

# Wiltshire and Swindon Waste Site Allocations

Local Plan  
Adopted February 2013

## Swindon Borough Council

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Front cover, middle image: Imagery used at the public consultation for Bore Hill Farm, Warminster.  
Client: Malaby Biogas. Landscape Architects: Macgregor Smith Landscape Architects

Wiltshire and Swindon  
Waste Site Allocations Local Plan  
February 2013

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## Executive Summary

The Wiltshire and Swindon Waste Site Allocations Local Plan is the final document in the current waste planning policy framework for Wiltshire and Swindon. The document takes its lead from the policy framework set out in the adopted Wiltshire and Swindon Waste Core Strategy (July 2009) and Waste Development Control Policies (September 2009).

This plan presents a framework of 35 strategic and local scale sites offering a range of potential waste uses to flexibly meet the capacity requirements of Wiltshire and Swindon up to 2026<sup>(1)</sup>.

Following extensive assessment and appraisal work undertaken since 2005/06, the following list of sites are considered to represent the best and most deliverable options for future waste management development. Once adopted, these sites will have 'preferred area' status.

For ease of reference, the plan is divided into sections that broadly equate to the former district council areas:

- Section 2: North Wiltshire waste sites
- Section 3: West Wiltshire waste sites
- Section 4: East Wiltshire waste sites
- Section 5: South Wiltshire waste sites
- Section 6: Swindon waste sites

Each proposed site is illustrated on an inset map which links to an adopted policies map. These are accompanied by a table providing a brief description of the site and highlighting issues that should be addressed in detail at the planning application stage. The list of issues to address should not be seen as exhaustive, particularly as circumstances will change over time and the exact details relating to individual site specific proposals cannot be pre-determined.

The site inset maps illustrate the site boundary that will be safeguarded for waste management purposes. Where the site location is an existing or proposed employment allocation or industrial estate, it will be safeguarded for potential future waste use in line with policy WCS4 of the Waste Core Strategy.

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1 Until reviewed, the adopted Waste Core Strategy establishes 2026 as the 'plan period' for all Wiltshire and Swindon waste planning policy documents.



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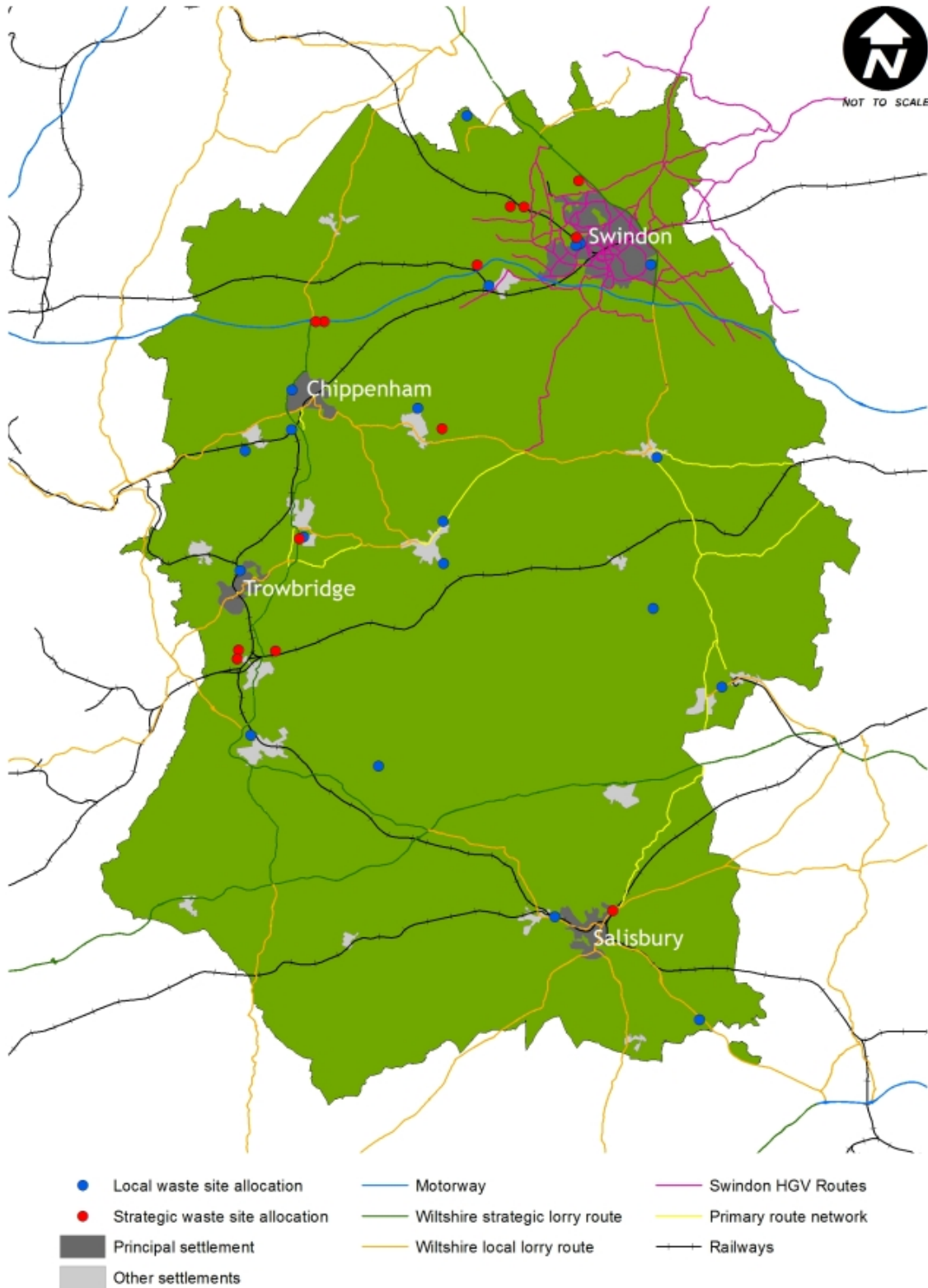
# 1 Introduction

- 1.1** The submission draft Waste Site Allocations Local Plan is the third in a series of documents designed to guide the use of land within Wiltshire and Swindon for waste management development. Once adopted, it will form part of both Wiltshire and Swindon's Local Development Plans and, as such, should be read within the context of the wider development plan for these areas. This document takes its lead from the policy framework set out in the adopted Wiltshire and Swindon Waste Core Strategy (July 2009) and Waste Development Control Policies Development Plan Documents (DPDs) (September 2009)<sup>(2)</sup> It provides a spatial representation of the principles set out in these documents by presenting what Wiltshire Council and Swindon Borough Council consider to be a sound framework of local and strategic sites suitable to meet future waste management needs across Wiltshire and Swindon up to 2026.
- 1.2** The sites contained in this document are classed as either 'strategic' or 'local' and, as set out above, these definitions accord with the overarching policy framework set out in the adopted Waste Core Strategy. In addition, the site allocations have been identified in accordance with national policy and include:
- i. Site specific allocations; or
  - ii. Areas of search comprising land allocated for employment uses, including existing industrial areas within which waste uses could be accommodated, as and when natural churn provides opportunities to utilise vacant plots; or areas of land capable of accommodating new, or additional waste management development and all required mitigation measures within the designated site boundary.
- 1.3** In recognition of the need to be flexible and responsive to change, sufficient sites have been identified (figure 1.1) to provide room for existing waste management facilities to grow, as well as provide opportunity for new facilities and/or technologies to become established. In accordance with the provisions of the revised European Waste Framework Directive and national policy, the councils support the principle that waste should be thought of as a resource, rather than materials for crude disposal. The overall aim of the Wiltshire and Swindon Waste Development Plan is to encourage waste to be driven up the waste management hierarchy in order to break the reliance on landfill and thereby to maximise the re-use of material as a resource.
- 1.4** In principle the councils will be supportive of applications for appropriate waste management facilities within the locations set out in this document. Each allocation will be subject to a detailed planning application process. Proposals for waste management development on sites not included within this document will still be considered on their own merits, if they demonstrate that they are in keeping with national policy and the policies of the development plan (see policy WSA1). Where appropriate, opportunities to develop waste management facilities within the strategic site allocations set out within the emerging Wiltshire Core Strategy may also be explored. Such schemes could take the form of appropriately scaled and designed recycling facilities or district heating schemes. In all such cases, the policies of the local Development Plan (principally the Waste Development Plan) will be used to determine detailed proposals.

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2 The Waste Core Strategy sets out the strategic planning policy framework for waste management until 2026. The Waste Development Control Policies DPD contains a series of policies for determining applications for waste management development within Wiltshire and Swindon. These documents were adopted prior to the Town & Country Planning (England) (Local Development) Regulations 2012 and hence the term 'Development Plan Document' has since been replaced with the term 'Local Plan'. For the purpose of this document these plans are still referred to as DPDs.

Figure 1.1 Waste site allocations in Wiltshire and Swindon



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## **WSA1: Presumption in Favour of Sustainable Development**

When considering waste development proposals the councils will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Each council will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (or policies in other adopted Local Plans of the Councils) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then planning permission will be granted unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits assessed against the policies in the NPPF taken as a whole; or
- Specific policies in the NPPF indicate that development should be restricted.

### **The evidence base**

**1.5** A significant amount of evidence has been gathered to establish whether, in principle, the sites contained within this document are suitable for waste development. Clearly, the evidence used to support a site allocation in the development plan will not be as detailed as expected for a planning application. Therefore, further detailed and up to date evidence will be required to support a planning application for waste management uses. For this reason, the councils have, for each site identified within this document, included a site profile table highlighting particular issues to be addressed at the planning application stage. This will also assist applicants in meeting the requirements of Policy WDC2 of the adopted Waste Development Control Policies DPD.

**1.6** The main evidence base to support this document comprises:

- Report on site selection process (detailing the consultation and evidence gathering work undertaken since 2006)
- Summary of waste site appraisal matrices report (initial site appraisal matrices to highlight key issues)
- Waste management directory (summary of waste management facilities/technologies being considered)
- Joint waste site allocations site survey report (Atkins, 2010) covering assessments on:
  - Cultural heritage
  - Landscape/visual impact
  - Noise
  - Air quality and odour
  - Water environment
  - Contaminated land
  - Transport
- Waste capacity gap report (updating the evidence used to estimate the need for waste management facilities in Wiltshire and Swindon)
- Flood risk and development sequential test report

- Level 1 Strategic Flood Risk Assessment (SFRA) update (Scott Wilson, 2010)
- Ecological site briefings report and test of likely significance on European sites
- Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) report (including Cumulative Effects Assessment) (Enfusion, 2011)
- Habitats Regulation Assessment (HRA) report (Enfusion, 2011).

**1.7** The councils will keep the evidence base up-to-date through continuous monitoring and review.

### **Site selection and appraisal**

**1.8** Between June 2005 and March 2006, over 100 potential waste sites were appraised using a site appraisal methodology developed by the councils. Sites appraised during this period were identified from a number of sources, including:

- The formerly adopted Waste Local Plan (WLP, 2005) preferred areas
- Sites placed in 'reserve' following previous site appraisal processes
- Site suggestions made through a site assessment survey with waste management operators
- Site suggestions made through plan area wide leafleting campaign
- Sites suggested by the Wiltshire and Swindon Waste Development Forum (see paragraph 1.10)
- Sites identified by the councils through examination of existing waste management facilities and lists of mineral workings sites
- Sites identified by the councils through examination of employment sites set out in the adopted former district and the borough local plans
- Sites identified through examination of the key industrial and employment areas in the plan area.

**1.9** All of the sites listed for appraisal were visited by officers and where appropriate, assessed against criteria within a site appraisal matrix.

**1.10** The site appraisal process involved seven meetings of the Wiltshire and Swindon Waste Development Forum, a stakeholder group of over 160 organisations with an interest in appropriately planning for future waste development. The meetings of the Forum produced a detailed report, prepared by the appointed facilitators that documented the Forums conclusions from their discussions on each of the sites appraised. The outcomes of this process were used to inform the draft site allocations presented in an Issues and Options (I&O) report published for consultation in March 2006. This report contained a list of 57 sites that were deemed potentially suitable by the councils for future waste management development.

**1.11** Following the consultation on issues and options in March 2006, a combination of a change in regulations (2008)<sup>(3)</sup> and a decision to concentrate resources on the production of the Waste Core Strategy and Development Control Policies DPDs meant that work on the Site Allocations Local Plan ceased between August 2006 and May 2009.

**1.12** The Waste Core Strategy and Development Control Policies DPDs were adopted in July and September 2009 respectively. To augment the work previously undertaken in 2005/06, the councils prepared and consulted on a revised waste site appraisal methodology in the summer of 2009. The intention of the revised methodology was to incorporate SA/SEA objectives and re-appraise sites contained in the I&O report. The revised methodology also sought to appraise any new sites that had been put forward for consideration since 2006.

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3 An update to the Town & Country Planning (England)(Local Development) Regulations 2004.

- 1.13** Between September 2009 and May 2010, 58 sites were appraised using the revised methodology, including 48 sites contained in the I&O report. Of these 58 sites, 52 sites were included in the Waste Site Allocations Additional Informal Consultation document which was published as part of a widespread consultation that took place between January and March 2010 to refresh the work undertaken in 2006.
- 1.14** In early 2010 the councils appointed consultants to undertake detailed environmental assessments to consider and establish the potential planning and environmental constraints associated with the 52 waste sites. The results of the detailed assessments and the representations made on the additional consultation document have informed the allocation of the sites contained within this submission draft document.
- 1.15** As a result of all work undertaken to date, the councils consider that a total of 35 sites are suitable to accommodate future waste management uses over the plan period to 2026.

### **Strategic and local sites**

- 1.16** As set out in the adopted Waste Core Strategy,<sup>(4)</sup> waste should be treated at, or as close to source as possible. In accordance with national policy,<sup>(5)</sup> this essentially means that waste will be managed at the closest available facility. Within this document the councils refer to 'strategic' and 'local' scale sites. Strategic waste management facilities are large and/or more specialist facilities that will operate at a broad spatial scale and manage high tonnages of waste, and/or more specialist wastes.
- 1.17** In line with adopted waste policy WCS2, strategic waste facilities will be located as close as practicable (i.e. within 16km) to the principal settlements of Swindon, Chippenham, Trowbridge and Salisbury because, by virtue of their spatial extent, these are the areas which are forecast to produce the most waste over the Plan period.<sup>(6)</sup> Strategic-scale sites are generally considered to include (but not exclusively):
- Large-scale waste treatment facilities - e.g. energy from waste, mechanical biological treatment (MBT), pyrolysis, gasification, anaerobic digestion and in-vessel composting
  - Strategic materials recovery facilities (MRFs) - e.g. collecting, separating, sorting and bulking a significant quantity and wide range of waste materials prior to transfer (includes waste from black box collections) received from a wide area - e.g. an amalgamation of municipal waste collection rounds serving a number of towns across Wiltshire and Swindon
  - Strategic-scale composting facilities - e.g. on large waste management sites receiving inputs from a wide area
  - Landfill/landraise facilities.
- 1.18** It is expected that strategic facilities will serve either large areas of the county and borough, the whole plan area, or areas of Wiltshire and Swindon and surrounding local authorities. Such sites will have characteristics that will prevent them from being accommodated on small and/or sensitive sites and locations in the county and the borough.
- 1.19** Where these specialist or strategic sites cannot adequately meet smaller-scale local needs, it will be more appropriate for similar waste management operations to be undertaken at a smaller, more localised scale. These facilities may be located within or outside the 16km principal settlement zones and are just as essential, helping to provide local solutions for

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4 See 'The Vision for waste planning in Wiltshire and Swindon 2026', Strategic Objective 2, policy WCS1 and policy WCS2.

5 Planning Policy Statement 10 – Planning for Waste (updated 2011).

6 These settlements were formerly referenced in the draft Regional Spatial Strategy (RSS) for the South West as Strategically Significant Cities and Towns (SSCTs). Following the governments intention to revoke RSSs and for the purpose of this document all referencing to SSCTs has been amended to 'principal settlements'. The term 'principal settlements' is also used in the emerging Wiltshire Core Strategy.

collecting, sorting, bulking, transferring and treating wastes as well as complementing the county, borough and sub-regional level solutions provided by strategic waste management facilities. Factors which have led to a local scale allocation when a site is within 16km of a principal settlement are provided in the site profiles.

**1.20** Local-scale waste management facilities will serve local needs and will be expected to handle waste sourced from a limited geographical catchment. They are generally considered to include (but not exclusively):

- Local household recycling centres (HRC) - public facilities, where household waste can be taken for recycling
- Local recycling facilities - e.g. collecting, storing and bulking particular waste materials prior to transfer (can also include metal recycling, car de-pollution and waste electrical and electronic equipment (WEEE) facilities)
- Local-scale materials recovery facilities - facilities receiving waste from a limited geographical area
- Waste transfer stations (WTS) - where waste is deposited, stored and then transferred in larger loads to a strategic-scale waste treatment or disposal facility
- Inert waste recycling and transfer facilities e.g. the sorting, screening or crushing of limited quantities of inert material prior to transfer
- Local-scale composting/anaerobic digestion/in-vessel composting - e.g. on farm solution, or small-scale waste management sites receiving limited inputs from local sources.

**1.21** Small neighbourhood recycling facilities such as the 'bring facilities' often found at supermarkets are not covered within the scope of this document as they do not normally require planning permission. However, in terms of offering local choice, such facilities will assist the overall strategy in terms of driving waste up the management hierarchy.

### **Where should new waste management facilities be located?**

**1.22** The adopted Waste Core Strategy sets out the commitment to locate strategic-scale facilities as close as practicable (i.e. within 16 km) of Swindon, Chippenham, Trowbridge and Salisbury, but not within designated Areas of Outstanding Natural Beauty (AONBs). The councils consider that local-scale facilities can be located within suitable locations outside of these (16 km) catchment areas - including within AONBs, but only where they are appropriately designed and serving defined local needs.

### **The need for additional waste management sites to 2026**

**1.23** The draft Regional Spatial Strategy (RSS) for the South West (July, 2008) currently sets out the sub-regional apportionments for waste recovery, recycling and landfill for municipal, industrial and commercial waste for each planning authority. As part of the production of the Waste Core Strategy, the sub-regional apportionments were compared against the estimated operational capacities of existing waste management facilities across the plan area. This highlighted a notional 'capacity gap' for the period up to 2026 that the Waste Site Allocations Local Plan would need to address.

**1.24** In July 2010 the government announced its intention to revoke RSSs. Despite this, the government has advised that the evidence which informed the preparation of the RSSs can still be used as material consideration in the preparation of plans and local decision making<sup>(7)</sup>. With this in mind, the councils have continued to rely on the capacity projections set out in the adopted Waste Core Strategy.

7 Letter to Chief Planning Officers from Steve Quartermain (CLG), regarding the Abolition of Regional Spatial Strategies, dated 6 July 2010 (<http://www.communities.gov.uk/documents/planningandbuilding/pdf/1631904.pdf>).

**1.25** Policy WCS3 of the Wiltshire and Swindon Waste Core Strategy identifies a need to deliver the following capacities through the Waste Site Allocations Local Plan (Table 1.1):

**Table 1.1 Capacity allocated within the adopted Waste Core Strategy Policy WCS3 to be delivered in the Waste Site Allocations Local Plan**

Waste stream	Capacity to be delivered as at 2006
Municipal	<ul style="list-style-type: none"> <li>54,000 tonnes per annum (tpa) of treatment capacity for municipal waste management for Wiltshire and Swindon</li> <li>Three HRCs, a MRF and a composting facility for the management of Wiltshire's municipal waste</li> <li>Suitable municipal waste management facilities in Swindon to achieve the target of 50% recycling by 2010 and to meet the objectives of the Swindon Municipal Waste Strategy.</li> </ul>
Industrial and Commercial	<ul style="list-style-type: none"> <li>915,870 cubic metres of void space capacity for the management of industrial and commercial waste</li> <li>250,000 tpa of treatment capacity for industrial and commercial waste management for Wiltshire and Swindon</li> <li>150,000 tpa of recycling capacity for industrial and commercial waste management for Wiltshire and Swindon.</li> </ul>
Inert	<ul style="list-style-type: none"> <li>950,000 cubic metres of void space capacity for the management of inert waste</li> <li>90,000 tpa of transfer capacity for the management of inert waste in Wiltshire and Swindon.</li> </ul>

**1.26** The requirements set out in Policy WCS3 were established using a base date of 2006. Since then, a number of waste management facilities have been permitted, thereby increasing the existing (permitted) capacity for the plan area<sup>(8)</sup>. Table 1.2 illustrates what has been permitted between 2006 and 2010.

**Table 1.2 Additional permitted waste management capacity in Wiltshire and Swindon 2006 - 2010**

Waste stream	Type of facility	Capacity
Municipal	Waste Treatment	60,000 tonnes per annum (tpa) (in Wiltshire of which only 38,000 tpa of biodegradable waste diverted from landfill)
	Outdoor Composting	45,050 tpa
	Recycling	28,000 tpa
Industrial and Commercial	Waste Treatment	127,000 tpa
	Recycling	91,538 tpa
	Landfill	552,666 cubic metres
Inert	Recycling/Transfer	96,730 tpa
	Landfill	988,000 cubic metres

8 See the Waste Site Allocations Local Plan: Waste Capacity Gap Report for details.

**1.27** Table 1.3 shows the **revised** ‘capacity gap’ figures that the councils need to provide for over the plan period to 2026 and provides the context for the sites identified in this document.

**Table 1.3 Overall remaining capacity to be delivered by the Waste Site Allocations Local Plan**

Waste stream	Capacity to be delivered
Municipal	<ul style="list-style-type: none"> <li>-6,000 tonnes per annum (tpa) of treatment capacity for municipal waste management for Wiltshire and Swindon</li> <li>A HRC and a MRF for the management of Wiltshire’s municipal waste</li> <li>Suitable municipal waste management facilities in Swindon to continue achieving the target of 50% recycling and to meet the objectives of the Swindon Municipal Waste Strategy.</li> </ul>
Industrial and Commercial	<ul style="list-style-type: none"> <li>363,204 cubic metres of void space capacity for the management of industrial and commercial waste</li> <li>123,000 tpa of treatment capacity for industrial and commercial waste management for Wiltshire and Swindon</li> <li>58,462 tpa of recycling capacity for industrial and commercial waste management for Wiltshire and Swindon.</li> </ul>
Inert	<ul style="list-style-type: none"> <li>0 cubic metres of void space capacity for the management of inert waste</li> <li>0 tpa of transfer capacity for the management of inert waste in Wiltshire and Swindon.</li> </ul>

**1.28** In order to be flexible and responsive to a constantly changing market, the Waste Site Allocations Local Plan will still need to provide room for a range of existing waste management uses and sites to grow, as markets change. Making provision for a higher number of strategic recovery, recycling or treatment sites than is nominally required will provide opportunity to divert more waste from landfill, thus driving more waste up the management hierarchy. A range of suitable sites and areas of search for each waste management type should therefore be provided.

## Monitoring

**1.29** The preparation of the Waste Site Allocations Local Plan has been informed by a supporting evidence base. The sites contained within the plan must be monitored and reviewed to ensure that the document responds to changing needs and circumstances and any other factors affecting the deliverability of the sites contained within it. Policy WCS7 in the Waste Core Strategy sets out the councils’ commitment to delivering a ‘plan, monitor and manage’ approach to both implementing and reviewing proposals for sustainable waste management. In line with this, the councils have prepared a monitoring framework for the Waste Site Allocations Local Plan.

**1.30** The monitoring framework prepared by the councils comprises a set of indicators and targets. These are consistent with statutory indicators, those included in the councils Annual Monitoring Report (AMR) and the SA/SEA which support the Waste Site Allocations Local Plan.

**1.31** The information on monitoring of the site allocations will be reported in the councils AMR. Site allocations related monitoring indicators set out in the adopted Waste Core Strategy are shown in Table 1.4. Additional indicators which have been prepared as part of this plan are set out in Table 1.5.



**Table 1.4 Monitoring indicators set out in the Waste Core Strategy**

Policy	Indicator	Responsible agency	Target	Threshold for investigation
WCS3	Percentage of waste management facilities permitted outside of the preferred locations for each facility.	Wiltshire Council/Swindon Borough Council	0%	20%
	Percentage of sites permitted for waste management not contained in the Site Allocations Local Plan.	Wiltshire Council/Swindon Borough Council	0%	20%
WCS4	Percentage of non waste developments permitted for safeguarded waste sites.	Wiltshire Council/Swindon Borough Council	0%	20%
	Percentage of objections to other planning applications affecting waste developments or allocations.	Wiltshire Council/Swindon Borough Council	0%	20%

**Table 1.5 Monitoring indicators for the Waste Site Allocations Local Plan**

Indicator	Responsible agency	Target
Number, type and outcome of waste planning applications submitted on safeguarded sites.	Wiltshire Council/Swindon Borough Council	N/A
Number of safeguarded sites where circumstances have changed to the extent that they are no longer considered suitable for waste development.	Wiltshire Council/Swindon Borough Council	0

## Site profiles and maps

**1.32** For ease of reference, this document is divided into sections that broadly equate to the former district council areas:








- Section 2: North Wiltshire waste sites
- Section 3: West Wiltshire waste sites
- Section 4: East Wiltshire waste sites
- Section 5: South Wiltshire waste sites
- Section 6: Swindon waste sites

**1.33** Each proposed site is illustrated on an inset map which links an adopted policies map. These are accompanied by a table providing a brief description of the site and highlighting issues that should be addressed in detail at the planning application stage. The list of issues to address should not be seen as exhaustive, particularly as circumstances will change over time and the exact details relating to individual site specific proposals cannot be pre-determined. For each site, the inset map defines the area of land within which any subsequent planning application and all required mitigation measures will be sited.

**1.34** The site inset maps illustrate the site boundary that will be safeguarded for waste management purposes. Where the site location is an existing or proposed employment allocation or industrial estate, it will be safeguarded for potential future waste use in line with policy WCS4

of the Waste Core Strategy. For all other site allocations set out within this plan, only the footprint of new, or expanded waste development will be safeguarded following the grant of planning permission. In all cases, the unnecessary sterilisation of land will be avoided through a rigorous process of monitoring and review.

