relocation of waste services, work is commencing on the demolition and land remediation to make way for the high-quality sustainable homes. The homes will be owned by the Council and who work in partnership with Homes England to maximise affordable housing delivery.
- 2.6 A demolition contract was awarded in November 2025 to start the enabling works. Demolition of the buildings in the North East corner of the Midland Road Depot will allow the road widening works to take place next year.
- 2.7 The contractor is about to submit their detailed demolition plan. Indicatively, an internal strip out of the existing buildings will occur in December 2025 with full demolition taking place in January 2026. Gates on Upper Bristol Road can be used as access to site to keep demolition vehicles away from public access to the existing Bath Recycling Centre.
- 2.8 The highways works will then be undertaken later in 2026, followed by the remediation of the Midland Road land.
- 2.9 The new Recycling Centre for Bath will only happen when the B&NES Street Cleansing Service relocate to a new depot on Locksbrook Road North. The new depot is less than 50 meters from their existing depot.
- 2.10 Locksbrook Road Transport Depot is divided into 2 units; Cleansing will occupy Unit 1 and SEND Passenger Transport will continue to occupy Unit 2. Unit 1 requires extensive refurbishment to bring it up to usable standard for Cleansing Services occupation. Unit 2 requires light refurbishment to bring it up to acceptable standard for occupation.
- 2.11 The Council appointed EW Beard on 1 September to construct the new Bath Recycling Centre and to refurbish Units 1 and 2 at Locksbrook Rd Depot and also appointed RLB to act as NEC4 Project Manager and Site Supervisor
- 2.12 The facility that B&NES Street Cleansing Service are vacating will be used for the Locksbrook Road Recycling Centre, along with the adjacent vacant premises previously occupied by Bath VW
- 2.13 The programme of works is outlined as follows:

Locksbrook Road North, Unit 1 – the old Fleet Transport Depot

- Enabling Works & Site Set Up – Monday 1st December 2025
- Work starts – Thursday 4th December 2025
- Completion Phase 1 Unit 1 – Friday 27th March 2026

Locksbrook Road North, Unit 2 – the current SEND Passenger Transport Depot

- Phase 3 Unit 2 – Monday 30th March 2026
- Phase 3 Unit 2 – 22nd July 2026

Locksbrook Road South – Recycling Centre (currently the Cleansing Depot)

- Phase 2 Recycling Centre Excluding Offices – Monday 2nd February 2026
- Phase 2 Recycling Centre, Including Offices – Monday 30th March 2026
- Completion Phase 2 Recycling Centre – Tuesday 15th September 2026

The completion date for the whole of the works is Tuesday 15th September 2026

2.14 The council's strategic objectives and climate and nature emergency objectives are described to tender bidders and EW Beard described in their bid how they intend to actively reduce carbon footprint and help B&NES achieve its zero carbon policy goals through the contract

2.15 The Beard Site Waste Management Plan details measures on how to reduce waste throughout the project including segregation and recycling including with the supply chain, and Beard are committed to net zero by 2050 with an interim carbon reduction of 25% by 2026 from 2019 baseline

2.16 We are working with EW Beard and B&NES colleagues to identify and deliver Social Value with the schemes which we aim to deliver to the Locksbrook local community or preserve/enhance the natural environment of the Locksbrook and Riverline area.

2.17 We are in conversation with colleagues on the installation of solar panels on the roof of the existing office building at the new RC, provided the roof structure can support them.

2.18 The new heating and hot water systems for the new Cleansing Depot and SEND Passenger Transport Depot will be run using Air Source Heat Pumps

2.19 There will be 4no EVCPs (Electric Vehicle Charge Points) for the Cleansing Facility with a view to future proofing to ensure future capabilities in the event of further electric vehicles being utilised in this service.

2.20 A comprehensive communications process ensures a coordinated output for all parties involved in the various projects associated with Midland Road housing redevelopment, the Waste and Recycling Service and the wider Locksbrook area.

2.21 Locksbrook Residents Parking Zones - Since the initial rollout of RPZs in 2023, BANES has reviewed their effectiveness and explored opportunities for expansion. In 2025, the Council is proposing extensions to existing RPZs around Locksbrook Road and Audley Grove.

2.22 The council consults communities on RPZs where local residents have expressed their concern regarding the availability of on-street parking and willingness to consider an RPZ to their ward councillor. Locksbrook Road RPZ proposal is an area where residents are experiencing parking displacement from neighbouring RPZs installed in 2022-23

2.23 RPZs are membership schemes that allow eligible residents to buy permits to park in the zone. RPZs fall under our Liveable Neighbourhood policy and work

2.24 The first of two rounds of consultation has gone live for the proposed RPZ for the Locksbrook area: <https://www.bathnes.gov.uk/locksbrook-road-area-residents-parking-zone-public-consultation>

3 STATUTORY CONSIDERATIONS

3.1 All statutory consultees submitted their reports as part of the planning process and the planning file is [here](#).

3.2 As part of the planning permission, a number of conditions are stipulated within the [decision notice](#), generally concerning the protection of the surrounding environment. These include:

- a) Detailed Arboricultural Method and Compliance Statements which include a replacement tree planting schedule
- b) An Archaeological Watching Brief
- c) A Remediation Scheme and Verification Report and compliance with any unexpected contamination
- d) A Flood Warning Evacuation Plan
- e) A Construction Environmental Management Plan (CEMP): Biodiversity
- f) A Biodiversity Gain and Habitat Management Plans
- g) Details of External & Internal Lighting for the protection of the riverside bat corridor
- h) An Ecological Compliance Statement & Follow-up Report
- i) Compliance to Operational Hours, Noise Mitigations, Gull Mitigations
- j) Flood Risk Assessment
- k) Construction Management Plan
- l) Operational Statement
- m) Traffic queue monitoring which is a bespoke trigger and will take place for 4 months following opening

3.3 The Traffic queue monitoring condition reads 'Within 4 months of the first operation of the waste and recycling centre use hereby permitted, the first 4 months of monitoring data for bookings and off-site queuing shall be submitted to and approved in writing by the Local Planning Authority. Should the monitoring data indicate queuing associated with the operation of the waste and recycling centre use is occurring, then the submission should be accompanied by further measures intended to mitigate and/or

reduce this queuing (including but not limited to amendments to the operational statement) and a timetable for their implementation. Thereafter, the waste and recycling centre shall operate in accordance with the approved mitigation measures which shall be implemented in accordance with the approved details and timetable'

- 3.4 Waste Services Operations have committed to ensuring that queues will not build up outside the new Bath RC and a full description of how this will be done is in the [Operational Statement](#) published within the planning submission. The Operational Statement is also conditioned
- 3.5 The booking system has a max of 14 slots per 15 minutes, but this will be curtailed at opening at 08:00 and then operate with as few as 10 slots per 15 minutes to ensure the site is operating effectively. Available slots will only increase if it is demonstrated that queues will not build as a result.
- 3.6 To support residential amenity all traffic leaving site will be directed to turn right and exit Locksbrook Rd onto the Upper Bristol Rd junction

4 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 4.1 One additional site operative resource is allocated (1no FTE) to manage and monitor vehicles entering the Recycling Centre and to ensure the booking system is strictly adhered to

5 RISK MANAGEMENT

- 5.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

6 EQUALITIES

- 6.1 As a customer-facing service with significant use by residents across the district, recycling centres have a core focus of equality and accessibility; Equalities Impact Assessments are updated at the time when service changes are planned and implemented and an [EgIA](#) has been published for the new Bath Recycling Centre.

7 CLIMATE CHANGE

- 7.1 The New Bath Recycling Centre is a non-hazardous facility that will accept bulky waste items, including soft furnishings such as sofas, garden waste, wood waste, scrap metals and cardboard as well as residual waste (black bag waste). There will also be containers for kerbside collected materials such as paper, glass, aluminium and steel cans, plastics, shoes and textiles.
- 7.2 Residents with hazardous waste items such as gas bottles, chemicals, paints and tyres etc. can deposit these items at Keynsham Recycling Hub and Old Welton Recycling Centre, which have the appropriate facilities and capacity to process them.

- 7.3 The new recycling centre will take majority of items currently accepted at Midland Road, including most household items which equates to nearly 80% of the current tonnages taken at Midland Road.
- 7.4 Providing provision for recycling in Bath will ensure B&NES Council is able to maintain its excellent record for recycling details of which are published <https://www.bathnes.gov.uk/document-and-policy-library/household-waste-and-recycling-statistics> and the latest figures show a 60.5% recycling rate for 2024/25.
- 7.5 Separation of heavy items such as garden waste and wood from the overall waste stream makes both financial and environmental sense because of the high cost of waste disposal. Items such as metals and cardboard provide an income that would not be available if these items were not separated from the waste stream. This has a positive impact on household recycling rates.
- 7.6 It is worth noting the following items can be collected kerbside in the green box - clothing and textiles, small electrical items, batteries and for more information visit <https://www.bathnes.gov.uk/green-recycling-box>

8 OTHER OPTIONS CONSIDERED

- 8.1 Not applicable

9 CONSULTATION

- 9.1 Following positive pre-application advice from Planning Services, a public engagement exercise took place during June 2024. A [website](#) was set up to explain the development proposals with information updates. A drop in event on 18th June 2024 was held in Locksbrook Road at the former MOT test centre offices which was attended by circa 100 people and the local Ward Members. Feedback was collected and informed the design of the planning application which was submitted in August 2024. There were 2 statutory planning consultation periods because of amendments to the scheme. Following decision by Planning Committee in April 2025, no JR was received
- 9.2 The Single Member Decision E3613 has been completed and budgets drawn down to enable the project to commence
- 9.3 As part of the Environment Agency (EA) Waste Permit Variation process for the new recycling centre, the EA have designated the site to be of '*high public interest*'. This means there will be additional local consultation before the permit to operate is granted and potentially greater scrutiny by the EA around processes such as pollution abatement strategy, notably noise, odour and dust management.
- 9.4 The EA also requires that a Flood Risk Activity Permit (FRAP) is issued prior to the commencement of any construction works within 8m of the River Avon. The FRAP is currently in determination stage with the EA

Contact person	Simon Porter, Head of Waste and Fleet
Background papers	
Please contact the report author if you need to access this report in an alternative format	