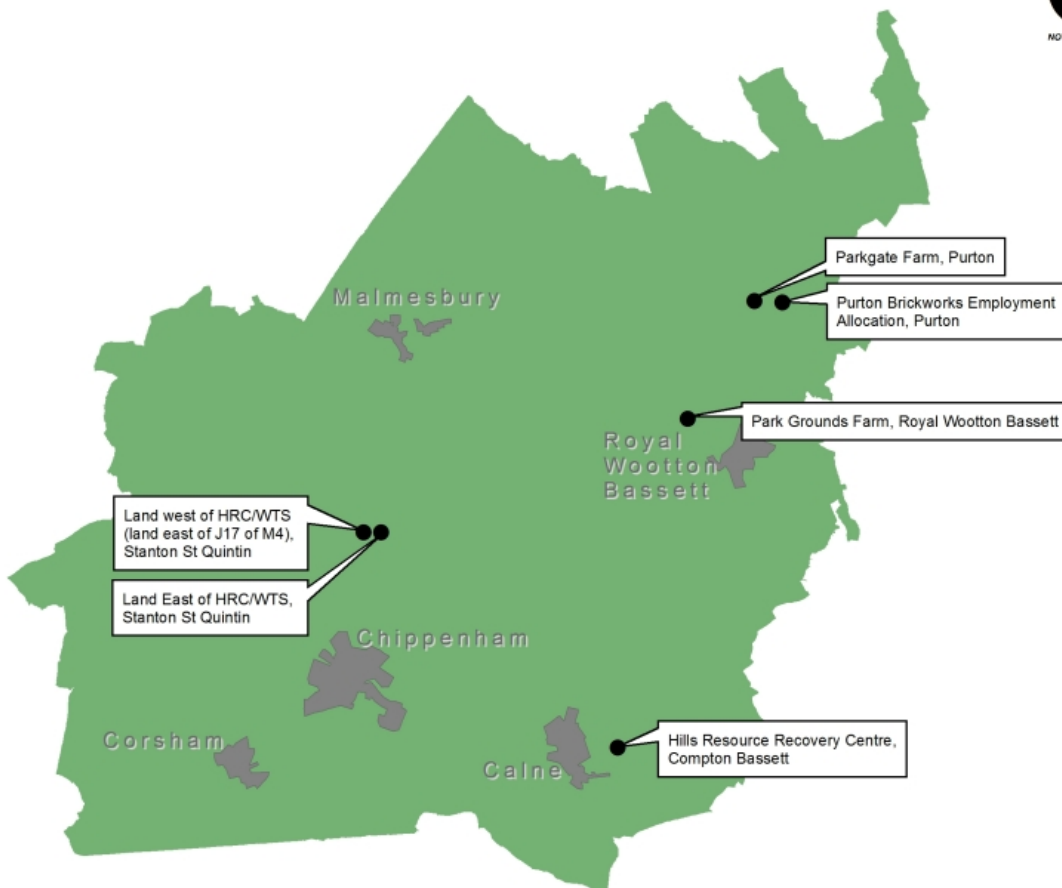
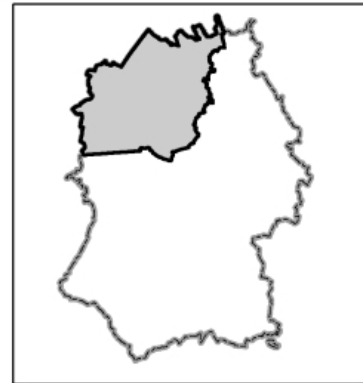
**Key to inset map symbols**

	Wiltshire and Swindon Border		
	New Forest National Park Authority (WCS3; WDC7; MDC5)		
	Principal Settlements (formerly known as SSCTs)*		
	Former District Areas		
<b>Biodiversity/Geodiversity (WDC8; MDC8)</b>			
	SACs		
	SPAs		
	National Nature Reserves		
	SSSIs		
	RIGS		
	Local BAP Habitats and Species		
	County Wildlife Sites		
	Local Nature Reserves		
	Great Western Community Forest		
<b>Landscape (WCS2; WDC7; MDC5)</b>			
	AONB		
<b>Historic Environment and Cultural Heritage (WDC9; MDC7)</b>			
	Scheduled Monuments		
	Registered Battlefields		
	Conservation Areas		
	Historic Parks and Gardens		
	Listed Buildings**		
	Locally Important Archaeological Sites		
	World Heritage Site (WDC4; WDC9)		
		<b>Transportation*</b> (WCS2; WDC5; WDC11; MCS9; MDC8)	
			Freight-Motorways
			Wiltshire Strategic Lorry Routes
			Wiltshire Local Lorry Routes
			Railway
			Swindon HGV Route Network (WCS2; WDC2; MCS9; MDC8)
		<b>Water Environment</b> (WDC2; WDC3; MCS7; MCS10; MDC3)	
			Flood Zone 2
			Flood Zone 3
		<b>Waste Specific</b>	
			Principal Settlement 16km Buffer Zones (WCS2; MCS2)
			Existing Waste Sites (WCS3; WCS4; MCS2)*
			Airfield Safeguarding Areas (WDC6)
		<b>Minerals Specific</b>	
			Rail Aggregate Depot (MSC6)
			Minerals Sites (MCS2; MCS6)*
			Mineral Resource Zones (MCS1; MCS6)
			Minerals Safeguarding Areas (MCS6; MDC4)
			Minerals Site Allocations (MSC6)
			Birdstrike Buffer Zone (MCS10; MDC10)
	*Only shown on proposals map	**Only shown on inset maps	

## 2 North Wiltshire

### 2.1 Strategic sites

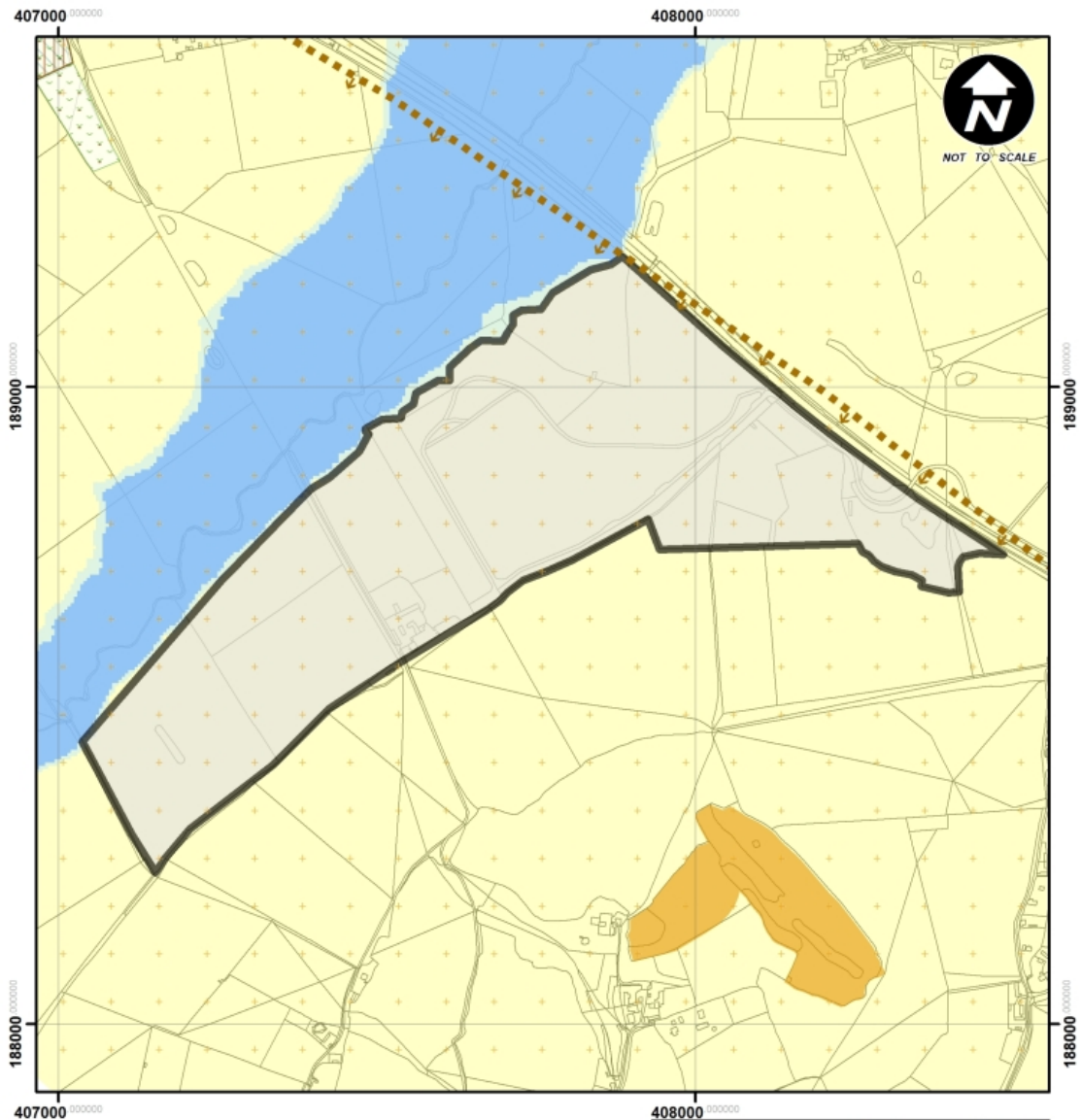
# North Wiltshire strategic scale waste sites



**Key**

- Strategic waste sites in North Wiltshire
- Key settlements in North Wiltshire
- North Wiltshire

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## Inset map N1

Parkgate Farm,  
Purton

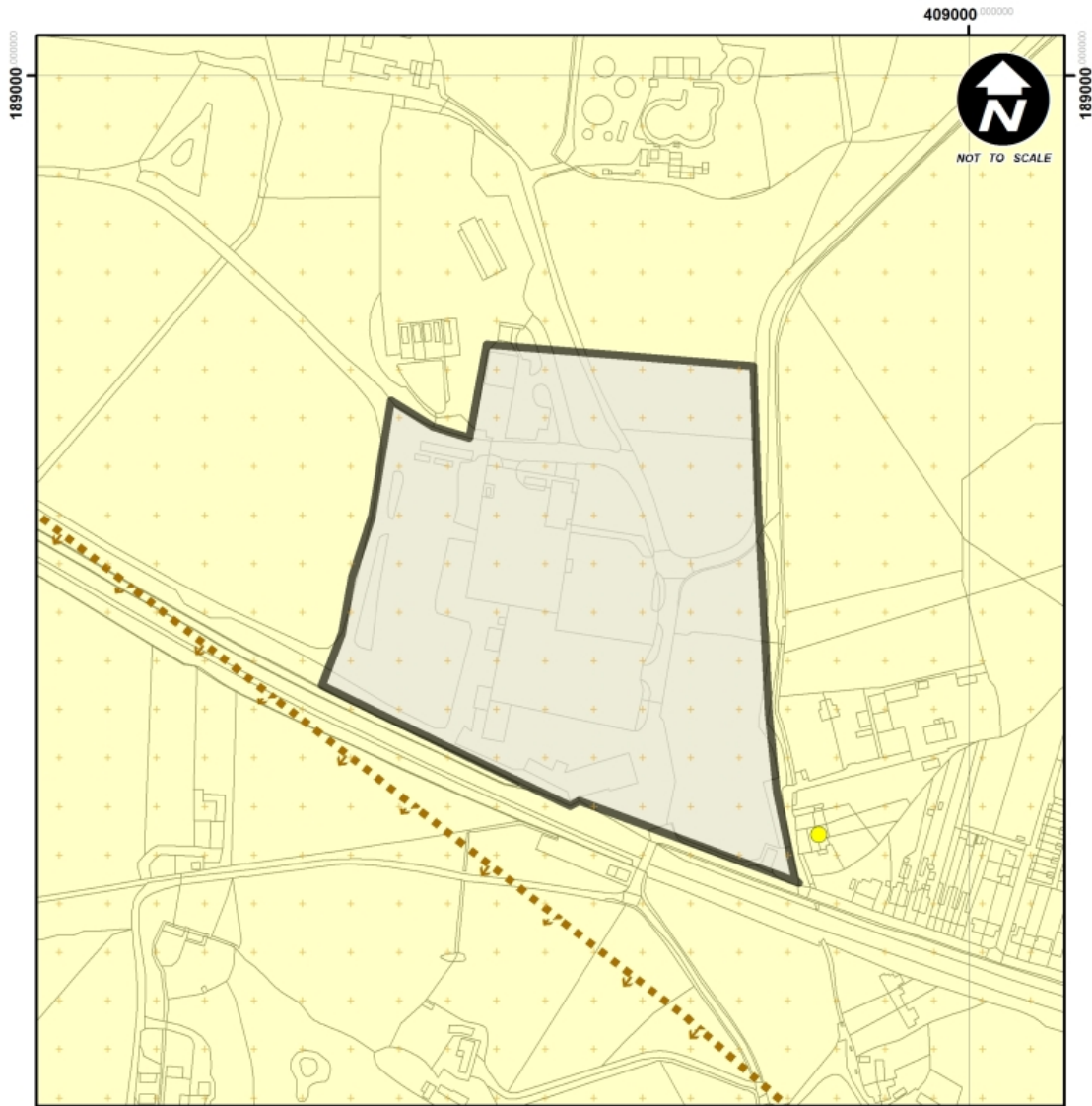


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Table 2.1 Parkgate Farm, Purton

<b>Parkgate Farm, Purton</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	407675 188866
<b>Current use/s</b>	The site operates as a strategic landfill for hazardous and non-hazardous waste. Permission has also been granted for a composting facility and a tyre shredding/recycling facility. A HRC is located on the adjacent Purton Brickworks Employment Allocation.
<b>Description of site</b>	The site is located approximately 1km to the north west of Purton. A railway line runs immediately adjacent to the north east boundary. The River Key is in close proximity to the north west boundary of the site. A number of Public Rights of Way (PRoWs) run through the site.
<b>Size of site</b>	43.6 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan although there is an existing employment allocation a short distance to the west of the site, on the north side of the railway line.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The ecology of the area will need extensive Phase I extended habitat survey work prior to planning application especially in respect of European protected species.
Historic environment and cultural heritage	<p>An archaeological survey may be required as a Scheduled Monument is located approximately 500m south of the site.</p> <p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.</p>
Human health and amenity	<p>Mitigation for any dust, odour and bio-aerosols will be required to minimise impacts on sensitive receptors. Detailed assessment will be required if the development is within 250m of any residential premises or 500m of any other receptors. Any assessment should account for the environmental and topographical influence of Paven Hill (to the south) on local air flows.</p> <p>Potential visual impacts and impacts on noise, vibration and nuisance levels will also need to be investigated.</p> <p>Any development will need to safeguard PRoWs.</p>

<b>Parkgate Farm, Purton</b>	
Landscape, townscape and visual	The design of any major buildings is a key consideration. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting will be required.
Traffic and transportation	Proposals for waste development will need to ensure that there are no significant adverse impacts on sensitive receptors (particularly Cricklade) and the highway network. Access arrangements will also need to be investigated. Mitigation may be required at the Cricklade Road/B4553 Packhorse Lane junction to improve visibility and safety. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Transport Assessment should investigate the impact on the M4 Junction 16 and A419 dependent on the scope of geographical area the facility would serve. Any application should be accompanied by a robust Travel Plan.
Water environment	The western half of the site is underlain by a secondary aquifer. Watercourses in the vicinity of the site are potential controlled water receptors and any contamination risks identified would need to be appropriately dealt with. The site borders areas of Flood Zone 2 and 3 associated with the River Key (a main river) which is in close proximity to the north west boundary of the site. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. There is a risk from fluvial flooding and also risk of changing surface water runoff causing pluvial flooding. Flooding could interrupt site operations and cause pollution to spread from the site. Further investigation should be carried out to assess the true nature of this risk. Proposals should consider mitigation such as a surface water drainage scheme and Sustainable Drainage Systems (SuDS) within site design to control runoff. A Flood Risk Assessment/surface water drainage scheme, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application at this location.
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>The site falls within the Ministry of Defence (MoD) statutory safeguarding zones - Royal Air Force (RAF) Lyneham and RAF Fairford Statutory Birdstrike Safeguarding Zone. The operational status of RAF Lyneham is currently in transition but is likely to be retained by the MoD for use as an Army training college. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map N2

Purton Brickworks  
Employment Allocation,  
Purton

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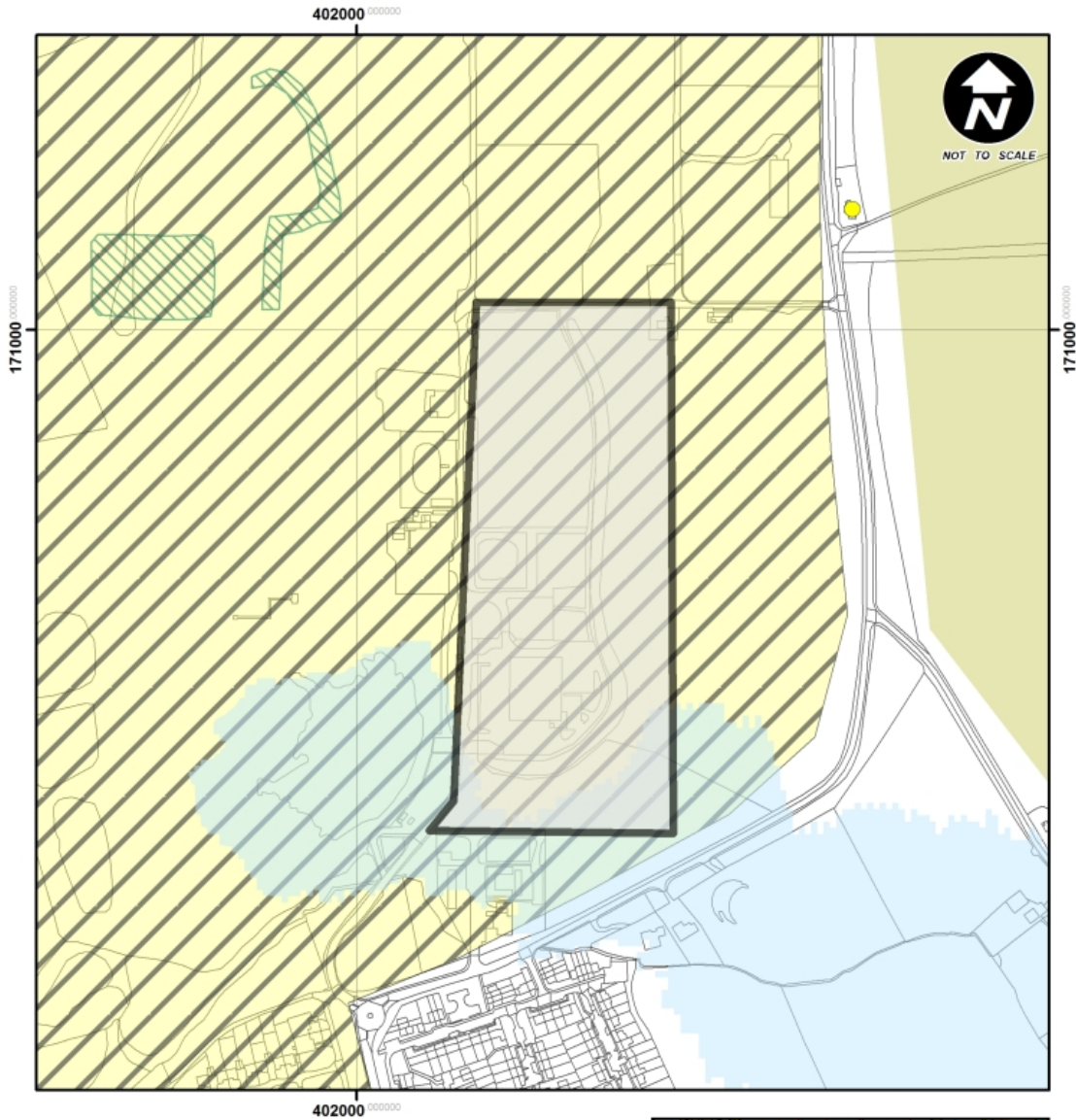


Table 2.2 Purton Brickworks Employment Allocation, Purton

<b>Purton Brickworks Employment Allocation, Purton</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	408777 188722
<b>Current use/s</b>	The site is covered by an employment allocation in the North Wiltshire Local Plan and accommodates a HRC. The site comprises several industrial and commercial compounds, with a mix of building styles from large industrial sheds and temporary cabins through to offices of a brick construction.
<b>Description of site</b>	The site is located approximately 1km north of Purton. A railway line forms the southern boundary of the site. Immediately to the west of the site is Purton landfill. There is a Public Right of Way (PRoW) running north-south through the site, with several side routes leading off in various directions.
<b>Size of site</b>	5 ha
<b>Planning context</b>	The site is allocated for employment in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	An extended Phase I habitat survey, with particular reference to reptiles and badgers will be required to inform the planning decision.
Historic environment and cultural heritage	<p>An archaeological survey may be required as a Scheduled Monument is located approximately 650m south west of the site.</p> <p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.</p> <p>No.33 New Road, Widham is a grade II listed building located immediately to the south-east corner of the site. Its setting should be taken into account in any planning application.</p>
Human health and amenity	<p>Noise is a concern on the site. It is considered that the site is unlikely to be able to support all of the proposed uses simultaneously. However with careful siting and use of mitigation measures the site is considered suitable for limited intensification of use i.e. only one of the possible uses. Acoustic screening in the form of bunds, buildings or fences may be required on the eastern and southern boundaries of the site.</p> <p>Measures to control emissions, dust, odour and bioaerosols will be required. Detailed assessment at properties surrounding the site will also need to be undertaken to support a planning application.</p>



<b>Purton Brickworks Employment Allocation, Purton</b>	
	Any development will need to safeguard PRow.
Landscape, townscape and visual	Visual impacts, on surrounding residences and farms are a key concern, mitigation through sensitive site planning with low, single or double storey facilities in keeping with the rural style, along with suitable screening will be required.
Traffic and transportation	Proposals for waste development will need to ensure that there are no significant adverse impacts on sensitive receptors (particularly Cricklade) and the highway network. Access arrangements will need to be investigated. Mitigation may be required at the Cricklade Road/B4553 Packhorse Lane junction to improve visibility and safety. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Transport Assessment should investigate the impact on the M4 Junction 16 and A419 dependent on the scope of the geographical area the facility would serve. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is in Flood Zone 1 and is on unproductive strata (non-aquifer). There are proximate surface water features and potentially contaminating land uses on the site. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. There is no risk of fluvial flooding but the potential for pluvial flooding should be investigated. Any increase in surface water discharge following development of the site must be managed within the site and limited to no greater than existing rates. Opportunities to reduce run-off from the site should be sought, for example by the reduction of impermeable areas. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment/surface water drainage plan, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>Site falls within the MoD statutory safeguarding zones - RAF Lyneham and RAF Fairford Statutory Birdstrike Safeguarding Zone. The operational status of RAF Lyneham is currently in transition but is likely to be retained by the MoD for use as an Army training college. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, human health and amenity, traffic and transportation. These matters will need to be fully scoped and addressed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



### **Inset map N3**

Hills Resource  
Recovery Centre,  
Compton Bassett



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Table 2.3 Hills Resource Recovery Centre, Compton Bassett

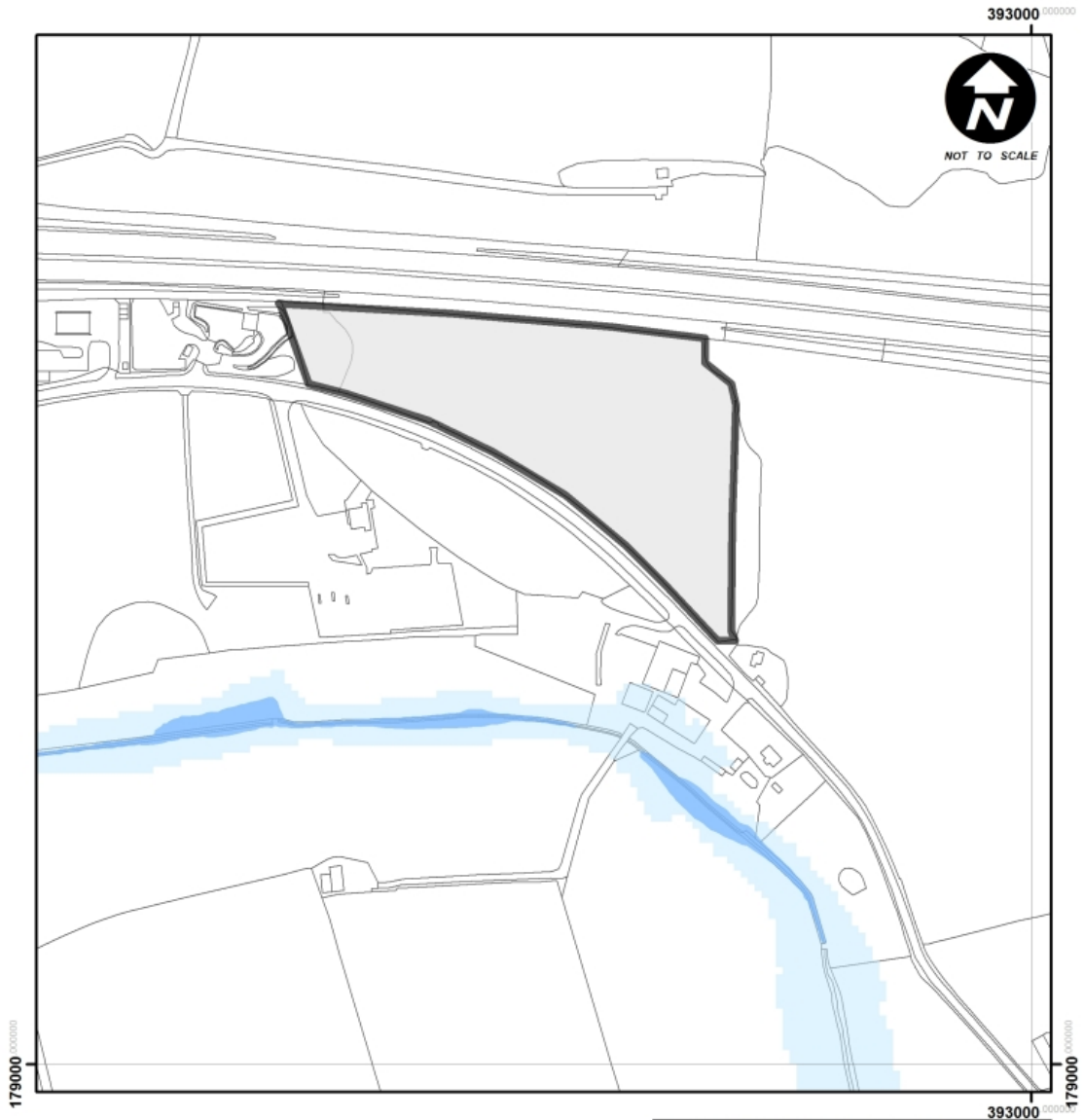
<b>Hills Resource Recovery Centre, Compton Bassett</b>	
<b>Potential use/s</b>	Waste Treatment (excluding energy from waste).
<b>Scale</b>	Strategic.
<b>Grid reference</b>	402156 170841
<b>Current use/s</b>	The site is located within an operational waste management facility which includes non-hazardous landfill, landfill gas electricity generation, HRC, composting operations, materials recovery facility and a skip waste recycling operation.
<b>Description of site</b>	The site is located approximately 1.25km east of Calne and approximately 1km north of the A4. Access to the site is via a single two lane carriageway road which forms the minor arm of a ghost island priority junction with the A4. Site buildings consist of large scale industrial sheds, temporary site offices and landfill associated plant and machinery. A small cluster of residential properties are located to the south of the site off Spreckley Road, as well as a few scattered residential properties to the east along Spreckley Road including the Old Camp Farm to the northeast corner of the site. New housing development is being built adjacent to Sandpit Road (leading from the A3012 to the site via Sands Farm). A Sustrans National Cycle Route runs in proximity to the eastern border of the site.
<b>Size of site</b>	7.1 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Old Camp Sandpit Regionally Important Geological and Geomorphological Site (RIGS) is approximately 160m west of the site. In ecological terms the location of the waste facility must not impact on current or previous mitigation measures or enhancements such as the planting that was part of previous planning permissions. A site level survey will be required to inform a planning application especially in respect of badgers and great crested newts which are both found in substantial numbers in close proximity to the site. The proposed waste site should be contained as far as possible within the existing buildings and hard standing area to avoid further land take. Substantial mitigation and enhancement will be required to offset the cumulative impacts of the proposed site and all existing neighbouring operations.
Historic environment and cultural heritage	The grade II listed Tudor Lodge, Compton Bassett Road lies a short way to the east of the allocated site and potential impact upon its setting, including to environmental quality, should be considered.
Human health and amenity	<p>Potential impacts on neighbouring receptors will need to be considered as part of any planning application.</p> <p>Noise impacts from any additional facility is a concern. Acoustic screening in the form of bunds, buildings or fences may be required on the north east and southern boundaries. Any waste treatment facility should be sited as far away from residential properties as practical and by at least 150m.</p>

<b>Hills Resource Recovery Centre, Compton Bassett</b>	
	<p>Mitigation for litter, dust, bioaerosols and odour is recommended. Detailed assessment will need to be undertaken to examine the impacts of bioaerosols if the waste treatment facility is an open process.</p> <p>Any development will need to safeguard Public Rights of Way.</p>
Landscape, townscape and visual	<p>A full landscape and visual impact assessment will be required to determine the full impacts on local residences and the nearby North Wessex Downs Area of Outstanding Natural Beauty (AONB). Any landscape and visual impacts from a waste treatment facility will need to be mitigated through sensitive site planning and screen planting.</p>
Traffic and transportation	<p>It is recommended that improvements be made to the site access road in the form of increased width if possible, or a more sufficient access management plan for the access road. The level of mitigation required is dependent upon an anticipated increase in traffic using the site and planning/third party land constraints. It is also recommended that the existing speed bump on the access road is removed to minimise the impact of noise and vibration on local residents. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site falls predominantly into Flood Zone 1, but the southern fringe may just enter Flood Zone 2. The site lies within an 'Area Susceptible to Surface Water Flooding' and further investigation should be carried out to assess the true nature of the risk. There is a risk from fluvial flooding and also risk of changing surface water runoff causing pluvial flooding. Flooding could interrupt site operations and cause pollution to spread from the site. Proposals should consider mitigation such as surface water drainage schemes and SuDS within site design to control runoff. It may be advisable for any site layout to avoid locating buildings/equipment in the site's southern fringe. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. A Flood Risk Assessment will be required to support a planning application.</p>
Any other issues or comments	<p>The site is in proximity to Sands Farm quarry and landfill. Account should be taken of the combined impacts of operations on both sites upon the locality.</p> <p>This site falls within the MoD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone. RAF Lyneham has effectively closed. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>No cumulative effects identified at the plan-making stage.</p>

## Hills Resource Recovery Centre, Compton Bassett

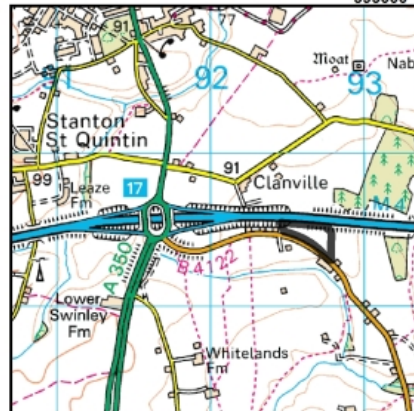
### **Links to the Waste Core Strategy**

The site is located within 16km of Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map N4

Land East of HRC/WTS,  
Stanton St Quintin



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Table 2.4 Land East of HRC/WTS, Stanton St Quintin

<b>Land East of HRC/WTS, Stanton St Quintin</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	392539 179518
<b>Current use/s</b>	The site is currently agricultural land (arable). It is adjacent to a Highways Agency depot and an existing HRC and WTS to the west.
<b>Description of site</b>	The site is located approximately 1.5km south east of Stanton St Quintin immediately south of the M4 (Junction 17) on the B4122 (a busy commuter road). The site is generally flat, comprises a medium scale arable field, fully enclosed to the west, south and east by hedgerows with hedgerow trees. There is a small woodland copse in the north west corner of the site. The M4 runs along the northern boundary of the site, with a low hedgerow boundary; only a few trees along the site act as screening.
<b>Size of site</b>	3.7 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	The location and proximity of the site to the motorway means that the land serves as important wildlife commuting corridors into adjacent habitat areas and the wider landscape. All tree lines and hedgerows within and bordering the site are retained within the development. Site level survey will be necessary to inform the planning application and in particular this should include an extended Phase I habitat survey and surveys for bats, badgers, great crested newts and farmland/arable/ground nesting birds (there are numerous records of all these species in close proximity to the site). There is another waste allocation within 500m of this site. Some significant habitat enhancement may be required for both sites to ensure that the overall cumulative impact of the sites is mitigated for in relation to the surrounding habitat.
<b>Human health and amenity</b>	<p>Potential impacts on neighbouring receptors, particularly odour and bioaerosols, will need to be considered as part of any planning application. Further consideration will be needed if there is the potential for heat and power that could be used to supply the local users.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required and the facility should be sited towards the west of the site and at least 100m away from the residential property to the south east. A full noise assessment to support a planning application will be required.</p> <p>Air quality risks for the intended use are moderate to high without mitigation. Measures to control emissions of local air pollutants from a waste treatment facility will be required. A detailed assessment will need to support a planning application.</p>

## Land East of HRC/WTS, Stanton St Quintin

Landscape, townscape and visual	The isolated and enclosed setting of the site means it has capacity to accommodate change. However mitigation will be required to reduce the visual impacts on users travelling along the M4. Mitigation could include the use of native and evergreen hedgerows and trees and native woodland planting to site boundaries to screen views into the site and strengthen rural character. Any site buildings will need to be in keeping with the local building vernacular, using traditional building materials where possible. A full landscape assessment will be needed to support a planning application.
Traffic and transportation	A new priority access junction with a ghost island right turn lane is recommended to provide access to the site. A formal access design will be required when submitting a planning application. A Transport Assessment, including a capacity assessment on the nearby M4 Junction 17, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is in Flood Zone 1 and is on unproductive strata (non-aquifer). The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. There is a low risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. A Flood Risk Assessment will be required to support a planning application. Proposals should consider mitigation in the form of SuDS within site design and infiltration devices.
Any other issues or comments	Account should be taken of the combined impacts of operations on this site and other existing/proposed waste sites/depots in the locality.
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.





## Inset map N5

Land West of HRC/WTS,  
Stanton St Quintin

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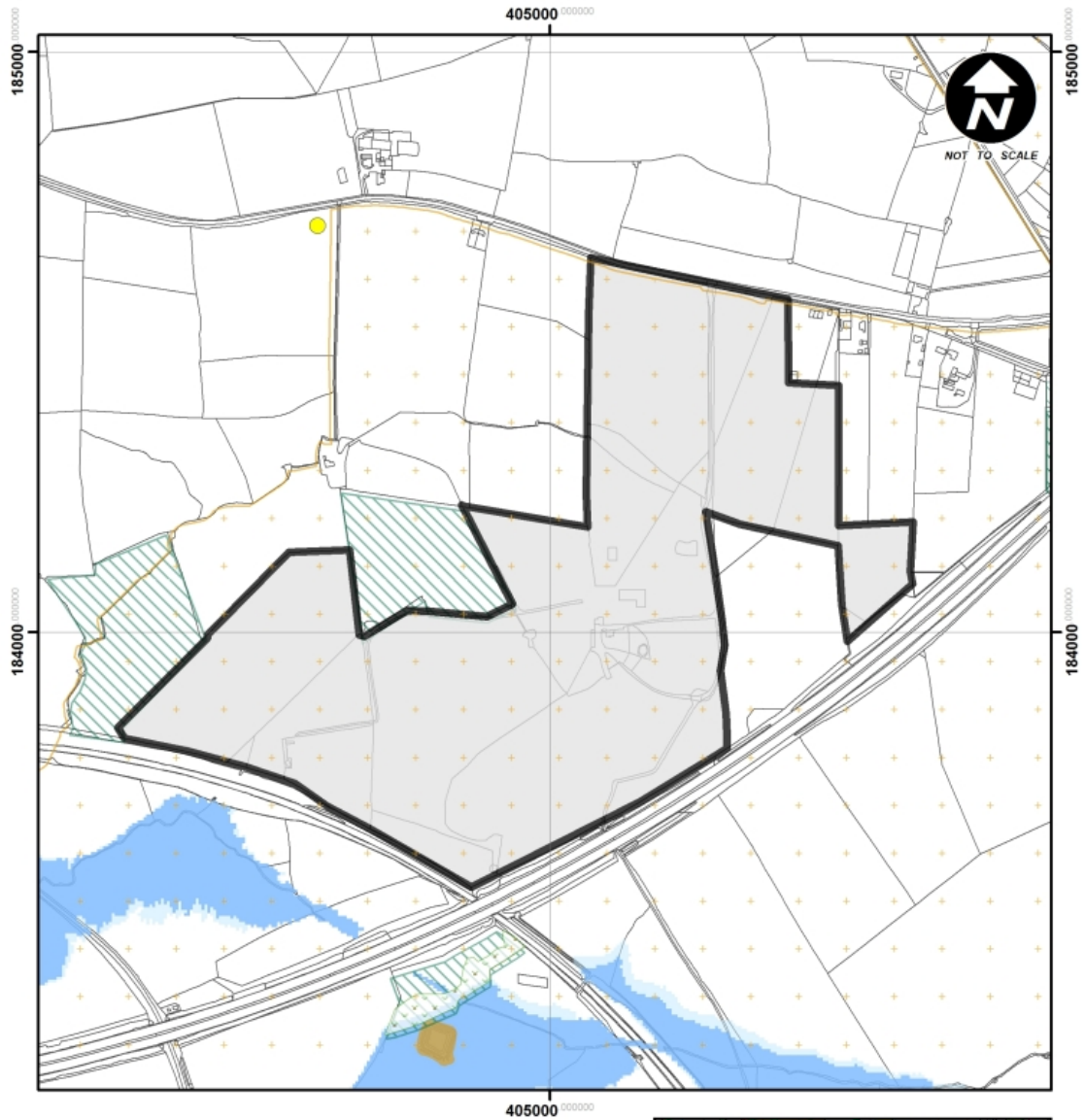


Table 2.5 Land West of HRC/WTS, Stanton St Quintin

<b>Land West of HRC/WTS, Stanton St Quintin</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	391965 179461
<b>Current use/s</b>	The site is Greenfield but not 'natural' (comprises material that was dug out during construction of the M4). The Highways Agency depot and existing HRC and WTS is immediately east of the site.
<b>Description of site</b>	The site is located approximately 900m south east of Stanton St Quintin immediately to the south of the M4 (Junction 17) on the B4122 (a busy commuter road). The northern boundary of the site is formed by the slip road of the M4, the southern boundary by a semi mature hedgerow and the B4122 and the western extent by the motorway junction and an immature hedgerow. The site is a medium scale field which is domed and at its highest point shares the same elevation to the adjacent motorway junction. The ground falls away to the south.
<b>Size of site</b>	6.4 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The location and proximity of the site to the motorway means that the land serves as important wildlife commuting corridors into adjacent habitat areas and the wider landscape. All tree lines and hedgerows within and bordering the site are retained within the development. Site level survey will be necessary to inform the planning application and in particular this should include an extended Phase I habitat survey and surveys for bats, badgers, great crested newts and farmland/arable/ground nesting birds (there are numerous records of all these species in close proximity to the site). There is another waste allocation within 500m of this site. Some significant habitat enhancement may be required for the two sites to ensure that their overall cumulative impact on the local environment is mitigated for in relation to surrounding habitat. Appropriate enhancement for biodiversity in relation to this site allocation would include additional planting along the northern and western boundaries with native trees and shrubs, to increase habitat and landscape connectivity.
Human health and amenity	Any potential waste facility will have to assess potential impacts on the neighbouring receptors, in particular odour and bioaerosols. Further consideration will also be needed if there is the potential for heat and power that could be used to supply the local users.
Landscape, townscape and visual	The isolated and enclosed setting of the site means it has capacity to accommodate change however mitigation will be required to reduce the visual impacts on users travelling along the M4. Mitigation could include a visual bund and landscaped backdrop to a waste facility or the use of native and evergreen hedgerows and trees and native woodland planting to site

## Land West of HRC/WTS, Stanton St Quinton

	boundaries to screen views into the site and strengthen rural character. Any site buildings will need to be in keeping with the local building vernacular, using traditional building materials where possible. A full assessment will need to support a planning application.
Traffic and transportation	There is currently no vehicular access into the site. The most suitable location for a new site access would be located towards the south east side of the site, onto the B4122, which is approximately 6.4m wide and has a speed limit of 60mph. This access would be approximately 260m west of the existing access into the HRC and would provide an ideal location in terms of providing suitable visibility from access onto and leaving the site. It is recommended that the proposed access takes the form of a ghost island right turn to prevent any delays caused by right turners into the site and improve safety. A Transport Assessment, including a capacity assessment on the nearby M4 Junction 17, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	A Flood Risk Assessment will be required to support a planning application.
Any other issues or comments	Account should be taken of the combined impacts of operations on this site and other waste sites/depots in the locality.  This site falls within the MoD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone. The operational status of RAF Lyneham is currently in transition but is likely to be retained by the MoD for use as an Army training college. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters should be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map N6

Park Grounds Farm,  
Royal Wootton Bassett

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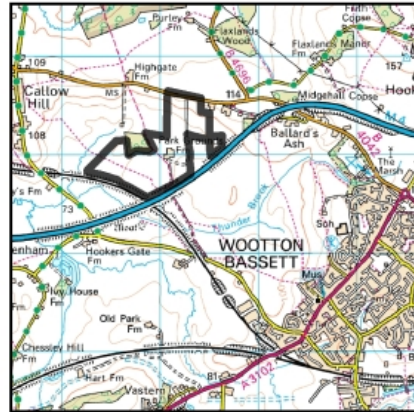


Table 2.6 Park Grounds Farm, Royal Wootton Bassett

<b>Park Grounds Farm, Royal Wootton Bassett</b>	
<b>Potential use/s</b>	Landfill/landraise extension and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	405054 183946
<b>Current use/s</b>	The current site operates as a waste management facility, with landraise, composting and recycling facilities. A pyrolysis plant to recover energy from waste wood has gained planning permission, but is not currently operational.
<b>Description of site</b>	The site is located approximately 1.5km north west of Royal Wootton Bassett. The proposed site comprises agricultural land with large fields bounded by low hedgerows rising to the north, allowing views throughout the site. There is an existing landraise within the site. The site is accessed from the north of the site via the B4042 which forms the northern boundary of the site. Highgate Farm and several properties run along the B4042. A field and residential properties are located to the east of the site. The southern boundary is formed by the M4 and a railway line. A former landfill site is located to the south of the railway, between the site and the M4. Agricultural fields are located to the west of the site. Two Public Rights of Way (PRoWs) cross the site.
<b>Size of site</b>	59.6 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is located immediately adjacent to Callow Hill Farm Meadow County Wildlife Site (CWS) and Withybed, Royal Wootton Bassett CWS. Both of these sites have been treated with due care during existing permissions by ensuring that ground and surface water issues do not result in changes to the environmental conditions within the designated sites. Any further development of the existing site must not impact on the nearby CWSs or on current mitigation strategy for extant permission; this includes lighting constraints for bats, habitat creation and enhancement for great crested newts and habitat management for great crested newts.
Historic environment and cultural heritage	Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological field surveys will need to be undertaken to assess the nature, extent and significance of any surviving remains. The two archaeological sites recorded in the western part of the site should be subject to archaeological evaluation in advance of any proposed land extraction in this area. Further mitigation may be required depending on the outcome of the evaluation.
Human health and amenity	Potential impacts on neighbouring receptors will need to be considered as part of any planning application. Acoustic screening in the form of bunds, buildings or fences may be required on all but the southern boundary. The site should be located a minimum of 150m from any residential dwellings.

## Park Grounds Farm, Royal Wootton Bassett

	<p>Air quality risks for the intended use are low to high without mitigation. Mitigation for dust, odour and bioaerosols will be required. Detailed assessment is recommended for bioaerosols and odour if the layout of the site is to include facilities within 250m of sensitive receptors. Given the size of the site, there is potential for these activities to be located beyond 250m through sensitive site planning.</p> <p>Any development will need to safeguard PRoWs.</p>
Landscape, townscape and visual	<p>Proximity to the M4 and the composting centre to the south of the site degrade the current landscape character of the area. Sensitive site planning (facilities to be located to the base of the ridge adjacent to Park Grounds Farm) and use of native and evergreen hedgerows and screen planting will improve the site enclosure. This will allow the site to accommodate change while minimising adverse landscape and visual impacts of development. Any waste facilities should be in keeping with the local vernacular/agricultural style.</p>
Traffic and transportation	<p>The site is in a good location for access to the Heavy Goods Vehicle (HGV) Route Network, although vehicles will have to pass a number of residential dwellings. Additional traffic may exacerbate existing congestion issues at M4 Junction 16 at peak times. Any proposals for a waste site at this location would need to be assessed and be cognisant of the junction improvements proposed at Junction 16 resulting from the Wichelstowe development. The potential impact on the Strategic Road Network (SRN) will also need to be considered. The site access is suitable to provide good visibility at the access to the site but may need to be upgraded. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>There are surface water courses in proximity to the site and an investigation into risk of contamination will be required to support a planning application. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. If culverting is required for accessing the site, Flood Defence Consent from the Environment Agency will be required. The site lies within an area identified as being 'Susceptible to Surface Water Flooding' and further investigation should be carried out to assess the true nature of this risk. Safeguarding groundwater abstractions and the surrounding watercourses must be appropriately addressed. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application. Appropriate mitigation will be essential.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p>

## Park Grounds Farm, Royal Wootton Bassett

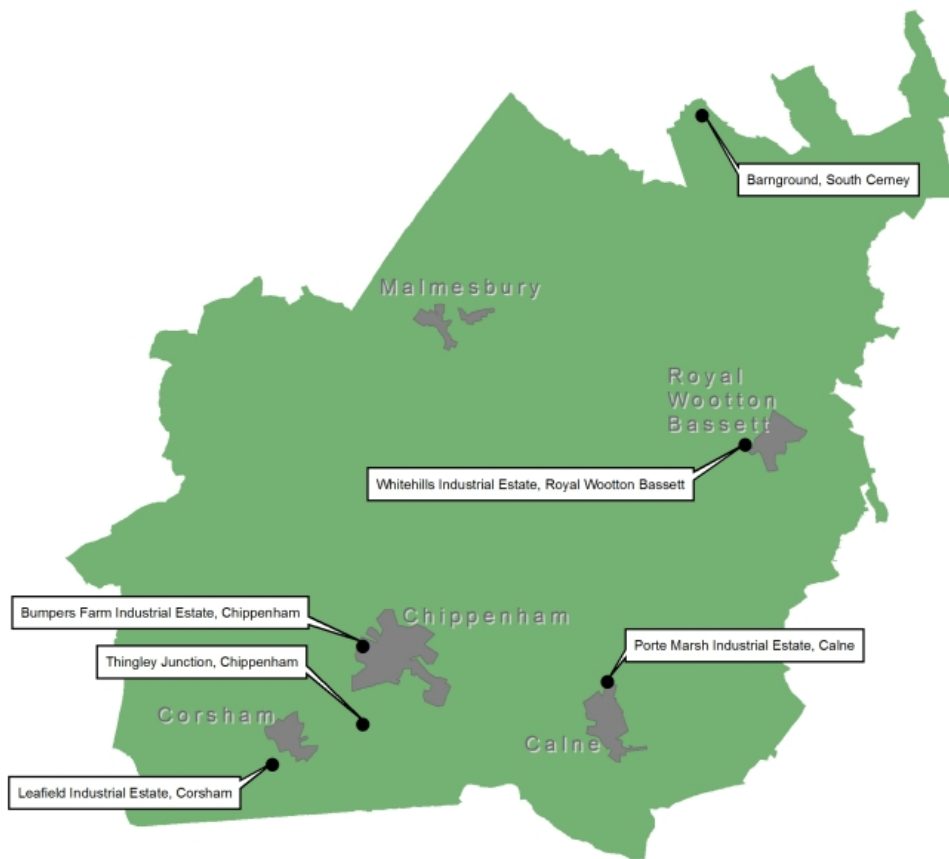
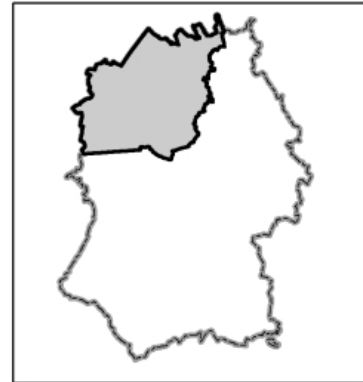
	<p>Site falls within the MoD statutory safeguarding zones - RAF Lyneham Statutory Birdstrike and Safeguarding Zone. The operational status of RAF Lyneham is currently in transition but is likely to be retained by the MoD for use as an Army training college. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>No cumulative effects identified at the plan-making stage.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Chippenham and Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>





## 2.2 Local sites

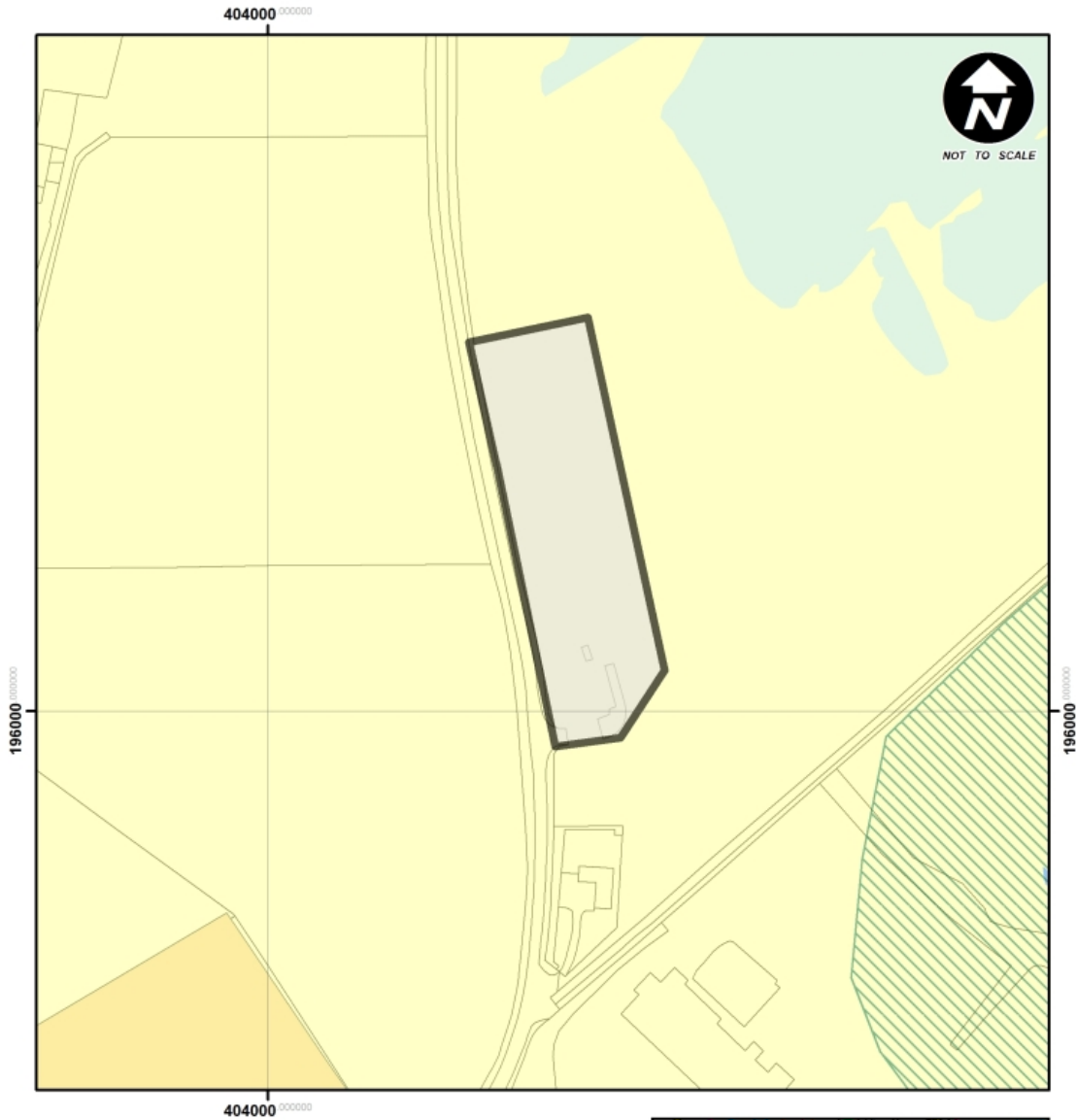
# North Wiltshire local scale waste sites



**Key**

- Local waste sites in North Wiltshire
- Key settlements in North Wiltshire
- North Wiltshire

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## Inset map N7

Barnground,  
South Cerney

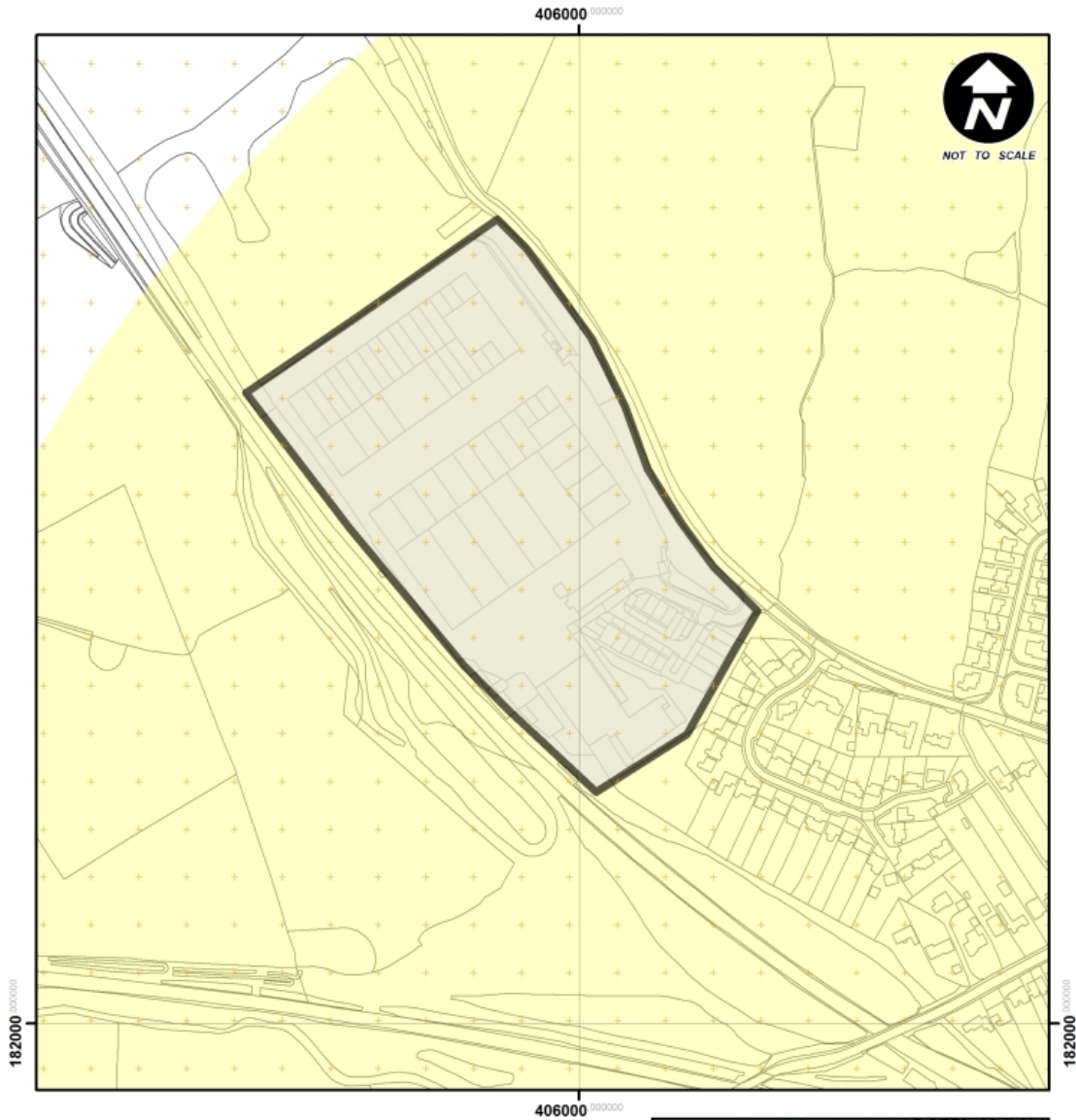


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Table 2.7 Barnground, South Cerney

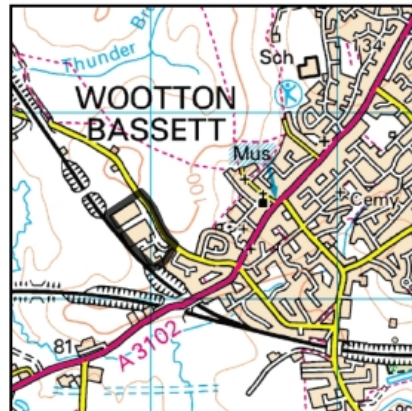
<b>Barnground, South Cerney</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: limited footprint of developable land; and limited capacity for vehicles to turn within the site and/or queue at peak times).
<b>Grid reference</b>	404164 196088
<b>Current use/s</b>	The site is a former mineral processing site located on the former access track to the restored landfill (industrial and commercial waste) and is bounded by low hedgerows with hedgerow trees. The site is currently agricultural land (pasture) used for grazing sheep.
<b>Description of site</b>	The site is located approximately 600m south east of South Cerney. It is currently accessed from an unclassified road called Ashton Road which meets the Cotswold Water Park Spine Road approximately 750m south of the proposed site. The site is approximately 5km from the nearest A419 junction to the east, which is accessed via the B4696. To the north and east of the site is the restored former landfill beyond which lies, a school and residential area to the north east and one of the Cotswold Water Park lakes to the east, used for water sports. A house/office and a cement manufacturing works are located to the south of the site. The western boundary is formed by Ashton Road beyond which lies agricultural grazing land and the Cotswold Community sharp sand and gravel quarry.
<b>Size of site</b>	1.4 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A site level survey will be required to inform a planning application and should include a Phase I habitat survey plus surveys for badgers, reptiles and commuting bats.
Historic environment and cultural heritage	There is a Scheduled Monument located approximately 400m to the south-west of the site. Any potential impacts will need to be investigated.  Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.
Human health and amenity	Potential for noise impacts. Acoustic screening in the form of bunds, buildings or fences may be required on the southern boundary if the nearest non residential building is converted into residential use.

<b>Barnground, South Cerney</b>	
Landscape, townscape and visual	Visual impacts on surrounding residences and farms should be mitigated through sensitive site planning (facilities to be located to the south adjacent to the cement works) and screen planting. The use of native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and strengthen rural character. Where possible, site buildings should be in keeping with the local vernacular/architectural style.
Traffic and transportation	It is recommended that improvements be made to the site access in terms of a ghost island right turn lane. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	<p>The site is underlain by a secondary aquifer and overlies a Source Protection Zone 2. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. There is potential for contamination issues from past activities and any development would need to address any contamination risks. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Proposals should consider mitigation such as SuDS within site design and infiltration devices.</p> <p>There is no foul sewer connection to this site. Any drainage from waste handling/storage areas would have to be contained in a sealed tank and then taken off-site for disposal.</p> <p>A Flood Risk Assessment/surface water drainage scheme, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	This site falls within the MoD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map N8

Whitehills Industrial Estate,  
Royal Wootton Bassett



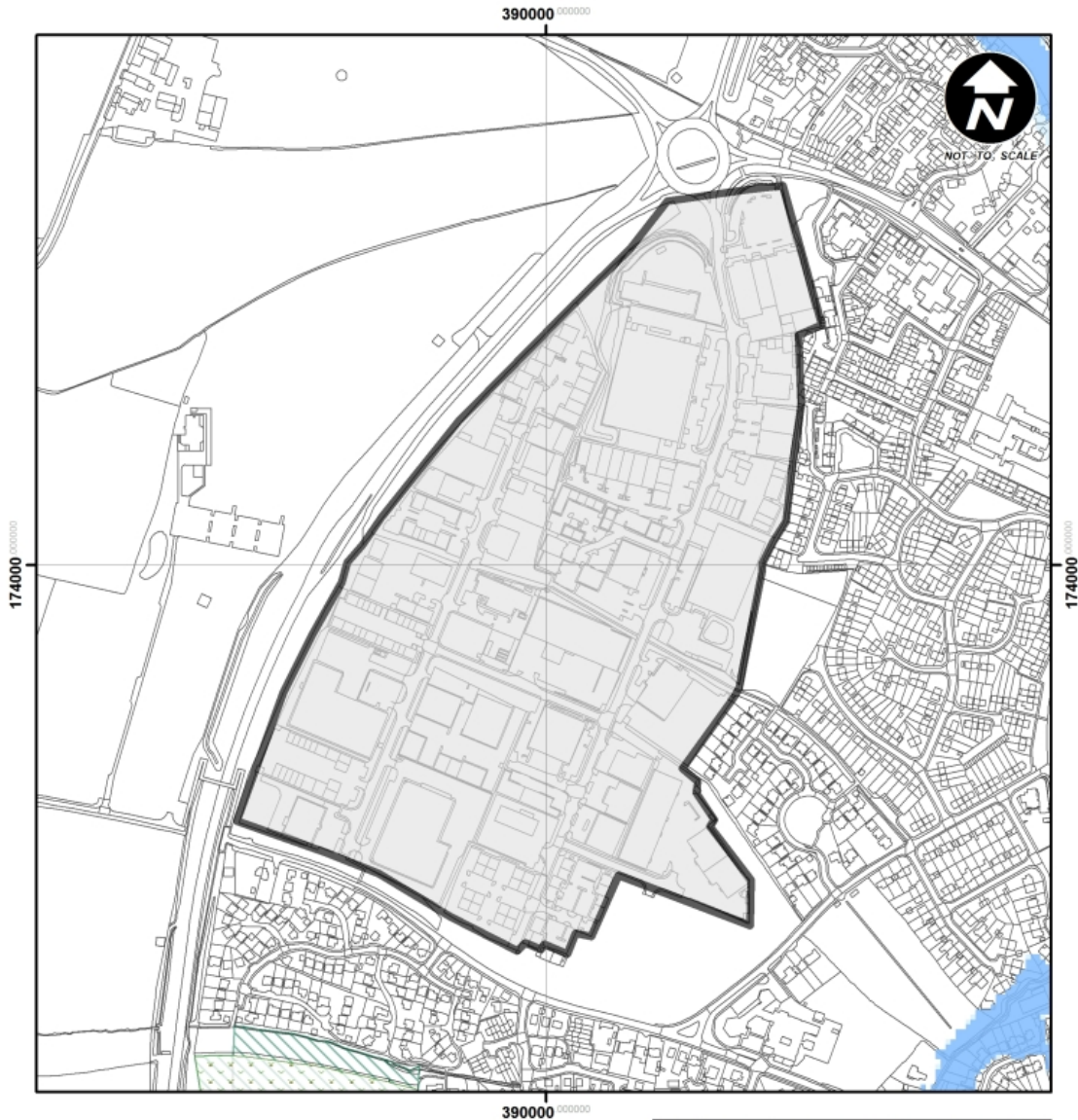
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Table 2.8 Whitehills Industrial Estate, Royal Wootton Bassett

<b>Whitehills Industrial Estate, Royal Wootton Bassett</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential access and congestion issues; limited opportunity potential of the site; and associated potential impacts on existing users of the estate).
<b>Grid reference</b>	405929 182302
<b>Current use/s</b>	The site is an existing industrial estate with office, general industrial and warehousing uses.
<b>Description of site</b>	The site is located on the south western fringe of Royal Wootton Bassett. The site is currently accessed from a priority junction with Whitehill Lane. Whitehill Lane itself forms the minor arm of a priority junction with the High Street (A3102). The site is approximately 5km from J16 of the M4. The north eastern boundary of the site is formed by Whitehill Lane and the south eastern boundary is formed by the residential settlement located along Whitehill Lane on the east of the site. The south western boundary is delineated by a railway and to the north west of the site is scrub land and fields.
<b>Size of site</b>	7.3 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A site level survey will be required in order to design appropriate enhancement for biodiversity relative to the existing surrounding habitat features. There are existing records of badgers on land to the north west of the site and if construction or other physical change is to be undertaken near the boundary of the existing hard standing, it would be prudent to check for badger activity within 30m of the site boundary so that necessary actions can be taken to avoid harming badgers or destroying their setts.
Human health and amenity	Potential impacts on neighbouring receptors, particularly noise, odour and bioaerosols will need to be considered as part of any planning application. Acoustic screening in the form of bunds, buildings or fences may be required depending on the siting of the facilities. The facilities should be sited as far away from the south eastern boundary as practical and by at least 150m.
Landscape, townscape and visual	Visual impacts on surrounding residences and farms should be mitigated through sensitive site planning and screen planting, as well as the creation of vegetated earth bunds to the north and west boundaries. The use of native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and strengthen rural character. Where possible, site buildings should be in keeping with the local vernacular/architectural style.
Traffic and transportation	The environmental impact associated with an increased number of HGVs, as well as access to the site via the Whitehill Lane/Bath Road junction is an area

## Whitehills Industrial Estate, Royal Wootton Bassett

	<p>for concern. A Transport Assessment, including the likely impact on the M4 Junction 16, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>There are surface water features in proximity to the site. Safeguarding the surrounding watercourses should be appropriately addressed. A Flood Risk Assessment will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing uses already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone. The operational status of RAF Lyneham is currently in transition but is likely to be retained by the MoD for use as an Army training college. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>No cumulative effects identified at the plan-making stage.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Chippenham and Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## **Inset map N9**

**Bumpers Farm  
Industrial Estate,  
Chippenham**

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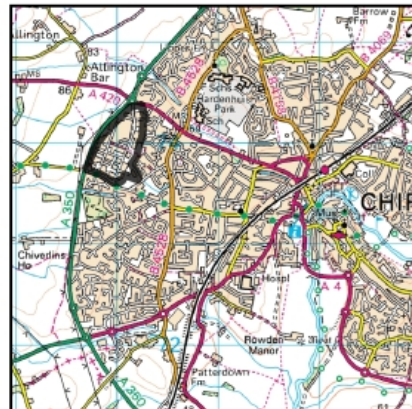




Table 2.9 Bumpers Farm Industrial Estate, Chippenham

<b>Bumpers Farm Industrial Estate, Chippenham</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: limited opportunity potential of the site; and associated potential impacts on existing users of the estate).
<b>Grid reference</b>	389936 173889
<b>Current use/s</b>	The site is an existing industrial estate comprising of variety of employment and retail uses.
<b>Description of site</b>	The site is located on the western fringe of Chippenham. The existing access to the site is via a direct connection to the A350/A420 roundabout which provides good access to the M4 (approximately 5.5km north of the site). The site is flanked by residential properties to the east on Longstone Road and to the south beyond Frogwell. The western boundary of the site is delineated by the A350 which is screened with a bund and tree planting. Beyond the A350 Chippenham Rugby Union Football Club is located. St Peters church and school is located to the south west of the site. A Public Right of Way (PRoW) runs through the site.
<b>Size of site</b>	25.9 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan although a proposed residential allocation is situated adjacent to the north eastern boundary of the site.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	A site level survey will be required in order to design appropriate enhancement for biodiversity relative to the existing surrounding habitat features.
<b>Human health and amenity</b>	<p>Potential impacts on neighbouring receptors, particularly noise, odour and bioaerosols will need to be considered as part of any planning application. Acoustic screening in the form of bunds, buildings or fences may be required depending on the location of a waste facility. Facilities should be sited as far away from the southern and eastern boundary as practical (i.e. towards the mid west part of the site) and at a minimum distance of 150m from any dwelling.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Dust and odour control measures will be required but detailed assessment is not necessary.</p> <p>Any development will need to safeguard PRoW.</p>
<b>Traffic and transportation</b>	Capacity/impact assessments of the local and strategic (A350 and M4 motorway) highway network will be required. A capacity assessment of the site access roundabout will be needed to confirm that the M4 J17 can accommodate the proposed traffic volumes. Consideration will also need to

## Bumpers Farm Industrial Estate, Chippenham

	<p>be given to the existence of on-street parking along the access road which prohibits two HGVs to pass unopposed. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site lies on a secondary aquifer and is in a Source Protection Zone 2. The site's eastern boundary adjoins an ordinary watercourse. It is recommended that a strip of land at least 8m wide adjacent to the watercourse/culvert along the site's boundary should be left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. Ground levels should not be raised within this area. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Robust design measures should be put in place to protect public water resources. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk.</p> <p>A Flood Risk Assessment and an investigation into risk of contamination and hydrological survey to anticipate whether works may penetrate the natural winter water table will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing uses already permitted within the site boundary.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects on traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## Inset map N10

Thingley Junction,  
Chippenham

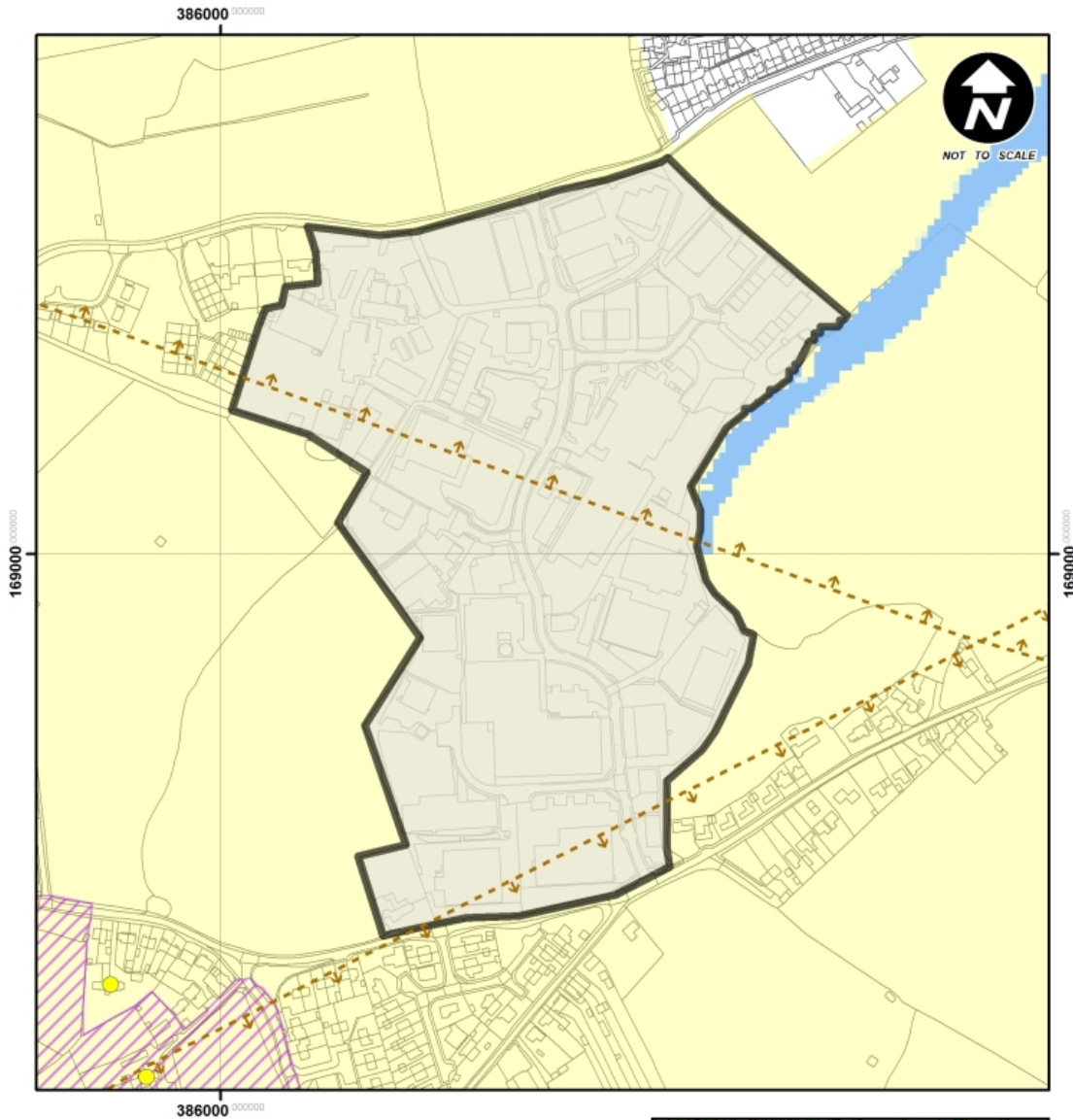


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Table 2.10 Thingley Junction, Chippenham

<b>Thingley Junction, Chippenham</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: highway connectivity; and proximity to the existing Gypsy and Traveller camp).
<b>Grid reference</b>	390092 170726
<b>Current use/s</b>	The site is a Brownfield site comprising former sidings and open storage land used for stocking ballast and railway track.
<b>Description of site</b>	The site is located approximately 1.5km south west of Chippenham. An unclassified road links the site to the A4 to the north west and a very narrow road provides access to the A350 to the south east. The northern boundary is formed by a traveller's site. The eastern boundary is delineated by a slightly elevated Chippenham-Bath railway line beyond which is restored landfill site. The south western boundary is formed by the abutment of a railway bridge and the north western boundary is a tree belt adjacent to an unclassified road. There are a number of scattered dwellings and farm buildings to the west of the site.
<b>Size</b>	7.1 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	There are existing Great Crested Newt records within 350m of the site and several records of some of the rarer butterfly species. A full ecological survey will be required to inform any future planning application and this should be a full Phase I survey with additional reptile and Great Crested Newt surveys (if no water body exists within 500m, a habitat suitability index for Great Crested Newts should be drawn up). An invertebrate survey will also be required. Enhancement of the site boundaries with additional planting should complement the current ecology of the site. Proposals for site enhancement should aim to help meet targets in the Wiltshire Biodiversity Action Plan (BAP), particularly within the "Batscapes" project that is part of the bat species action plan.
Human health and amenity	<p>Potential impacts on neighbouring receptors (traveller's site and scattered buildings); particularly noise, odour and bioaerosols will need to be considered as part of any planning application. Acoustic screening in the form of bunds, buildings or fences may be required. The facilities should be sited as far away from the northern boundary as possible and by at least 125m.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Dust and odour control measures will be required but detailed assessment is not necessary.</p>

<b>Thingley Junction, Chippenham</b>	
<b>Landscape, townscape and visual</b>	There is potential for landscape and visual impacts on local receptors due to the open nature of the site. Visual impacts should be mitigated through facility design and screen planting. The use of native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and minimise impact on the surrounding area. Where possible, site buildings should be small to medium scale, in keeping with an agricultural style.
<b>Traffic and transportation</b>	Extensive physical works to the site access will need to be carried out. Some local widening will be required along the unnamed road linking the site to the A4. A Transport Assessment, including any potential impact on the M4 Junction 17, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
<b>Water environment</b>	The site lies on a secondary aquifer and is in Source Protection Zone 2. There is a low risk of fluvial flooding but potential for pluvial flood risk and flood risk from groundwater. There is potential for impacts in relation to the water environment and contaminated land as a result of extensive past and present industrial use of the site including landfilling. Robust design measures should be put in place to protect the public water resource. Proposals should consider mitigation such as SuDS within site design and infiltration devices. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. A Flood Risk Assessment and contamination risk assessment will be required to support a planning application.
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects in relation to traffic and transportation. The matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map N11

Leaffield Industrial Estate,  
Corsham

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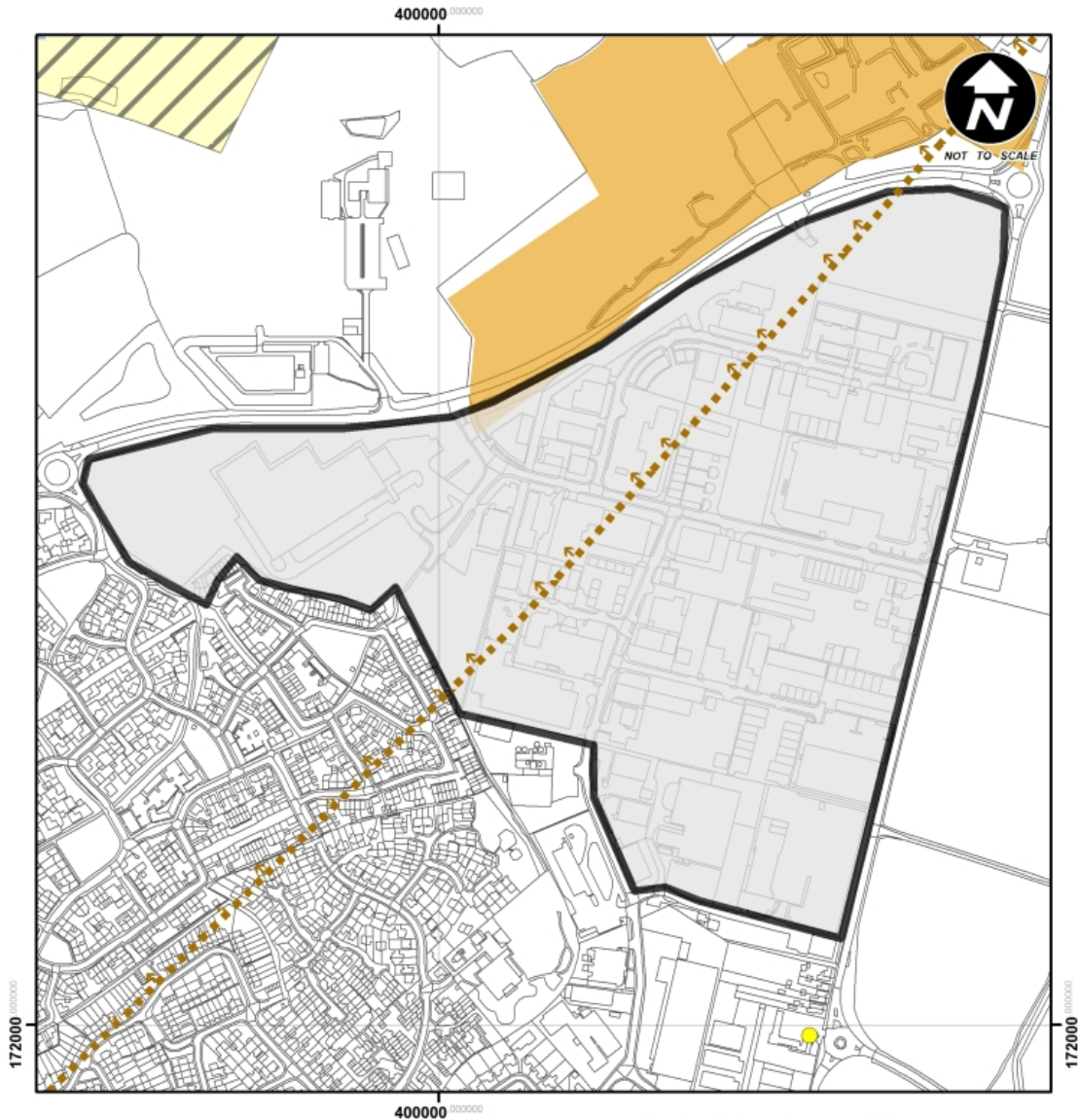
Table 2.11 Leaffield Industrial Estate, Corsham

<b>Leaffield Industrial Estate, Corsham</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential traffic/transport impacts associated with the layout of the estate roads e.g. constraints at Potley Bridge).
<b>Grid reference</b>	386184 169000
<b>Current use/s</b>	The site is an existing industrial estate which generally has a mix of B2 and B8 uses, although there is a leisure centre located on the site.
<b>Description of site</b>	The site is located south west of Corsham approximately 6.5km south west of Chippenham. There are two access roads to the industrial estate. The main access to the site is through residential areas via Potley Lane and Valley Road in the north. The other access is from Elley Green in the south. A Public Right of Way (PRoW) runs along the eastern boundary alongside an ordinary watercourse which is a tributary of the Byde Mill Brook located 1.5km to the northeast of the site.
<b>Size of site</b>	17.1 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the the current North Wiltshire Local Plan, although land bordering the north east of the site is allocated as employment land (saved Policy BD1).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A site level survey will be required to inform any future planning application focusing on reptiles and amphibians in grass margins/hedgerow bottoms and bats in trees. Enhancement on a site such as this should aim to improve connectivity of natural habitat as wildlife corridors both around and within the site.
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration and nuisance levels affecting existing workers/users of the industrial estate and residents living in proximity to the site will need to be assessed.</p> <p>There is potential for impacts in relation to noise. Acoustic screening in the form of bunds, buildings or fences may be required depending on the location of the facility. Any facility should be sited as far away from the southern and northern boundaries as practical and at least 150m from any residential dwelling.</p> <p>Any development will need to safeguard PRoW.</p>
Landscape, townscape and visual	There are several visual receptors in close proximity to the site, however the current character and use of the site means it has ability to accept change. Views can be mitigated through careful site planning, building control and screen planting. In particular, facilities should be small to medium scale, below three storeys. Native and evergreen hedgerows and trees and native woodland

## Leaffield Industrial Estate, Corsham

	<p>should be planted along site boundaries to screen views into the site and increase the quality of the landscape within the site.</p>
Traffic and transportation	<p>Appropriate HGV routing is required which includes signing and contractual agreements with the operator to ensure the impact on sensitive land uses is minimised. The preferred routing to the site is via the A4 to the north of the site. A Transport Assessment, including a capacity assessment, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site lies on a secondary aquifer and is in Source Protection Zone 2/3. Robust design measures should be put in place to protect the public water resource. Flood Zone 3 runs up the eastern boundary of the site associated with a watercourse (tributary of Byde Mill Brook). It is recommended that a strip of land at least 8m wide adjacent to the watercourse/culvert along the site's boundary should be left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk.</p> <p>A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing uses already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - RAF Colerne Statutory Height and Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects in relation to traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>





## **Inset map N12**

Porte Marsh  
Industrial Estate,  
Calne

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Table 2.12 Porte Marsh Industrial Estate, Calne

<b>Porte Marsh Industrial Estate, Calne</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential impact of traffic on the local highway network; and proximity of large-scale existing quarries and waste management facilities at Lower Compton and Sands Farm).
<b>Grid reference</b>	400253 172376
<b>Current use/s</b>	The site is within an existing industrial estate which generally has a mix of B2 and B8 uses.
<b>Description of site</b>	The site is located on the northern fringe of Calne which is approximately 9.5km east of Chippenham. The site benefits from a number of points of access onto the A3102, which links to the A4 to the south. The site is delineated to the north by the A3102 Beaverbrook Road and to the east by the A3102 Oxford Road, the southern boundary of the site is formed by the new and expanding areas of residential development and schools in northern Calne.
<b>Size of site</b>	33.2 ha
<b>Planning context</b>	The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 8 – Spatial Strategy: Calne Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration, nuisance and noise levels affecting nearby residential and industrial areas will need to be investigated.
Biodiversity and geodiversity	Existing records within the immediate surrounding area indicate that survey for reptiles (especially slow worms) and badgers will be required to inform any future planning application for this site. Enhancement of the site for biodiversity should aim to improve connectivity of habitats for wildlife species both across and around the site.
Historic environment and cultural heritage	The site lies adjacent to a Scheduled Monument (SM); the earthwork remains of a deserted Medieval village. Previous archaeological evaluation within and immediately surrounding the site has revealed the presence of deposits and the potential for further discoveries relating to the adjacent medieval settlement and possible Romano-British activity. Preference should be given to locating waste facilities within, or on the site of, an existing building. This would eliminate the potential for impact on archaeological deposits or setting on the adjacent SM. Further archaeological evaluation will be required where new build is required. Development should be avoided within the existing vacant plot to the north of the site to avoid impacting on the setting of the SM. Should this not be feasible, new buildings should be screened by new planting located within the plot and not on the site boundary (otherwise this may further impact on buried archaeological deposits).

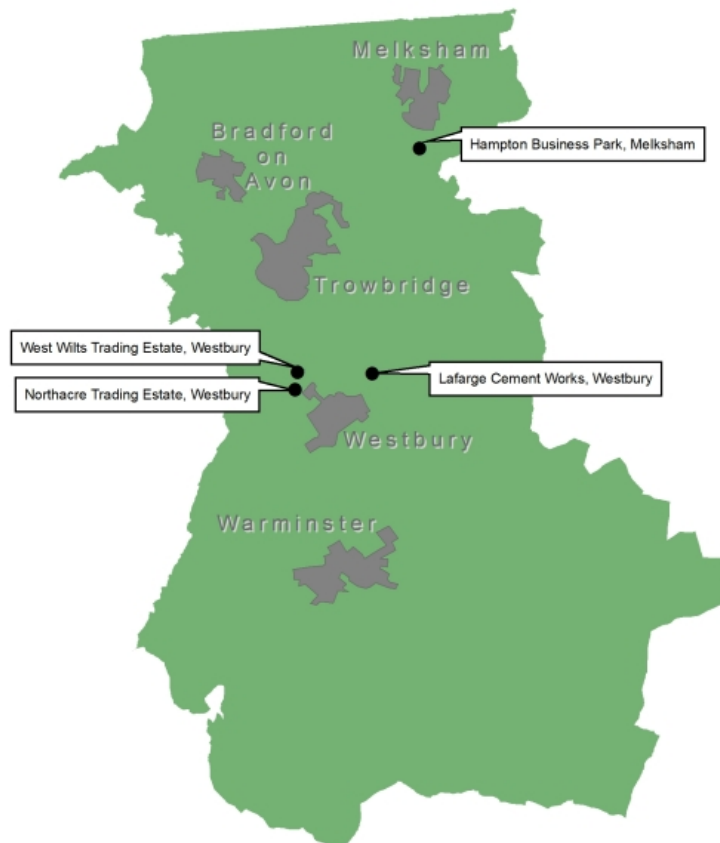
<b>Porte Marsh Industrial Estate, Calne</b>	
	The grade II listed former Bricklayers Arms lies a short way to the south of the allocated site, although as development currently extends up the closest boundary, proposals are unlikely to have a significant additional impact on the setting or environmental quality of the heritage asset.
Traffic and transportation	Detailed investigation is required into the impact that increased traffic could have on Calne town centre and the A4. Capacity issues on the existing roundabouts on the A3102 and A4 in the immediate vicinity should also be assessed. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	A Flood Risk Assessment will be required to support a planning application.
Any other issues or comments	Any new facilities must not prejudice the existing uses already permitted within the site boundary.  This site falls within the MoD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone. RAF Lyneham has effectively closed. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Chippenham and Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## 3 West Wiltshire

### 3.1 Strategic sites

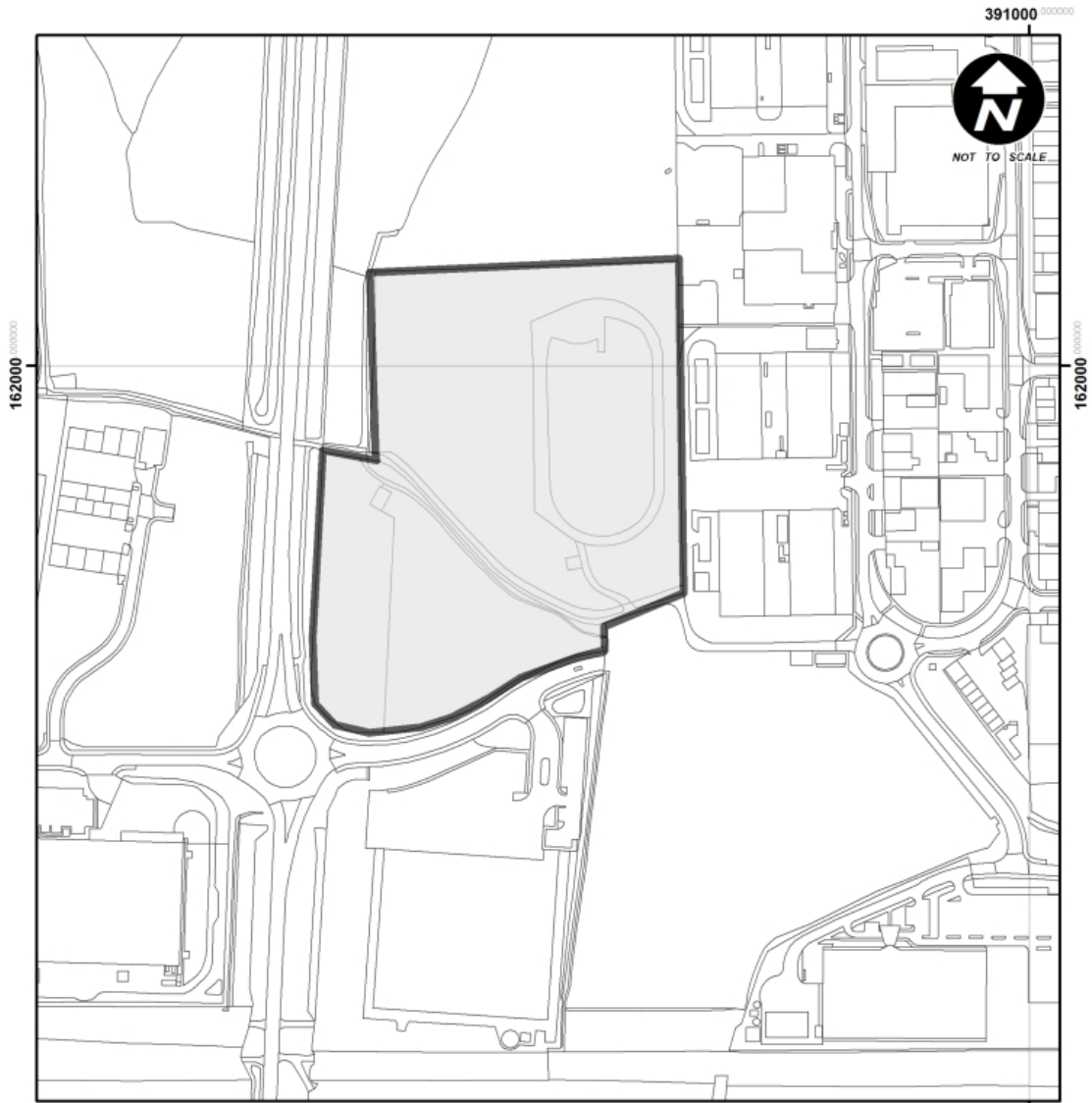
# West Wiltshire strategic scale waste sites



**Key**

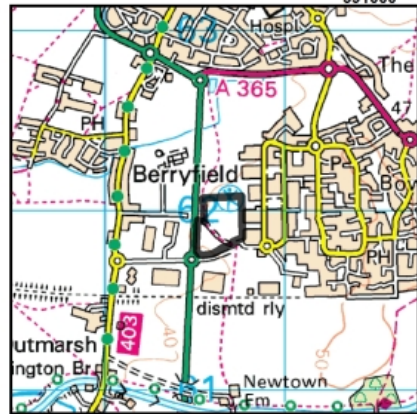
- Strategic waste sites in West Wiltshire
- Key settlements in West Wiltshire
- West Wiltshire

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## Inset map W1

Hampton Business Park,  
Melksham



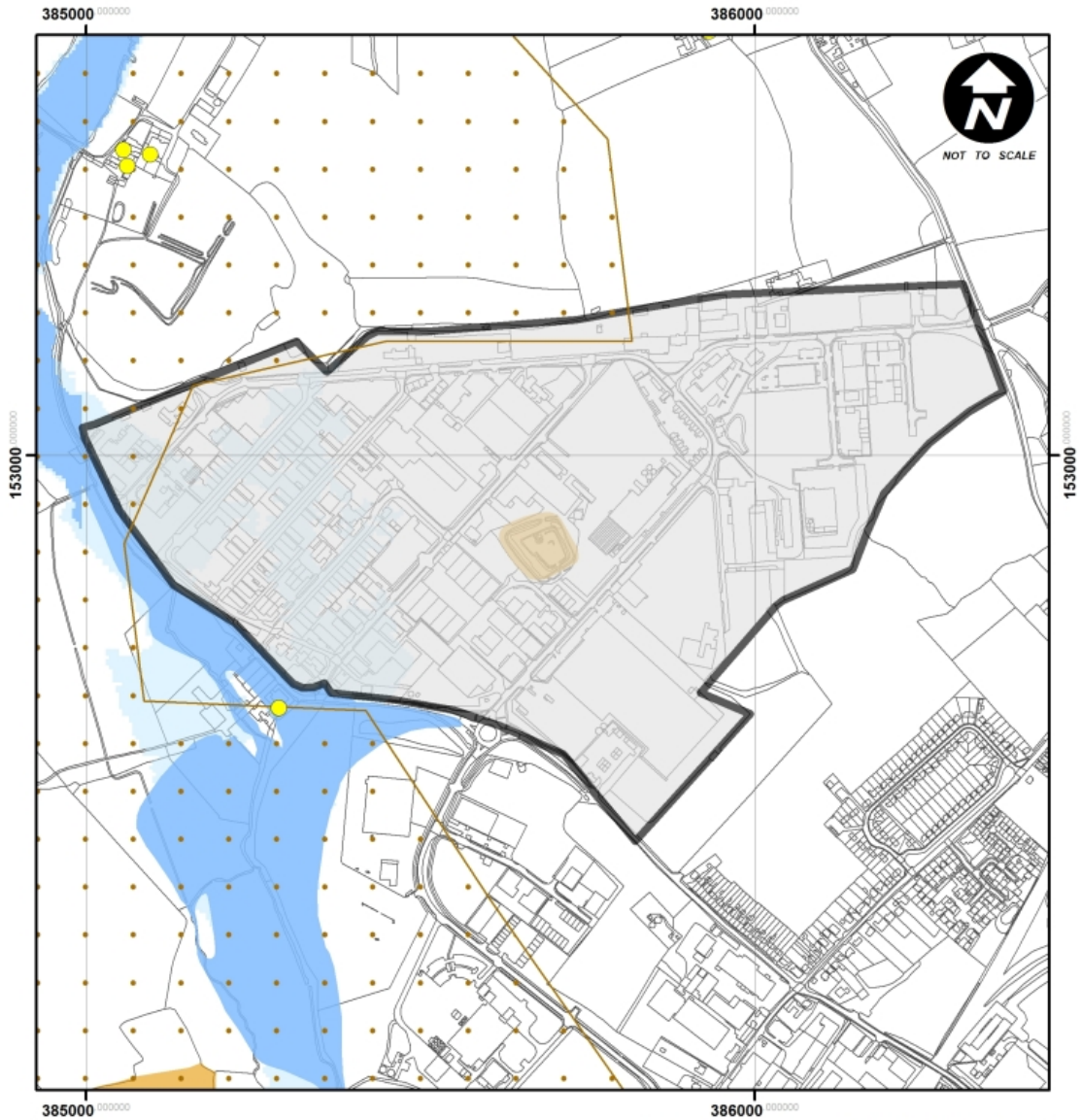
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Table 3.1 Hampton Business Park, Melksham

<b>Hampton Business Park, Melksham</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	390638 161900
<b>Current use/s</b>	Greenfield site comprising of two elements; the northern part is a sports field and the southern part is fields used for grazing by cattle.
<b>Description of site</b>	This site is located on the western fringe of Bowerhill approximately 11km north east of Trowbridge. The site is part of a 12ha employment allocation known as Hampton Business Park and adjacent to the existing Bowerhill Industrial Estate. Access to the site is via the adjacent A350 which is part of the Wiltshire HGV Route Network. There is a Public Right of Way (PRoW) crossing the site in a zig-zag running north to south, with access out to the Bowerhill Industrial Estate. A non-segregated public footpath and cycleway also runs adjacent to the site, along the A350. There is a public golf course immediately north of the site. The Kennet and Avon Canal lies approximately 900m south of the site.
<b>Size of site</b>	7.2 ha
<b>Planning context</b>	The site is allocated for General Employment (Policy E1) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 15 – Spatial Strategy: Melksham Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	There are numerous existing records in the surrounding area for bats, badgers, reptiles and great crested newts, therefore an extended Phase I habitat survey with particular respect to these species will be required to inform the planning application for the site. The proposed site is located within an area of Melksham identified as a potential future employment site through the emerging Wiltshire Core Strategy. Enhancement for biodiversity in relation to planning permission for this site would be required to fall in line with any ecological strategy that has been designed for the area as part of the Wiltshire Core Strategy.
Historic environment and cultural heritage	A WWI airfield is adjacent to the site and should be evaluated via a Desk Based Assessment (DBA).
Human health and amenity	The site is situated approximately 420m from housing to the east and west. Mitigation for any dust, odour and bioaerosols will be required to minimise impacts on sensitive receptors. Detailed assessment will be required if the development is within 250m of any residential premises or 500m of any other receptors. Potential impacts on air quality (including odour, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will also need to be investigated.

<b>Hampton Business Park, Melksham</b>	
	<p>Mitigation should involve a Site Waste Management Plan and Pollution Incident and Control Plan to specify how excavated material will be handled, stored and disposed of.</p> <p>Any development will need to safeguard PRow.</p> <p>Part of the site covers an existing sports ground which would need to be replaced as part of any development.</p>
Landscape, townscape and visual	<p>There is the potential for landscape and visual impacts on local residences, although the site has high capacity to accommodate change. The design of any major buildings is a key consideration. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting will be required. Native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and repair rural character. Facilities should be small to medium in scale and in keeping with an agricultural style.</p>
Traffic and transportation	<p>Access arrangements will need to be investigated. A new formal access will need to be constructed between the existing access road and the site to improve visibility and safety. A Transport Assessment, including a capacity analysis on the A350 junctions in the vicinity of the site, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is in Flood Zone 1. There are surface water courses in close proximity to the site, the site is underlain by a secondary aquifer and there are potentially contaminating land uses in the area. Robust design measures should be put in place to protect public water resources. Measures to mitigate against threats such as flooding and groundwater contamination may include a surface water drainage scheme and SuDS designed to control run-off. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency to determine monitoring requirements will need to take place and support a planning application.</p>
Any other issues or comments	<p>The adjacent Bowerhill Industrial Estate is occupied, in part, by existing waste facilities, including a HRC. Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects on air quality, human health and amenity, traffic and transportation. The matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Trowbridge and Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>





## Inset map W2

West Wilts Trading Estate,  
Westbury

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Table 3.2 West Wilts Trading Estate, Westbury

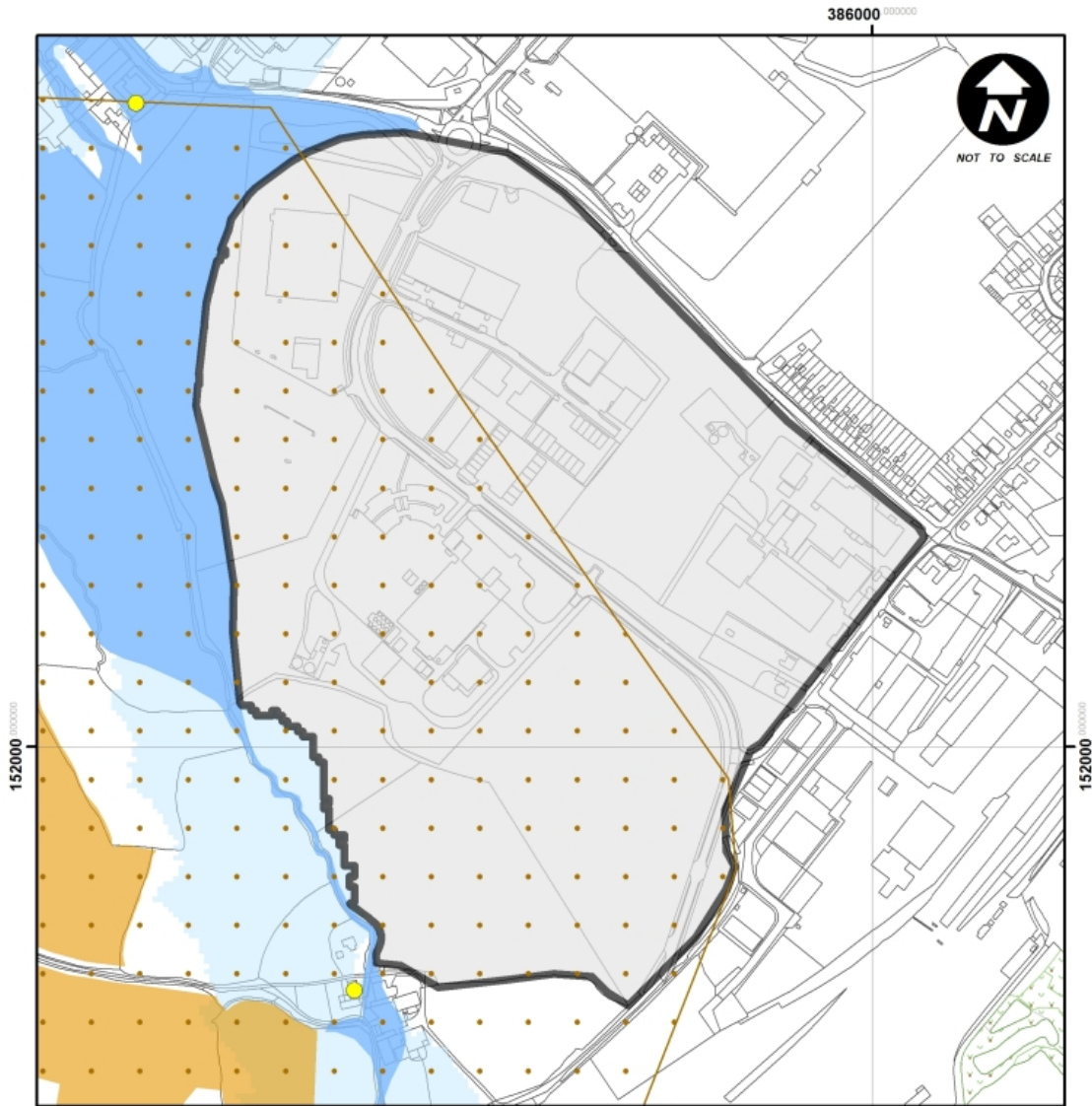
<b>West Wilts Trading Estate, Westbury</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	385862 152853
<b>Current use/s</b>	The site is a large established trading estate which encompasses various uses including some small scale waste uses, processing industries, light industrial uses, car sales and a nightclub.
<b>Description of site</b>	The site is located 1km to the north west of Westbury approximately 6km south of Trowbridge. The site is largely developed but there are some available units and land. Housing is located within 250m of the southern boundary of the site. The northern boundary of the site is defined by hedgerows and tree belts beyond which lies agricultural land. The site is bounded to the east by Hawkeridge Road and a small number of properties located on this road. The site is flanked to the south by The Ham and properties located on Hawkeridge Park and to the west by Storridge Road and Storridge Farm. The local railway line is approximately 500-600m from the eastern and southern boundaries of the site beyond which there are residential areas to the south east of the site. There are two existing access points to the industrial estate, off the B3097 Hawkeridge Road and via a roundabout off Storridge Road, both of which link to the A350. The nearest junction on the A36 is approximately 7km from the site.
<b>Size of site</b>	63.6 ha
<b>Planning context</b>	The site is allocated for General Employment (Policy E1) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 32 – Spatial Strategy: Westbury Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	A site level survey should be undertaken if development is on, or adjacent to, the part of the site that is currently occupied by trees, hedgerow or grass/scrub, or immediately adjacent to the River Biss, or if any existing buildings are to be demolished and rebuilt. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 32 – Spatial Strategy: Westbury Community Area; and Core Policy 35 – Existing Employment Sites). There may be an ecological strategy associated with areas of development within the Core Strategy that may put constraints on some sites in relation to habitat retention and enhancement. This should be investigated and addressed within the planning application for the site.
<b>Historic environment and cultural heritage</b>	There is a Scheduled Monument (SM) (ref. 12048) in the southern area of the site and the setting of this monument will require consideration within design proposals when a planning application is submitted. There is potential for the SM to become further isolated in the centre of the site which will have

## West Wilts Trading Estate, Westbury

	<p>implications for public access and management. The brownfield site set around the SM moated site will need protecting. Pre-application Desk Based Assessment (DBA) should be produced as a minimum.</p> <p>There is potential for a change in setting to the Brook Hall complex (including the Grade I listed early wing and Grade II listed Hall and barn) lie approximately 350m to the north of the site (ref. 128501). Brook Hall is a long-standing Building at Risk and it is imperative that changes in the vicinity do not further prejudice the possibilities for finding a new use/owner for the site. The Grade II listed Storridge Farm and its model farmyard lies immediately to the south-west of the allocated site and any impact upon its setting will also need to be considered.</p> <p>The potential for the presence of currently unrecorded archaeological deposits is low.</p>
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will need to be investigated. Proximity to housing in the south means that proposals for facilities with higher pollution potential should avoid this part of the site.</p> <p>A full noise assessment will need to be undertaken and acoustic screening in the form of bunds, buildings or fences may be required depending on the location of a waste facility. New facilities should be sited away from the residential properties by at least 150m.</p> <p>Air quality risks for the intended uses are moderate to high without mitigation. Measures to control emissions of local air pollutants from combustion plant, and of dust, odour and bioaerosols will be required. Detailed assessments will need to support a planning application.</p>
Land use	<p>Proximity to leisure land use (nightclub) should be considered during any subsequent planning application process.</p>
Landscape, townscape and visual	<p>The design of any major buildings is a key consideration. Mitigation in the form of additional boundary/screen planting for any new developments, locating the facility away from Storridge Road and retaining existing trees and hedgerows on site will be required.</p>
Traffic and transportation	<p>Any proposal for waste development should ensure that there are no significant adverse impacts on sensitive receptors and the highway network. HGV routing should be enforced through Hawkeridge Road towards the north only in order to minimise environmental impacts. The “most appropriate route” (as stated in Wiltshire Councils ‘Freight Routes in Wiltshire’ document) is via the eastern access towards the north. The western secondary access should be used by non-HGV traffic only. A Transport Assessment, including an assessment of the impact on the function and capacity of the A36, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>

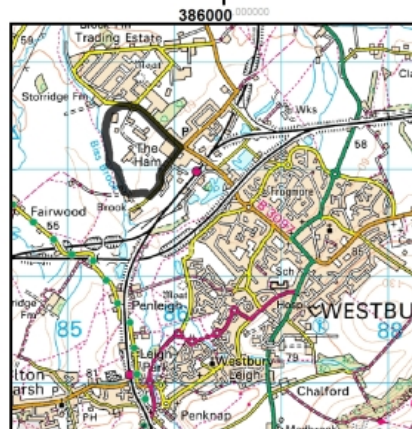
## West Wilts Trading Estate, Westbury

	Proposals should consider using the adjacent rail interchange at Westbury.
Water environment	<p>The site is located partly in Flood Zone 1 and 2, which is the floodplain associated with the Biss Brook. The western part of the site is underlain by a secondary aquifer. The aquifer is likely to be shallow. The potential for pluvial and groundwater flooding should be investigated. Robust design measures should be put in place to protect public water resources. It may be advisable for any site layout to preferentially avoid locating sensitive buildings/equipment in the site's western portion. There are currently outstanding groundwater contamination issues at the site. If development or redevelopment occurs then areas being redeveloped will need to be assessed for their contamination potential and measures taken to address these issues. Proposals should consider mitigation such as SuDS within site design and infiltration devices. It is recommended that a strip of land at least 8m wide adjoining the Biss Brook is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk.</p> <p>A Flood Risk Assessment contamination risk assessment and determination of monitoring requirements with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map W3

Northacre Trading Estate,  
Westbury



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Table 3.3 Northacre Trading Estate, Westbury

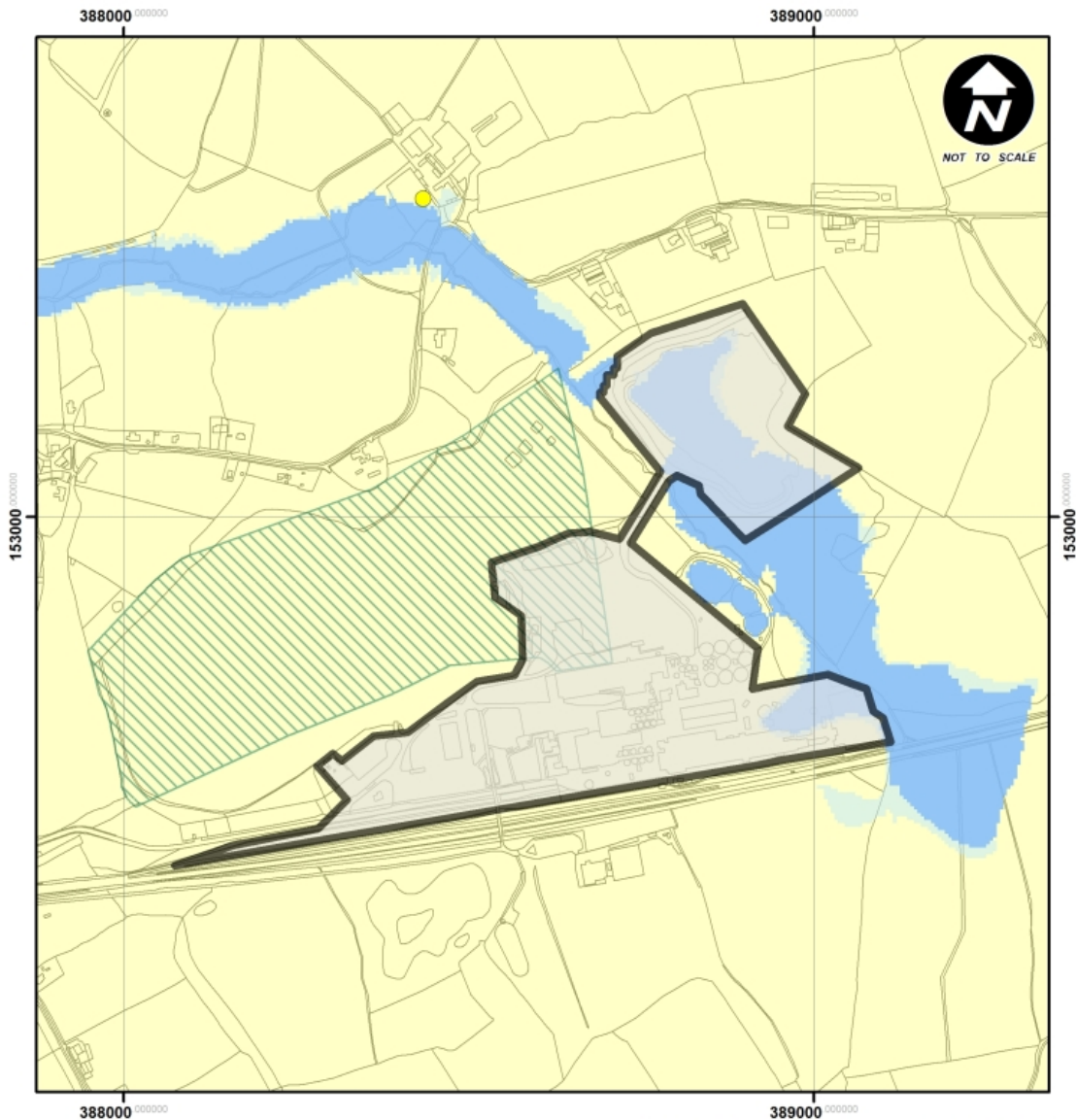
<b>Northacre Trading Estate, Westbury</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	385385 152136
<b>Current use/s</b>	The Northacre Trading Estate is a large new trading estate which is part of the existing Brook Lane Trading Estate and a sewage works. Much of the trading estate currently consists of vacant plots of land although part of the site is occupied by a large milk processing dairy. Planning permission has recently been gained for a MBT facility and associated HRC, although both facilities are not currently in operation.
<b>Description of site</b>	The site is located on the north-western fringe of Westbury, fronting onto Storridge Road approximately 6.5km south of Trowbridge. The site is large with vacant land providing a continuation of industrial uses from West Wilts Trading Estate through to Brook Lane Trading Estate. The site is accessed by a new roundabout and road with signage and lighting. Storridge Road and Station Road link to the A350. The nearest junction on the A36 is approximately 6.5km from the site. The site is a large flat area on the edge of the Biss Brook floodplain, which runs close to/along the western site boundary, beyond which is open countryside. To the north, the West Wilts Trading Estate contributes to the general industrial/urban fringe character of the area. A number of detached, two-storey suburban houses face the Northacre Trading Estate on Storridge Road along the north eastern boundary of the site. Westbury Train Station and Brook Lane Industrial Estate are located to the south east. The local railway line is located approximately 150m from the south east boundary of the site (designated Westbury Rail Freight Facility).
<b>Size of site</b>	37.8 ha
<b>Planning context</b>	The site is allocated in the saved policies of the current West Wiltshire District Local Plan as part New Employment Land Allocation (E1) and part Employment Policy Area (E2). The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 32 – Spatial Strategy: Westbury Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Development on the currently undeveloped part of the site will require a site level Phase I extended survey with particular reference to water voles, badgers and reptiles (existing records in the immediate area) to inform any future planning application. The site is located within an area of Westbury identified as a principle employment area in the emerging Wiltshire Core Strategy. There may be an ecological strategy associated with areas of development within the Core Strategy that may put constraints on some sites in relation to habitat retention and enhancement. This should be investigated and addressed within the planning application for the site.

Northacre Trading Estate, Westbury	
Historic environment and cultural heritage	<p>There is potential for significant adverse impacts on cultural heritage features within the site. The site contains Brook Deserted Medieval Village (DMV) Scheduled Monument and other, probably related, significant heritage assets.</p> <p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation. The county archaeologist advises not using the areas west and south-west of the existing Industrial Estate. Otherwise, evaluation required as above.</p> <p>The Grade II listed Brook Farm, Brook Lane, Westbury lies immediately south of the allocated site. Design proposals, and landscaping and screening options will need to be devised in consultation with English Heritage and Wiltshire Council's Conservation Officer in order to ensure appropriate mitigation of any adverse effect on the setting of this.</p>
Human health and amenity	<p>Potential impacts on neighbouring receptors, particularly odour and bioaerosols will need to be considered as part of any planning application. Sensitivity of some existing units to air quality, particularly the dairy and other food processing businesses, will need to be assessed. Vibration, nuisance and noise levels affecting nearby residential (including dwellings in Storridge Road and The Ham), industrial and recreational areas will also need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required, and will depend on the siting of a waste facility within the site. New facilities should be sited away from the residential properties by at least 150m.</p> <p>Air quality risks for the intended use are moderate to high without mitigation. Measures to control emissions of local air pollutants from a treatment plant, and of dust, odour and bioaerosols will be required. Detailed assessments will need to support a planning application.</p>
Landscape, townscape and visual	<p>A landscape assessment will be required to support a planning application. The urban fringe location of the site and proximity of residential properties and footpaths mean that sensitive site planning and visual mitigation will be essential.</p>
Traffic and transportation	<p>A Transport Assessment, including an assessment of potential vehicular movements to and from the site and impact on the function and capacity of the A36 and A350, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is in Flood Zone 1 but is in proximity to the floodplain associated with the Biss Brook (north west of the site). It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings,</p>

## Northacre Trading Estate, Westbury

	<p>structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. Part of the site is identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk.</p> <p>The site is situated on shallow aquifers and there are potentially contaminating land uses in the area and potential for contamination from past activities on site. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. Robust design measures should be put in place to protect public water resources.</p> <p>A Flood Risk Assessment and contamination risk assessment will be required to support any planning application.</p>
<p>Any other issues or comments</p>	<p>Any new facilities must not prejudice the existing industrial and commercial units (including the dairy) already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<p><b>Cumulative effects with other waste site allocations</b></p>	<p>There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. The matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<p><b>Links to the Waste Core Strategy</b></p>	<p>The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>





## Inset map W4

Lafarge Cement Works,  
Westbury

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Table 3.4 Lafarge Cement Works, Westbury

<b>Lafarge Cement Works, Westbury</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer, Composting, Waste Treatment (and associated landfill of residual waste from treatment process).
<b>Scale</b>	Strategic.
<b>Grid reference</b>	388728 152733
<b>Current use/s</b>	<p>The site is occupied by Lafarge Cement Works, which has operated a process of burning waste tyres as part of the fuel for heating the cement kilns. However, the cement kilns have now permanently closed but the existing cement depot operation continues.</p> <p>Westbury Waste Management Facility occupies the north western area of the site and is adjacent to the cement works and former non-inert (non-hazardous) landfill site. Electricity is currently being generated from landfill gas.</p> <p>Planning permission was previously granted for the development of a strategic scale Waste Transfer Station, but the permission was not implemented and has since lapsed.</p>
<b>Description of site</b>	<p>The site is located 1km to the north east of Westbury, approximately 6.5km south east of Trowbridge. Access to the site is gained from the A350 which forms part of the HGV Route Network along the existing site access and haul road. The site also has direct access to the Buckleaze-Westbury railway link (which forms the southern boundary) that was used by Lafarge Cement Works. Recreational facilities including a golf course and fishing lake are located immediately beyond the railway link. Several claypits and ponds are situated in close proximity, forming the northern and eastern boundaries to the site and a tributary of the River Biss forms part of the north east site boundary. At its western end, the site consists of a formal driveway, which leads to the wider works area. A Public Right of Way (PRoW) crosses the access between the clay pit and the plant site.</p>
<b>Size of site</b>	24.4 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current West Wiltshire District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	<p>The site is situated within the existing Lafarge Cement Works site and Claypit RIGS. It is also immediately adjacent to, and partially within, the Blue Circle Cement Works Claypit Meadow County Wildlife Site. An extended Phase 1 Habitat Survey will be required in order to fully assess any areas of the site not previously developed.</p>

Lafarge Cement Works, Westbury	
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will need to be investigated. Further consideration will be needed if there is the potential for heat and power that could be used to supply the local users.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required on the northern and eastern boundaries. The facilities should be sited as far away from the north east boundary as practical, with a minimum distance of 150m from any residential development.</p> <p>Air quality risks for the intended use are moderate to high. Measures to control emissions of local air pollutants from a treatment facility, and of dust, odour and bioaerosols will be required.</p> <p>Detailed noise and air quality assessments will need to be undertaken to support a planning application.</p> <p>Any development will need to safeguard PRoW.</p>
Land use	<p>Development should have regard to the approved restoration of the adjacent former landfill area to agricultural use. Any future waste management development at this site must not unduly prejudice the restoration timetable of the adjacent landfill site, or conflict with the permitted agricultural after use of the landfilled area.</p>
Landscape, townscape and visual	<p>The design of any major buildings is a key consideration to ensure no adverse impacts on the surrounding area including Westbury White Horse. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting (i.e. native woodland buffer planting) will be required. There may be an opportunity to enhance parts of the site in visual or landscape terms.</p>
Traffic and transportation	<p>Any proposals should consider the potential vehicular movements to and from the site and impact on the function and capacity of the A350. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p> <p>There is potential for rail use at this site, a feasibility study will be required. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is predominantly in Flood Zone 1 but the northern and eastern parts enter Flood Zone 3b. It will be necessary for any site layout to avoid locating any development/buildings/equipment in this part of the site. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site is partially located on a secondary aquifer. There are potentially contaminating land uses in the area and potential for contamination from past activities on site. Flooding could interrupt operations and cause pollution to spread from the site, although</p>

## Lafarge Cement Works, Westbury

	<p>only a fraction of the site (about a quarter) is at risk. The site could increase the flood risk to surrounding sites. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. Robust design measures should be put in place to protect public water resources. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects associated with traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>

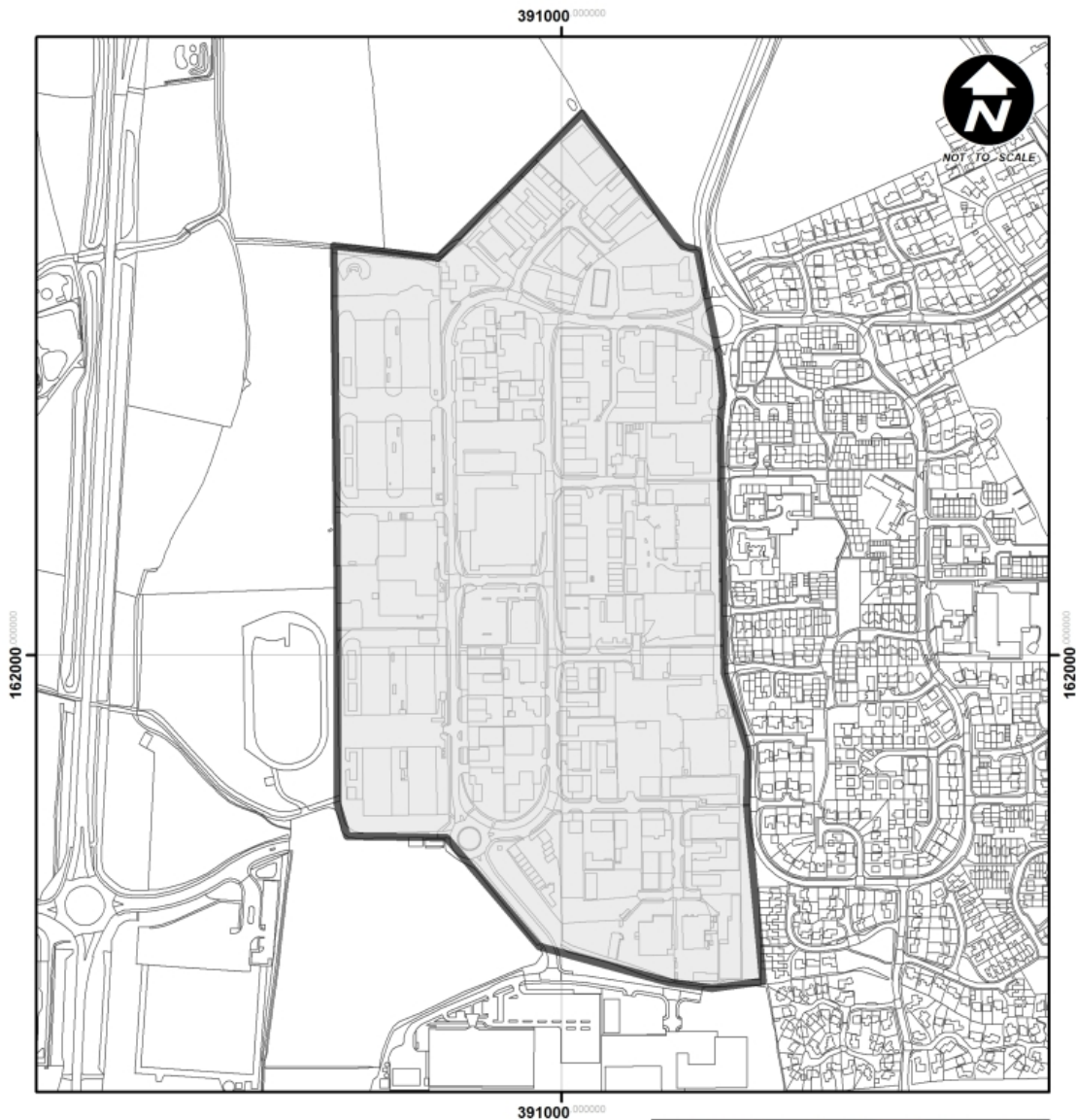
# West Wiltshire local scale waste sites



**Key**

- Local waste sites in West Wiltshire
- Key settlements in West Wiltshire
- West Wiltshire

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## **Inset map W5**

**Bowerhill Industrial Estate,  
Melksham**

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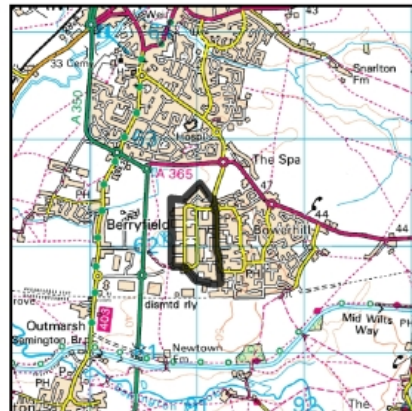
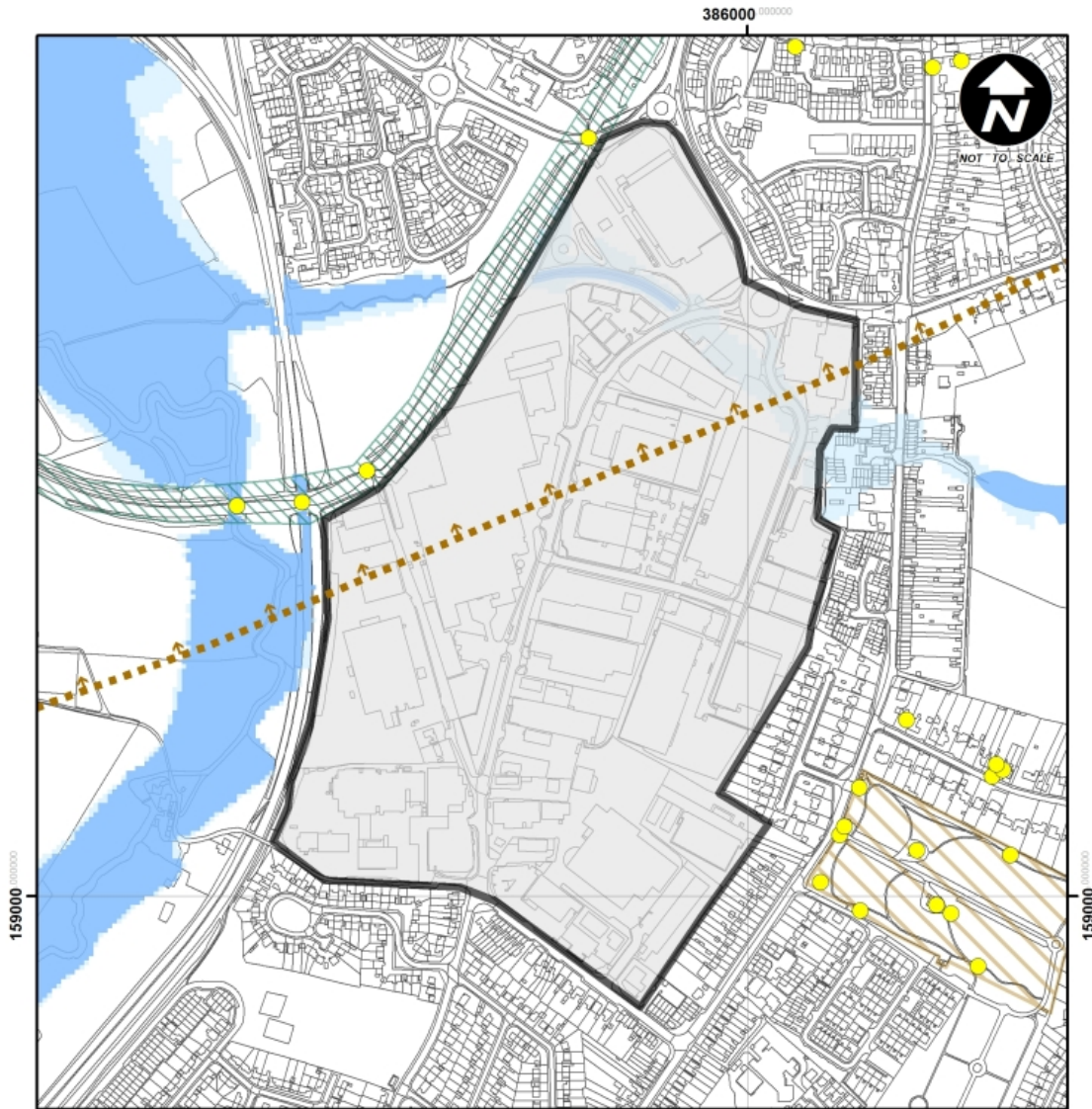


Table 3.5 Bowerhill Industrial Estate, Melksham

<b>Bowerhill Industrial Estate, Melksham</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential impact on estate roads and connecting highway; and proximity to adjacent strategic scale operation).
<b>Grid reference</b>	391000 162045
<b>Current use/s</b>	The site is part of a former airfield which has been developed as an industrial estate. The industrial estate is currently occupied predominantly with B2 and B8 uses including small manufacturing and engineering businesses, large scale storage and distribution, a HRC, and a sports and leisure centre.
<b>Description of site</b>	The site is located on the western fringe of Bowerhill, approximately 500m south of Melksham and 11km north east of Trowbridge. The site is an established industrial area and lies adjacent to the employment allocation known as Hampton Business Park. Access to the Bowerhill Industrial Estate is gained via a roundabout on the A365 to the north east of the estate. This access route also serves the residential areas of Bowerhill. The northern boundary of the industrial estate is formed by fields beyond which lies the A365 and Melksham. The eastern extent of the site is defined by Halifax Road beyond which lies the residential area of Bowerhill. The southern extent of the site is formed by a new industrial development, sports ground and a golf course which borders the site, with the A350 approximately 150m to the west. There are two Public Rights of Way (PRoWs) running from the centre of the industrial estate to the road that separates the industrial estate and housing estate to the east of the site.
<b>Size of site</b>	32.4 ha
<b>Planning context</b>	The site is allocated as General and Employment Areas (Policies E1/E2) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 15 – Spatial Strategy: Melksham Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A site level survey should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt. There are existing records of Great Crested Newts in the surrounding area therefore mitigation and enhancement may need to include maintenance of habitat connectivity.
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration and light pollution affecting existing uses on the industrial estate will need to be assessed.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Mitigation for dust and odour will be required.</p>

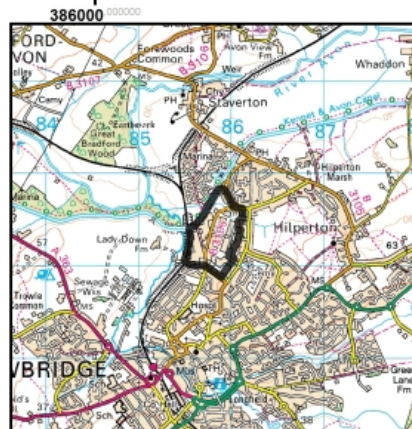
<b>Bowerhill Industrial Estate, Melksham</b>	
	<p>A full noise assessment will need to be undertaken. Acoustic screening in the form of bunds, buildings or fences may be required on the northern and eastern boundaries, depending on the location of the facility. The facilities should be sited as far away from the eastern boundary as practical with any external activities a minimum of 150m from any residential development.</p> <p>Any development will need to safeguard PRow.</p>
Land use	Proximity to housing in the east and potential for conflict with sports and leisure uses on the site will need to be investigated.
Traffic and transportation	Consideration of the appropriate location of any waste facility within the industrial estate and the potential to link the site directly to the A350 should be given. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. This should include assessment of impacts on the function and capacity of the local highway network, particularly the A350 during peak periods. Any application should be accompanied by a robust Travel Plan.
Water environment	The site's northern boundary adjoins the Bowerhill Watercourse (part culverted) which is a main river under the control of the Environment Agency. It is recommended that a strip of land at least 8m wide adjacent to the watercourse/culvert should be left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. This is to ensure that an appropriate environmental corridor to the watercourse/culvert is secured for ongoing maintenance of the drainage system and/or to allow future improvement works. A small part of the site is identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Trowbridge and Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.





## Inset map W6

Canal Road Trading Estate,  
Trowbridge



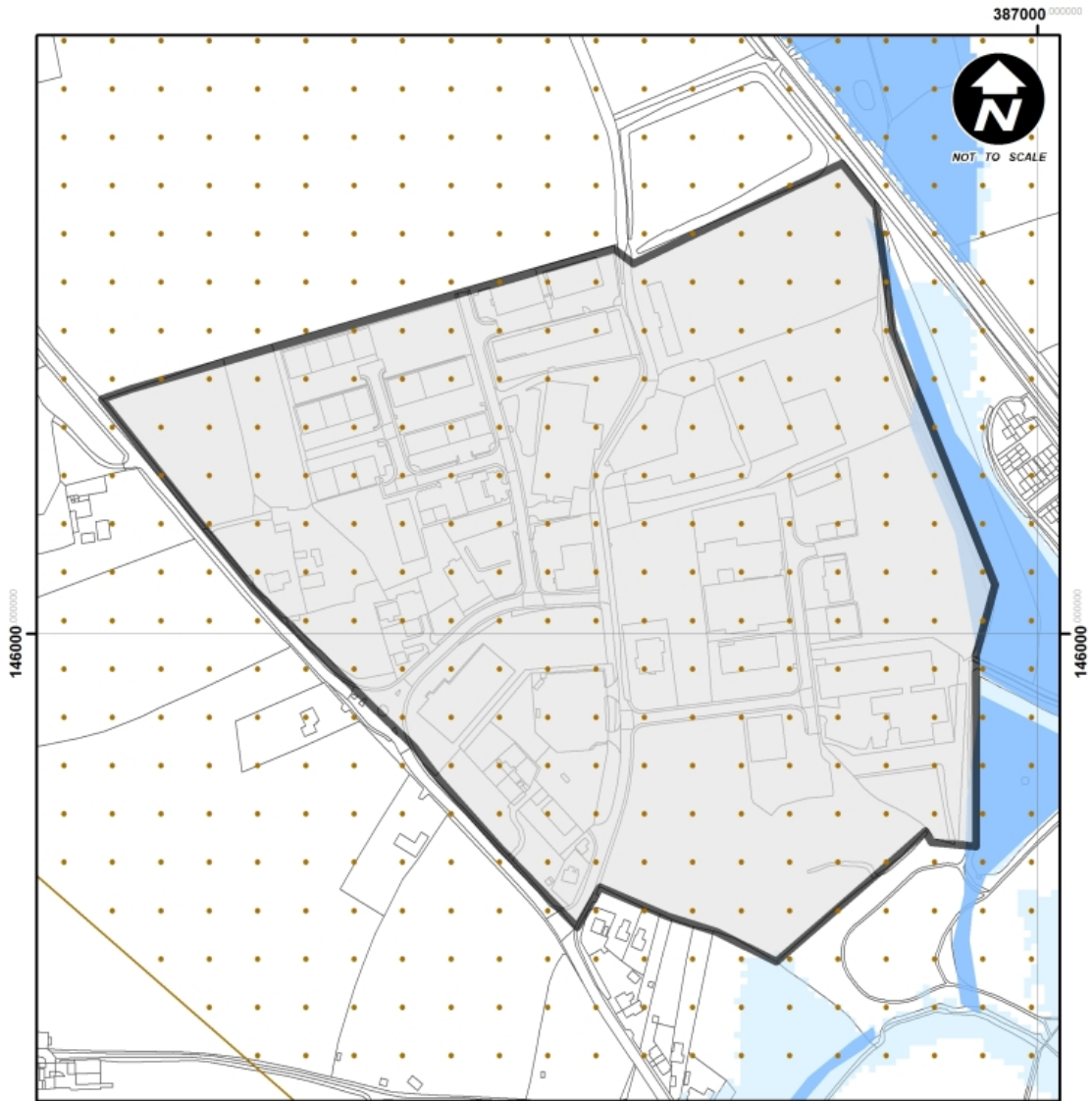
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Table 3.6 Canal Road Industrial Estate, Trowbridge

<b>Canal Road Industrial Estate, Trowbridge</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential traffic and transport impacts on Trowbridge town centre and/or the village of Hilperton).
<b>Grid reference</b>	385743 159419
<b>Current use/s</b>	The site is an existing and well established industrial estate with a mix of B1, B2, B8 and A1 uses. There are existing waste uses on the industrial estate including a HRC. There is a small historic landfill site within the site boundary towards the north.
<b>Description of site</b>	The site is located on the northern fringe of Trowbridge. The site has several points of access including roundabouts at the southern and northern ends of the industrial estate, in close proximity to the A361. The site is defined to the north by Towpath Road and Horse Road beyond which lies the residential areas of Hilperton Marsh. The site is flanked to the east by properties located along The Down and Wyke Road and to the south by properties located on Canal Road. There is a cemetery in close proximity to the south east site boundary. The western boundary is formed by the Kennet and Avon Canal and a railway line. Immediately north and north west of the site is Green Belt land which has been allocated for housing. A Public Right of Way (PRoW) runs through the site.
<b>Size of site</b>	35.2 ha
<b>Planning context</b>	The site is allocated as an Employment Area (Policy E2) in the saved policies of the current West Wiltshire District Plan. The District Plan also allocates an area for new housing (Policy H7) to the north and north west of the site and new recreational space 135m to the east of the site.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	The site is situated within an existing industrial estate, but immediately adjacent to the Kennet & Avon Canal. A robust management plan to control litter, dust and surface water run-off will be required to ensure the protection of ecological features of the Kennet & Avon Canal Meadow County Wildlife Site, the River Biss corridor and the ecology of Hilperton Marsh and the wildlife species that these habitats support. A site level survey should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt.
<b>Historic environment and cultural heritage</b>	The Kennet and Avon Canal (which is considered as a heritage asset) forms the western boundary of the site. The adjacent pound includes a listed road bridge over the canal and listed aqueducts. To the east, Trowbridge Cemetery is included on the Register of Parks and Gardens and includes numerous listed memorials, gate piers and Gate Lodge. There are also listed houses in the vicinity, on Victoria Road. Impact on the setting and environmental quality of all of these heritage assets will need to be carefully considered.

Canal Road Industrial Estate, Trowbridge	
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), noise and vibration levels affecting existing uses on the industrial estate and other surrounding receptors should be assessed. Proximity to housing located in existing residential areas and future housing development will need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required and will depend on the final location of any waste facility. Facilities should be sited towards the middle and mid-west of the site and any external activities a minimum of 150m from any residential development.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Mitigation for dust and odour will be required but detailed assessment of air quality and odour should not be necessary.</p> <p>Any development will need to safeguard PRoW.</p>
Landscape, townscape and visual	<p>Potential impacts on the existing setting and views onto the site from nearby residential areas and PRoW will require investigation.</p>
Traffic and transportation	<p>The impact of HGVs on sensitive receptors/local residential areas close to the site will need to be investigated. Access for HGVs should be sensitively controlled through signing and routing agreements. Access for light vehicles from the south is deemed acceptable although further capacity analysis will need to consider this. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site falls predominantly into Flood Zone 1, but the northern section is bisected by the partially culverted Hilperton Brook main river and a narrow band of Flood Zone 2. It may be advisable for any site layout to avoid locating buildings/equipment in this part of the site. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8m of the top of the bank of the Hilperton Brook. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. There is limited risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. There is a small historic landfill site within the site which could act as a potential source of land contamination and which should be considered as part of any assessments. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>

<b>Canal Road Industrial Estate, Trowbridge</b>	
<b>Any other issues or comments</b>	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects associated with traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Trowbridge and Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## Inset map W7

Warminster Business Park,  
Warminster

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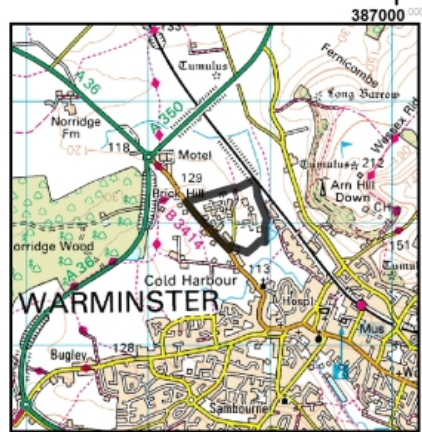


Table 3.7 Warminster Business Park, Warminster

<b>Warminster Business Park, Warminster</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: limited scope for accommodating significant development; potential highway impacts).
<b>Grid reference</b>	386700 146000
<b>Current use/s</b>	The site was previously a gas works (1941) but is now an existing industrial estate that contains a local HRC and other small businesses including manufacturing and engineering.
<b>Description of site</b>	The site is located on the northern edge of Warminster, 15km south of Trowbridge. The business park is accessed directly off the B3414 which leads to the A36/A350 Warminster–Westbury interchange (approximately 500m north of the site). There are two existing access points to the estate; Furnax Way to the south and Roman Way to the north. The northern boundary of the site is formed by fields and approximately 500m beyond this is the A350, to the east is a local railway line and the properties at Arn View. New residential areas are located to the east of the site and new B1 uses are being developed to the west at Bath Road Business Park. A river runs along the eastern boundary of the site and consequently this area is within Flood Zone 2/3.
<b>Size of site</b>	23 ha
<b>Planning context</b>	The site is allocated as an Employment Area (Policy E2) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area and identifies a large area immediately to the west of the site for housing/mixed use (Core Policy 31 – Spatial Strategy: Warminster Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Reptile, badger and water vole surveys should be undertaken, particularly if any ditches are affected. Additional survey work should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt.
Historic environment and cultural heritage	<p>Arn Hill barrow Scheduled Monument is located approximately 800m to the east of the site boundary and therefore any proposal will require Zone of Theoretical Visibility (ZTV) analysis.</p> <p>There is evidence of Iron Age archaeology on the site. Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject</p>

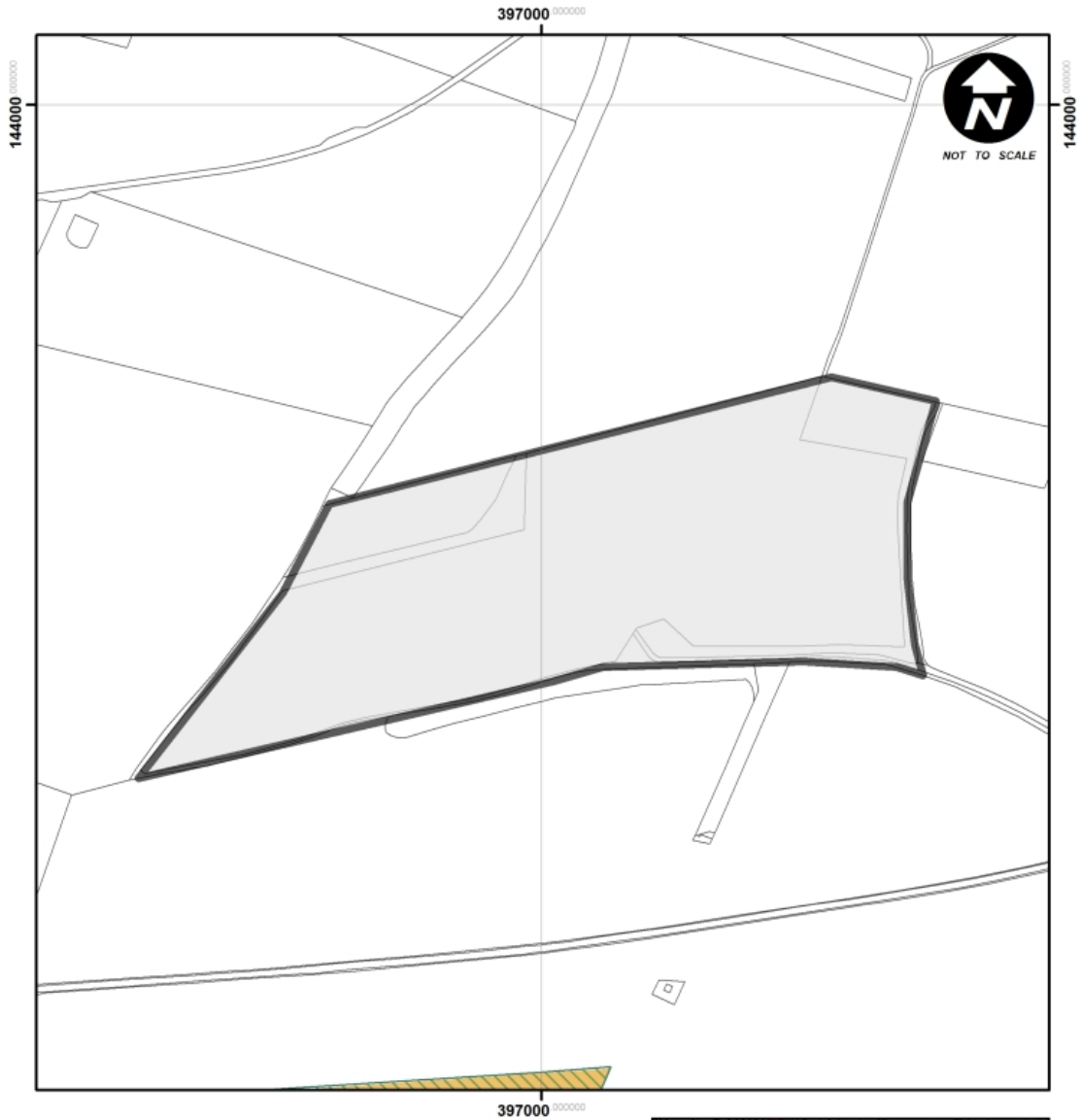
Warminster Business Park, Warminster	
	to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols and fumes), noise and vibration levels affecting existing uses on the business park and surrounding properties will need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required. The facilities should be sited towards the centre of the site with a minimum separation distance of 100m from Bath Road and 120m from the residential properties to the east.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Dust and odour mitigation will be required, although detailed assessment should not be necessary.</p>
Traffic and transportation	Access from the B3414, capacity impacts on the A350/A36 and implications of Warminster weight limit restrictions will need to be investigated. Parking and access arrangements will need to be considered. Mitigation may involve lorry restrictions through Warminster. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is in Flood Zone 1 with the exception of the southern-most tip in Flood Zone 2 and the eastern edge in Flood Zone 3. Areas along the eastern and southern sides of the site are shown to be 'Areas Susceptible to Surface Water Flooding'. There are surface water courses in close proximity to the site and the site is close to drainage channels to the east, south and west along with an adjacent attenuation pond to the south. The site is located on a principal aquifer of high vulnerability and Source Protection Zone 2. There is limited risk of fluvial flooding but there is potential for pluvial and groundwater flooding. There are potentially contaminating land uses in the area and a high level of engineering containment will be required at this site to safeguard the groundwater environment. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. Robust design measures should be put in place to protect public water resources. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects associated with traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.

## Warminster Business Park, Warminster

### **Links to the Waste Core Strategy**

The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.





## Inset map W8

Land at Valley Farm,  
Chitterne



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Table 3.8 Land at Valley Farm, Chitterne

<b>Land at Valley Farm, Chitterne</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer, Composting and Waste Treatment.
<b>Scale</b>	Local.
<b>Grid reference</b>	396846 143421
<b>Current use/s</b>	Greenfield site. This site is currently pasture land located adjacent to a large scale inert landfill/landraise site.
<b>Description of site</b>	This Greenfield site is located north of the B390, 1km west of the village of Chitterne and 25km north west of Salisbury. The inert landfill site adjacent to the proposed site has an existing access off the B390 which provides good access to the A36 to the west. The site lies within a relatively remote rural area of open rolling grade 3 agricultural land surrounded by a few isolated farms. To the north of the site an area of young woodland has been planted, whilst the northern boundary is defined by a strong belt of mature trees. Mature trees also run along the southern boundary, 230m beyond which lies the B390. The site is in the vicinity of Salisbury Plain Special Protection Area/Special Area for Conservation/Site of Special Scientific Interest (SPA/SAC/SSSI) and Cranborne Chase and West Wiltshire Downs AONB (approximately 1.2km south west of the site).
<b>Size of site</b>	15.5 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the West Wiltshire District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The proposed allocation is situated on a site that appears to be either rough grassland or arable field and within 300m to the north of Codford Down Meadow County Wildlife Site (CWS) (chalk grassland). However, it is considered that if the proposed allocation were to be developed, it would be unlikely to impact on the designated feature since the prevailing wind is from the south west and there is no hydrological connectivity between the allocation site and the CWS. There are several existing records in the immediate area for badgers and reptiles therefore an extended Phase 1 habitat survey with particular reference to (although not exclusively) these species, will be required to inform any future planning application process.
Historic environment and cultural heritage	Potential for development to impact on the heritage resource of the site and immediate area. Extensive field systems within site, large block of Scheduled Monument field system as well as Knook Castle Scheduled Monument likely to be indirectly affected. Zone of Theoretical Visibility (ZTV) analysis pre-application and evaluation/mitigation as planning condition is recommended.  Consideration will need to be given to potential for changes in setting to various Listed Buildings in the settlement of Chitterne (classified as a Conservation Area).

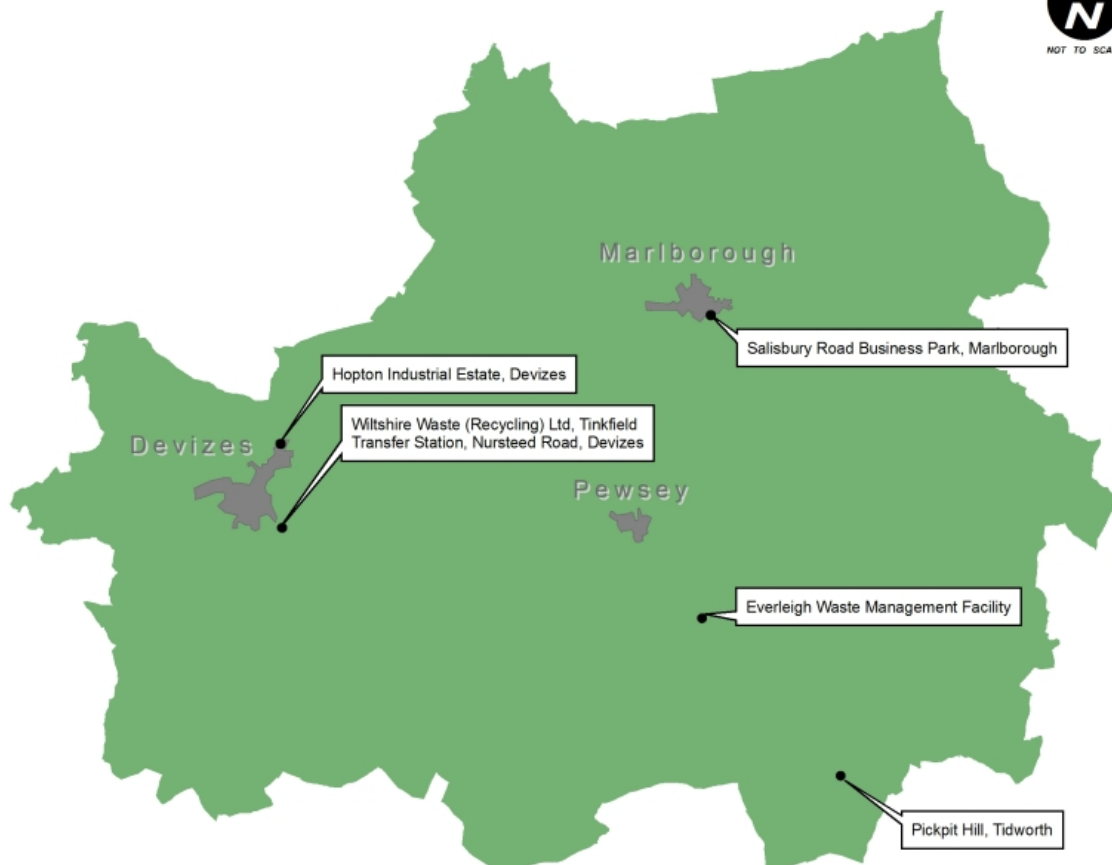
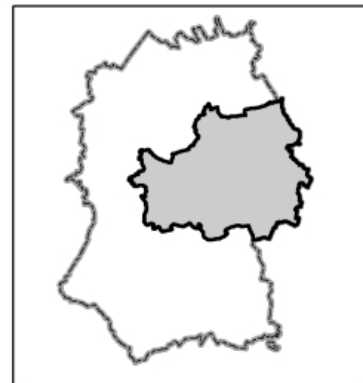
Land at Valley Farm, Chitterne	
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols, dust and fumes), noise, vibration and nuisance levels affecting surrounding receptors will need to be investigated.
Land use	Potential loss of grade 3 agricultural land will need to be considered.
Landscape, townscape and visual	<p>Potential for landscape and visual impacts on the surrounding area due to the highly visible site location. Mitigation will be required and should include the planting of a 15m woodland buffer around site boundaries to screen views into the site, integrating it with the surrounding rural character. The woodland should connect with existing trees and planting within the area. Opportunities for strategic off-site hedgerow planting, along the B390 to reduce perceptions of the erosion of the rural landscape character of the area should be explored.</p> <p>The form and scale of any built development should respect the agricultural character of the area.</p> <p>Any development will need to safeguard Public Rights of Way (PRoW).</p>
Traffic and transportation	Improvements will need to be made to the site access to accommodate HGVs turning left into the site from the west along the B390. In addition, new signage will be required to highlight the presence of the site access to alert other road users. A Capacity/Impact Assessment will also be required to investigate the likely impact of waste traffic on the A36, A303 and Chitterne village. Chitterne is subject to a Traffic Regulation Order affecting the B390/C22 and therefore development at the site should be controlled by condition and legal agreement to prevent, or at least minimise, vehicle movements accessing or leaving via Chitterne. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate and/or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	<p>The site is in Flood Zone 1 and is located on a principal aquifer of high vulnerability. The site is situated within a valley between two Source Protection Zone (SPZ) 3 areas. A SPZ 1 is situated 2.3km towards the east. Groundwater beneath the site is likely to be discharged within the Chitterne Brook (located 1.7km downslope of the site towards the east). There is a covered reservoir to the south of the site however it is situated at an elevation higher than the proposed waste site so cannot be impacted by any contaminated water emanating from a waste facility. Notwithstanding this, the site lies on a principal aquifer and is in close proximity to a SPZ 1 for a public water supply source, a high level of engineering containment will be required at this site to safeguard the groundwater environment.</p> <p>Areas along the southern boundary of the site are shown to be 'Areas Susceptible to Surface Water Flooding'. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment, contamination risk assessment and liaison on hydrology/surface water drainage issues with the Environment Agency will be required to support a planning application.</p>

<b>Land at Valley Farm, Chitterne</b>	
<b>Any other issues or comments</b>	Any inert waste recovery operation will only be permitted at this site where it is clearly demonstrated to be associated with existing waste inputs to the adjacent landfill operation - additional inputs solely to service the recovery of inert waste at this site will not be acceptable at this location.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is not located within 16km of a principal settlement, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

## 4 East Wiltshire

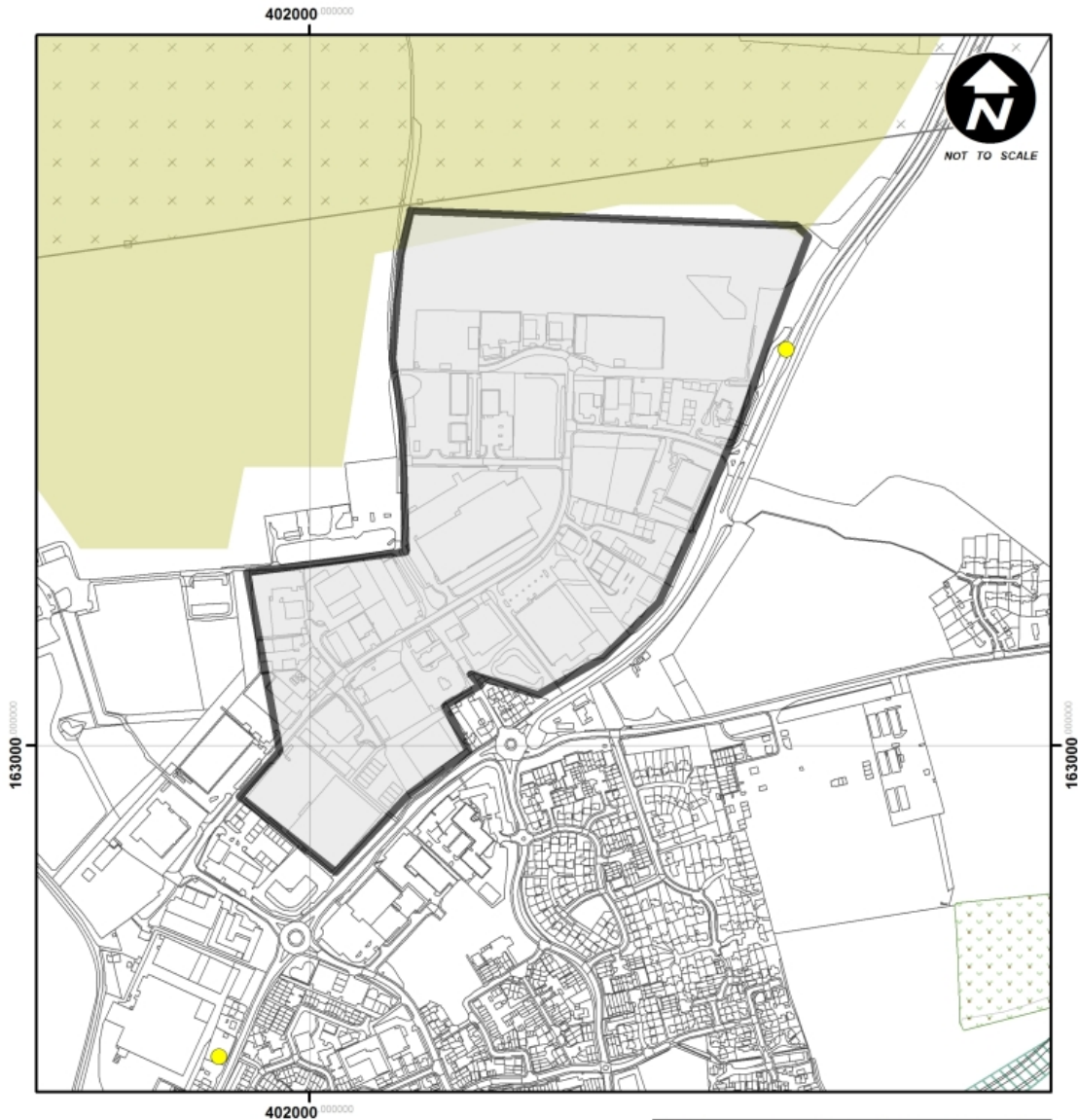
### 4.1 Local sites

# East Wiltshire local scale waste sites



Key	
●	Waste sites in East Wiltshire
■	Key settlements in East Wiltshire
■	East Wiltshire

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## Inset map E1

Hopton Industrial Estate,  
Devizes

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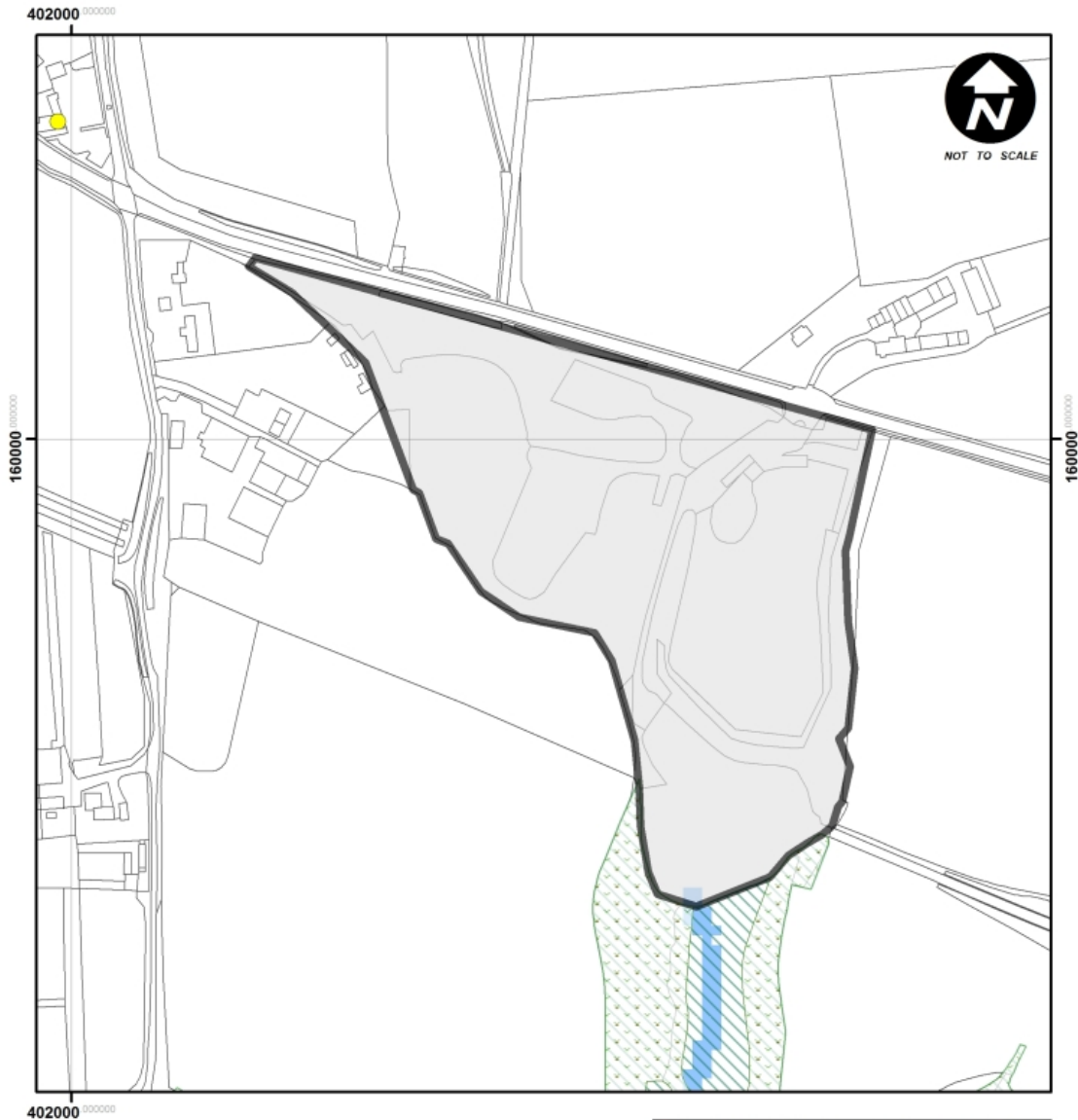


Table 4.1 Hopton Industrial Estate, Devizes

<b>Hopton Industrial Estate, Devizes</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential transport impacts on Devizes; and potential for impact on the North Wessex Downs AONB).
<b>Grid reference</b>	402275 163375
<b>Current use/s</b>	The site comprises an existing industrial/business park with a mix of B2 and B8 uses plus land allocated for employment use. A HRC is currently operational at the site.
<b>Description of site</b>	The site is located on the north eastern edge of Devizes, to the west of the A361 London Road. The estate is connected by wide roads with footways which are currently accessed from three junctions on the A361. The two southern access points are in the form of roundabouts onto the A361 and the northern access point is a priority junction. The northern and western boundaries of the site are defined by hedgerows and trees, with fields beyond. The eastern boundary is delineated by the A361 with a combination of agricultural fields, commercial and residential uses beyond the road. The southern extent of the site merges with the adjacent Garden Industrial Estate. The site has reasonable access to the centre of Devizes and is located approximately 450m north of the Kennet and Avon Canal. The site is located in proximity to a number of designated sites including the North Wessex Downs AONB and is situated 1.3km east of Roundway Down and Covert SSSI. There are numerous Scheduled Monuments located to the west of the site.
<b>Size of site</b>	28.7 ha
<b>Planning context</b>	The site is designated as a Protected Strategic Employment Site and as Land Allocated for Employment Development in the saved policies of the current Kennet District Local Plan and thereby the subject of a number of policies including PD1, ED17 and ED25. The emerging Wiltshire Core Strategy identifies the industrial estate and land to the south of the industrial estate as principle employment areas (Core Policy 12 – Spatial Strategy: Devizes Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Survey at the site level to inform any planning application should consist of an extended Phase I survey with particular respect to badgers, barn owls and farmland birds on adjacent arable fields. Depending on the findings of the survey a lux plot and lighting constraints may be required to ensure avoidance of light pollution onto fields.
Historic environment and cultural heritage	Potential impacts on the setting of the adjacent Roundway Down Registered Battlefield to the north west of the site will need to be considered. Direct impacts are unlikely as the site is an existing industrial estate but note, the listed building milestone in the north east of the site. A Heritage Statement will be required.

<b>Hopton Industrial Estate, Devizes</b>	
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols and fumes), noise and vibration levels affecting existing uses on the industrial estate and surrounding receptors will need to be investigated.
Landscape, townscape and visual	<p>The North Wessex Downs AONB is immediately to the north and west of the site. Appropriate screening and landscaping will be required to avoid harming the rural character of the adjacent AONB. This may involve planting of native/evergreen hedgerows and woodland belts to the north of the site. Sensitive site planning should be adopted to minimise the visual impact of new facilities from the AONB. Development should work with the topography of the land, involving sensitive levels design to minimise the impact on the valley-side topography of the northern end of the site and utilise its natural enclosure for screening any development.</p> <p>Consideration will need to be given to the visual impact on local footpaths. Off-site planting should screen views onto the site to reduce the visual impact. Any development will need to safeguard Public Rights of Way (PRoW).</p>
Traffic and transportation	Potential impacts on the A361 and surrounding roads as a result of an increase in traffic will need to be investigated, although the site is considered appropriate for the proposed uses. Issues with on-street parking along Hopton Road will also need to be considered. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is underlain by a principal aquifer. In addition, the north eastern corner of the site abuts Source Protection Zone 2 for a public water supply. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. The site is in Flood Zone 1 however 'Areas Susceptible to Surface Water Flooding' cross the site in a number of locations. Pluvial or groundwater flooding could interrupt site operations and cause pollution to spread from the site. The site could increase the flood risk elsewhere. Proposals should consider mitigation such as SuDS design to control runoff. A Flood Risk Assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.





## Inset map E2

Wiltshire Waste (Recycling) Ltd,  
Tinkfield Transfer Station,  
Nursteed Road,  
Devizes



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Table 4.2 Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes

<b>Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes</b>	
<b>Potential use/s</b>	Waste Treatment.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential transport impacts on Devizes; and potential for impact on the North Wessex Downs AONB).
<b>Grid reference</b>	402300 160016
<b>Current use/s</b>	The site is a former landfill site. The eastern part is currently in use as a WTS and inert recycling. An area centrally located within the site has a valid planning permission for green waste composting.
<b>Description of site</b>	The site is located on the south east fringe of Devizes, to the south of the A342 Monument Hill. The site is located in a rural setting surrounded by fields containing small farms. There are residential properties in the area including Ridgcroft, in an elevated position to the north of the site. The site is bounded to the north by the A342, which is screened by a combination of mature hedgerow and bunds. The embankments of a dismantled railway line running parallel to the A342 adjoin the southern end of the site on each side.
<b>Size of site</b>	4.8 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current Kennet District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	The site is situated immediately adjacent to Nursteed Farm Woods Meadow County Wildlife Site (CWS). There are existing records of badgers on the site and immediately adjacent land. Any future planning application should be informed by an extended Phase I survey of the application site and surrounding area, with particular reference to badgers and reptiles. There will be a requirement to provide habitat enhancement to buffer the woodland and to provide corridors around and across the site. Consideration will have to be given to the need for sensitive siting of buildings and plant within the site so that waste operations carried out at the site do not result in adverse impact to the CWS.
<b>Historic environment and cultural heritage</b>	The southern tip of the site includes the postulated site of a former flour mill of 1841 and any potential impacts on this will need to be investigated. Development of the site may also impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.
<b>Human health and amenity</b>	Potential for impacts on air quality (including odour, bioaerosols, dust and fumes) and noise levels affecting receptors living in close proximity to the site will need to be examined. Mitigation for dust, bioaerosols and odour is

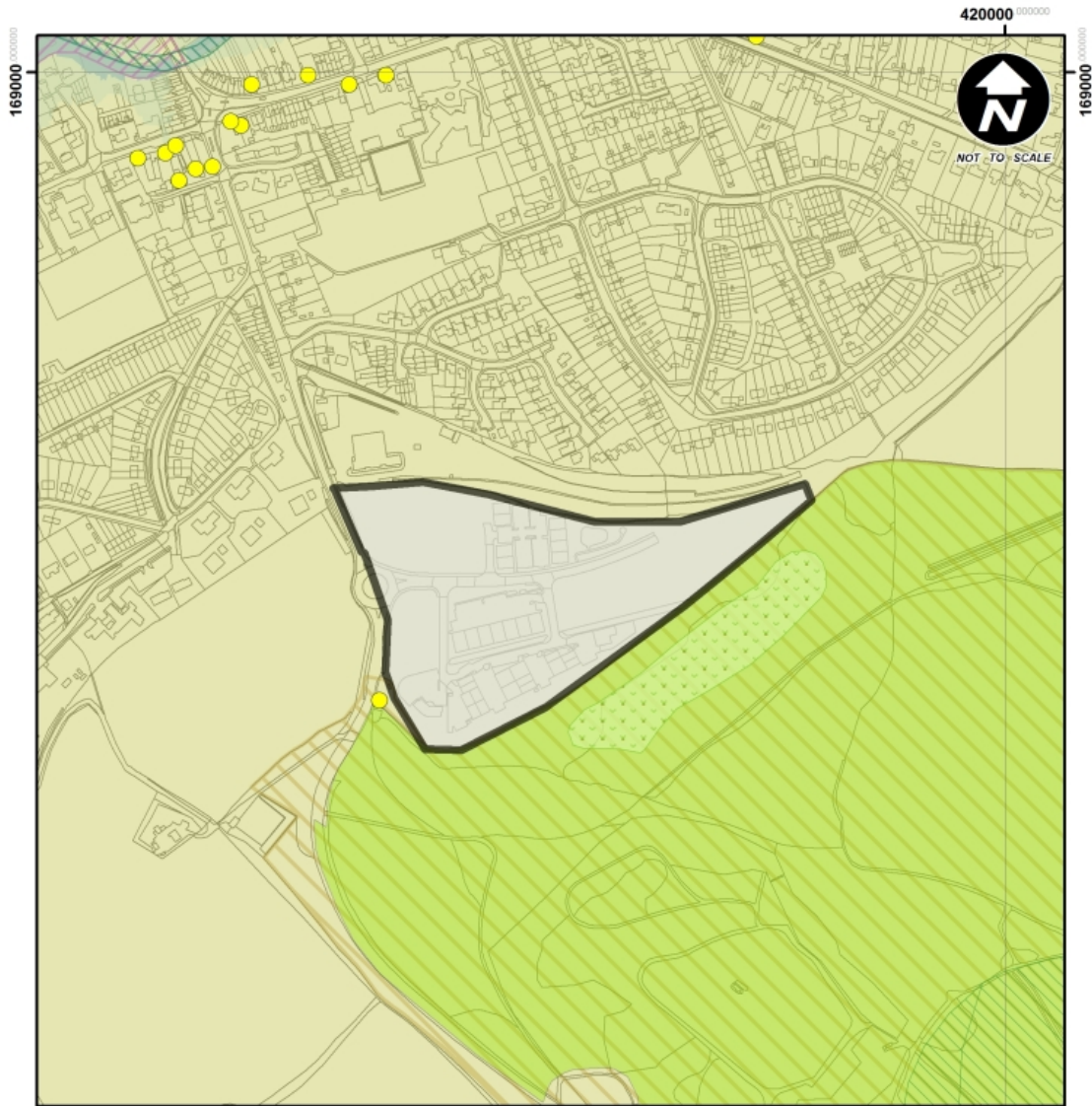
## Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes

	<p>recommended. Detailed assessment should be undertaken. The site is partially shielded from residential properties by the A342 and existing bunding. Acoustic screening in the form of bunds, buildings or fences on the northern, western and eastern boundaries of the facility may be required and the facility should be sited towards the middle of the site area, with a minimum of 150m to the nearest residential dwelling.</p> <p>Any development will need to safeguard Public Rights of Way (PRoW).</p>
Landscape, townscape and visual	<p>Views onto the site from nearby properties and PRoW will need to be considered. Site planning should avoid the loss of mature hedgerows and trees around and within the site, but make use of the existing earth bunds to continue screening views. Care will need to be taken when designing the site entrance to ensure that views into the site from the A342 and Ridgicroft are not opened up.</p>
Traffic and transportation	<p>Potential for impacts on the A342 and A361. Consideration is required of the mitigation measures to ensure the site access is fit for purpose. Mitigation should involve improving visibility and safety at the access point off the A342. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is underlain by a principal aquifer and there is a history of potentially contaminating land use on site. There are two streams that enter the site which is predominantly within Flood Zone 1 (southern tip of the site is in Flood Zone 3 associated with the Stert Valley). There is little risk from fluvial flooding but there is a risk of pluvial or groundwater flooding. It is recommended that a strip of land at least 8m wide above the culvert line is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. The landfill history of the site should be considered in order to determine the appropriate level of groundwater protection. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must consider the existing waste operations already permitted within the site boundary.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects on traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>

**Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes**

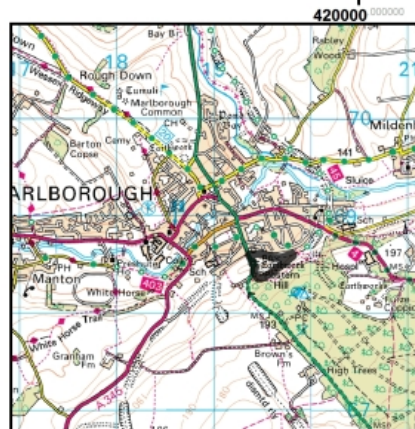
**Links to Waste Core Strategy**

The site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map E3

Salisbury Road Business Park,  
Marlborough



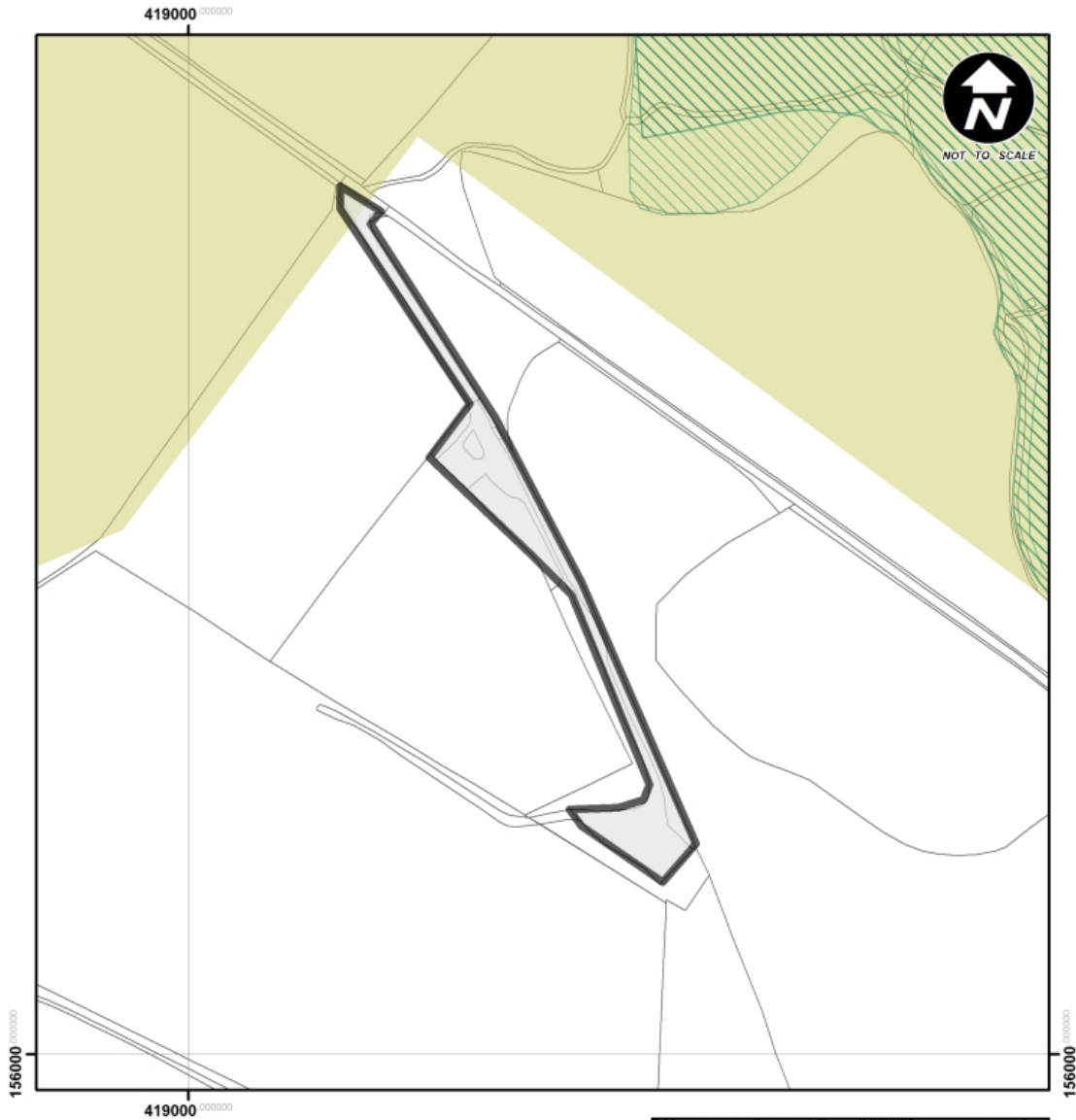
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Table 4.3 Salisbury Road Business Park, Marlborough

<b>Salisbury Road Business Park, Marlborough</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential highway impacts; limitation in terms of potential developable land; and the potential for impact on the North Wessex Downs AONB).
<b>Grid reference</b>	419520 168500
<b>Current use/s</b>	The site has been prepared with infrastructure and landscaped to accommodate a small business/trading estate with a mix of B1 and B2 employment uses, although not all units have been constructed. A new, purpose-built HRC was opened in the business park in March 2011.
<b>Description of site</b>	The site is located on the southern fringes of Marlborough. The site is bound to the west by the A346 Salisbury Road, to the north by a disused railway (the embankment is covered in dense scrub) and to the south by Savernake Forest SSSI. The site has good links to the Wiltshire HGV Route Network (A4 and A346). The existing access to the site is directly from the A346 Salisbury Road via a purpose built roundabout. The A346 is also classed as a primary route network. The site is located within the North Wessex Downs AONB.
<b>Size of site</b>	6.1 ha
<b>Planning context</b>	The site is allocated as a Rural Employment location in the saved policies of the current Kennet District Local Plan (Policy ED7).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A HRC was granted planning permission, after extensive ecological survey and mitigation for dormice, bats and reptiles. Lighting restrictions have been imposed to protect commuting bats and dormice. Mitigation for any further development will need to complement that already detailed as part of extant permission. An appropriately scoped site level survey should be sufficient to support any future planning application for expansion of development.
Historic environment and cultural heritage	<p>The site was subject to an archaeological investigation ahead of its commercial development because it abuts the Earthworks on Postern Hill. Potential impacts on this asset will need to be considered as part of any planning application.</p> <p>At the south-west corner of the site is the Grade II listed Salisbury Road Lodge to Tottenham House. The site also borders the northern edge of the Grade II* Registered Park of Tottenham House and Savernake Forest. Further impact on these heritage assets, including their environmental quality, should be carefully considered.</p>
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols and fumes), noise and vibration levels affecting existing uses on the business park and surrounding receptors will need to be investigated.

## Salisbury Road Business Park, Marlborough

Landscape, townscape and visual	The site is located within the North Wessex Downs AONB. The semi-enclosed setting and existing commercial character of the site means that it can accommodate change, especially away from the A346. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting will be required. Views into the site from nearby housing estates and Public Right of Way (PRoW) will be of particular importance.
Traffic and transportation	Consideration of the appropriate location of a waste facility within the business park should be considered. There is potential for congestion at peak times and an appropriate routing of HGVs will need to be established in order to minimise environmental impacts. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site has high permeability, overlies a principal aquifer and is in close proximity to a Source Protection Zone 1. Appropriate measures would need to be put in place to protect the water environment. Contamination may be present and any contamination risks will need to be appropriately dealt with. Pluvial flooding could interrupt operations and cause pollution to spread from the site. The Environment Agency will require details of a ground investigation and infiltration tests to assess the suitability of certain sustainable drainage methods. If infiltration cannot be achieved, there is an opportunity to provide a range of above ground SuDS such as ponds, swales and detention basins etc. If contamination proves to be a constraint then most SuDS can be lined to prevent any seepage into the ground. There does not appear to be a foul sewer connection to this site, so any contaminated drainage from waste storage/handling areas would have to be contained in a sealed tank and taken off site for disposal. A Flood Risk Assessment and contamination risk assessment in coordination with the Environment Agency will be required to assess the impact of surface water run-off and any potential sources such as ground water and overland flows.
Any other issues or comments	Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map E4

Everleigh Waste Management Facility,  
Everleigh

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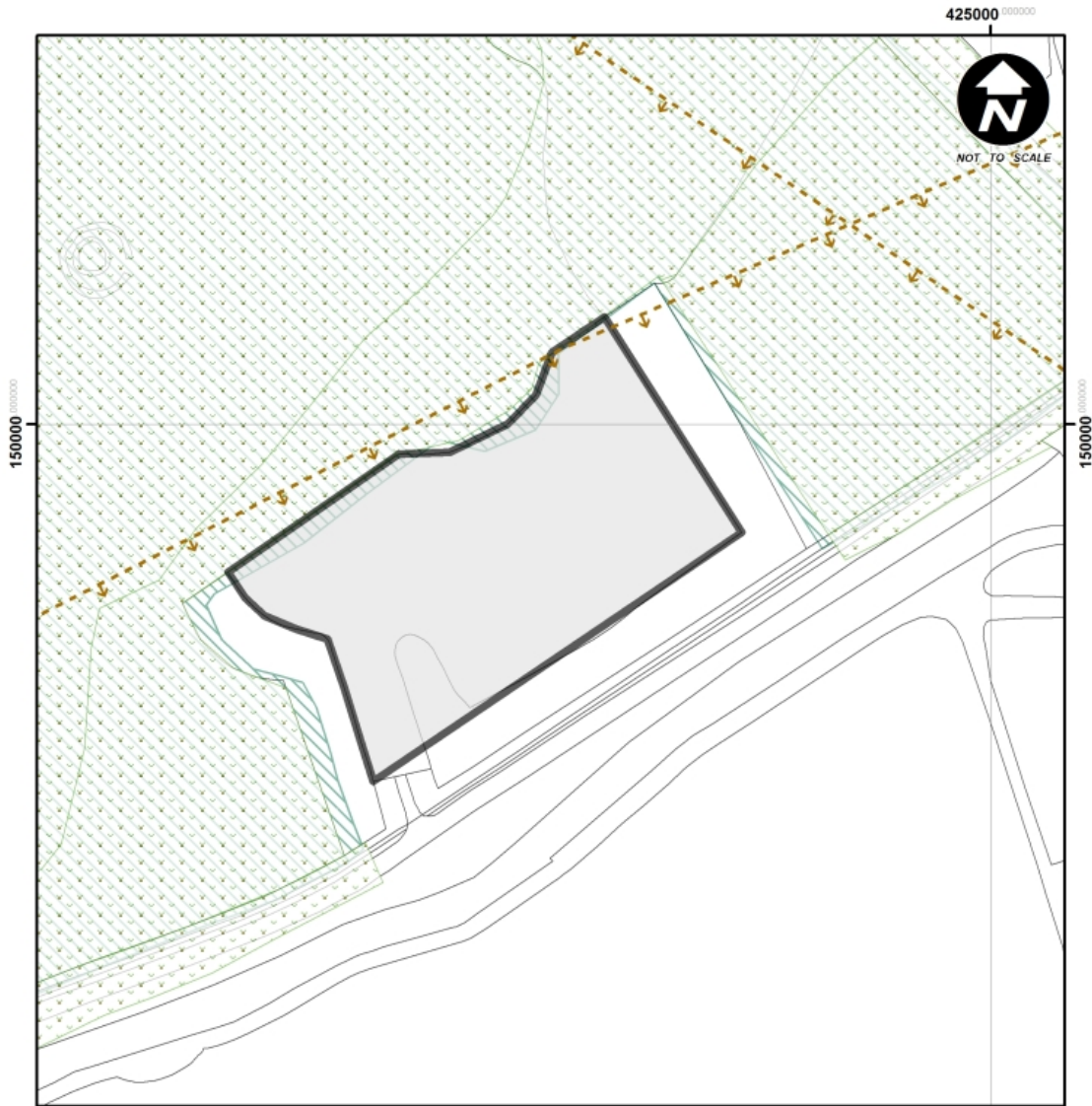




Table 4.4 Everleigh Waste Management Facility, Everleigh

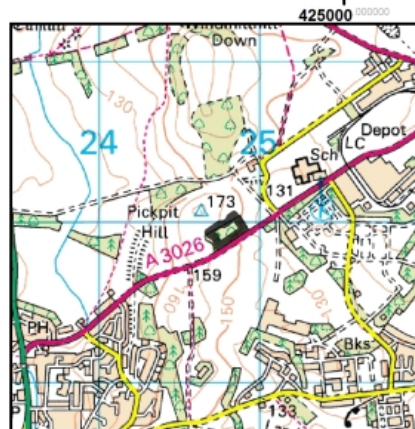
<b>Everleigh Waste Management Facility, Everleigh</b>	
<b>Potential use/s</b>	Inert Waste Recycling/Transfer and Composting.
<b>Scale</b>	Local.
<b>Grid reference</b>	419171 156367
<b>Current use/s</b>	Site comprises a HRC at its northern end and a municipal WTS at the southern end.
<b>Description of site</b>	This narrow strip of land is located in a remote, rural setting 2km north of Lower Everleigh and 3km south east of Pewsey, just north of the A342. The site has an existing access onto Everleigh Road which links to the A345 at Pewsey and to the A342 at Everleigh. The site is relatively well-screened from views to the north and east by the presence of conifers and pines. At the southern end of the site the WTS has been screened from the wider landscape to the south. The site lies adjacent to a former landfill facility for municipal waste which was restored to grassland in 1996. The site is situated within a wider landscape characterised by open rolling chalk downs, and is in proximity to the North Wessex Downs AONB which abuts the northern boundary of the site. A Public Right of Way (PRoW) borders the eastern side of the site.
<b>Size of site</b>	0.9 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current Kennet District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	The site is immediately adjacent to woodland and 150m from Everleigh Ashes Meadow County Wildlife Site which is designated for its Ancient Woodland interest and is also an important area of dormouse habitat. Any expansion on the site is unlikely to impact on the Ancient Woodland, but it would be advisable to undertake an extended Phase I habitat survey with particular reference to dormice and bats to inform any future planning application. Some lighting constraints may be necessary to protect dormice and bats from possible disturbance. Appropriate enhancement in line with the National Planning Policy Framework (NPPF) could seek to extend areas of suitable dormouse habitat around the site boundary to connect with other habitats in the wider countryside.
<b>Historic environment and cultural heritage</b>	There are no heritage assets recorded within the site boundary. However, there are three Scheduled Monuments within 700 metres south-west and north-west. Any amelioration of impact on their setting will rely on existing or new planting and a restricted height of proposed development.
<b>Human health and amenity</b>	Potential impacts on air quality (including odour, dust and fumes), noise, vibration and nuisance levels affecting people working on or using existing operations on the site will need to be investigated. Development should have regard to the Environment Agency 250m bioaerosol buffer for composting operations.

<b>Everleigh Waste Management Facility, Everleigh</b>	
	Any development will need to safeguard PRoW. The current footpath may need to be diverted as it is already in close proximity to the waste works and is unmanaged.
Landscape, townscape and visual	Although not within the North Wessex Downs AONB, the close proximity of the site to this designated area will require careful consideration. The semi-enclosed setting and existing waste dominated character of the site means that it can accommodate change. The main visual impacts, on users of the lane and the footpath to the south of the site, could be almost entirely mitigated through sensitive site planning and screen planting. It is recommended that visual surveys from footpaths to the south and north of the site should be undertaken.
Traffic and transportation	Concerns regarding the distance of the site to the Wiltshire HGV Route Network and potential need for new infrastructure/access will need to be investigated. Potential for additional waste related traffic to have an impact on the A303. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is predominantly located on a principal aquifer and lies within 500m of a Source Protection Zone 2. The site is in Flood Zone 1 but is shown to lie within 'Areas Susceptible to Surface Water Flooding'. There is no risk of pluvial or fluvial flooding but groundwater flooding could occur. There are currently outstanding groundwater issues at the site and a high level of engineering containment will be required at this site to safeguard the groundwater environment. Investigations will need to be made into the history of the adjacent former landfill site and potential contaminants and issues with building on the site. Proposals should consider mitigation such as SuDS in site design to control run-off. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	<p>A former municipal landfill lies adjacent to the site and any development must avoid locating on or otherwise prejudicing the restored landfill area. Any potential hydrological and/or engineering impacts of new development must be addressed with the Environment Agency.</p> <p>This site falls within the MoD statutory safeguarding zone - Netheravon aerodrome Statutory Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to Waste Core Strategy</b>	The site is not located within 16km of a principal settlement, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map E5

Pickpit Hill,  
Tidworth



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Table 4.5 Pickpit Hill, Tidworth

<b>Pickpit Hill, Tidworth</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer and Composting.
<b>Scale</b>	Local.
<b>Grid reference</b>	424790 149947
<b>Current use/s</b>	The site is a former incinerator facility which is now vegetated with woodland.
<b>Description of site</b>	The site is located on the A3026 between Ludgershall and Tidworth, approximately 30km north east of Salisbury. The site is isolated and well screened by hedgerows and woodland which define the boundaries. The site is accessed via the A3206 which runs along the southern boundary of the site. There is a residential area around 650m south west of the site and Wellington Academy is approximately 500m north east.
<b>Size of site</b>	1.9 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current Kennet District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is surrounded on three sides by the Pickpit Hill Meadow County Wildlife Site (CWS), designated for its chalk grassland interest, a UK BAP priority habitat, which in turn is important for the large variety of butterflies, reptiles and small mammals, including brown hare. The site itself is covered with trees and scrub, which may offer suitable secluded resting places for birds, bats and small mammals. An extended Phase I habitat survey with particular reference to reptiles, bats and badgers will be required to inform any future planning application on this site. Appropriate enhancement in line with the National Planning Policy Framework (NPPF) could include the provision of new or extended areas of wildlife corridor and refuge sites on the boundary between the waste site and the CWS. A robust management plan will need to address the issue of dust and litter being carried onto the CWS by the prevailing wind and measures put in place to prevent this.
Historic environment and cultural heritage	Consideration should be given to any adverse impact on the historic environment from intervisibility with the non-Scheduled barrow on Pickpit Hill.
Human health and amenity	The site is isolated, however potential impacts on air quality (including odour, dust and fumes), noise and vibration levels affecting residential areas and users of Wellington Academy (north east of the site) will need to be investigated.
Landscape, townscape and visual	The site is well screened by hedgerows and woodland, however the visual impact of waste development should be reduced through sensitive site planning of facilities to minimise the impact on views from the A3026.
Traffic and transportation	Potential impact on the A303 and capacity constraints of the A3026 and adjoining roads to deal with waste related traffic will need to be addressed.

## Pickpit Hill, Tidworth

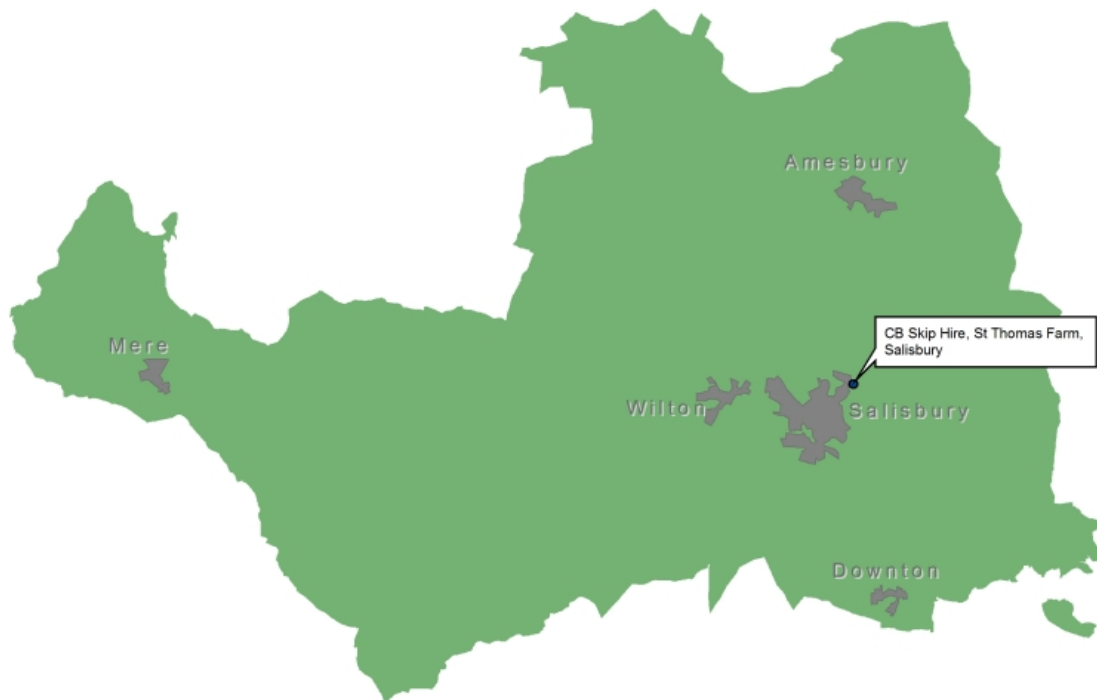
	<p>Potential mitigation includes relocating the existing site access approximately 180m to the east to improve visibility and providing a dedicated right turn. Consideration should also be given to routing HGV traffic so that it travels from the east via the A342 and the A303 (not through Tidworth). A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is located within Flood Zone 1 but overlies a principal aquifer of high vulnerability and is within Source Protection Zone 2. Potable supplies are therefore at risk from pollution and any use at the site will only be acceptable if it can be demonstrated that pollution will not occur and risks can be mitigated against. There has been extensive past and present industrial use of the site including landfill which could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. The drainage arrangement for any development proposals for this site should be a material consideration. An assessment as to whether there are suitable surface water disposal options available for the site will need to be undertaken. In addition, the assessment should ensure that foul water discharges from any development can be connected to the public sewer system, where available, subject to a capacity appraisal and agreement upon a point of connection. Appropriate measures would need to be put in place to protect the water environment. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>This site falls within MoD statutory safeguarding zones - Netheravon aerodrome; Boscombe Down and Middle Wallop Statutory Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>No cumulative effects identified at the plan-making stage.</p>
<b>Links to Waste Core Strategy</b>	<p>The site is not located within 16km of a principal settlement, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## 5 South Wiltshire

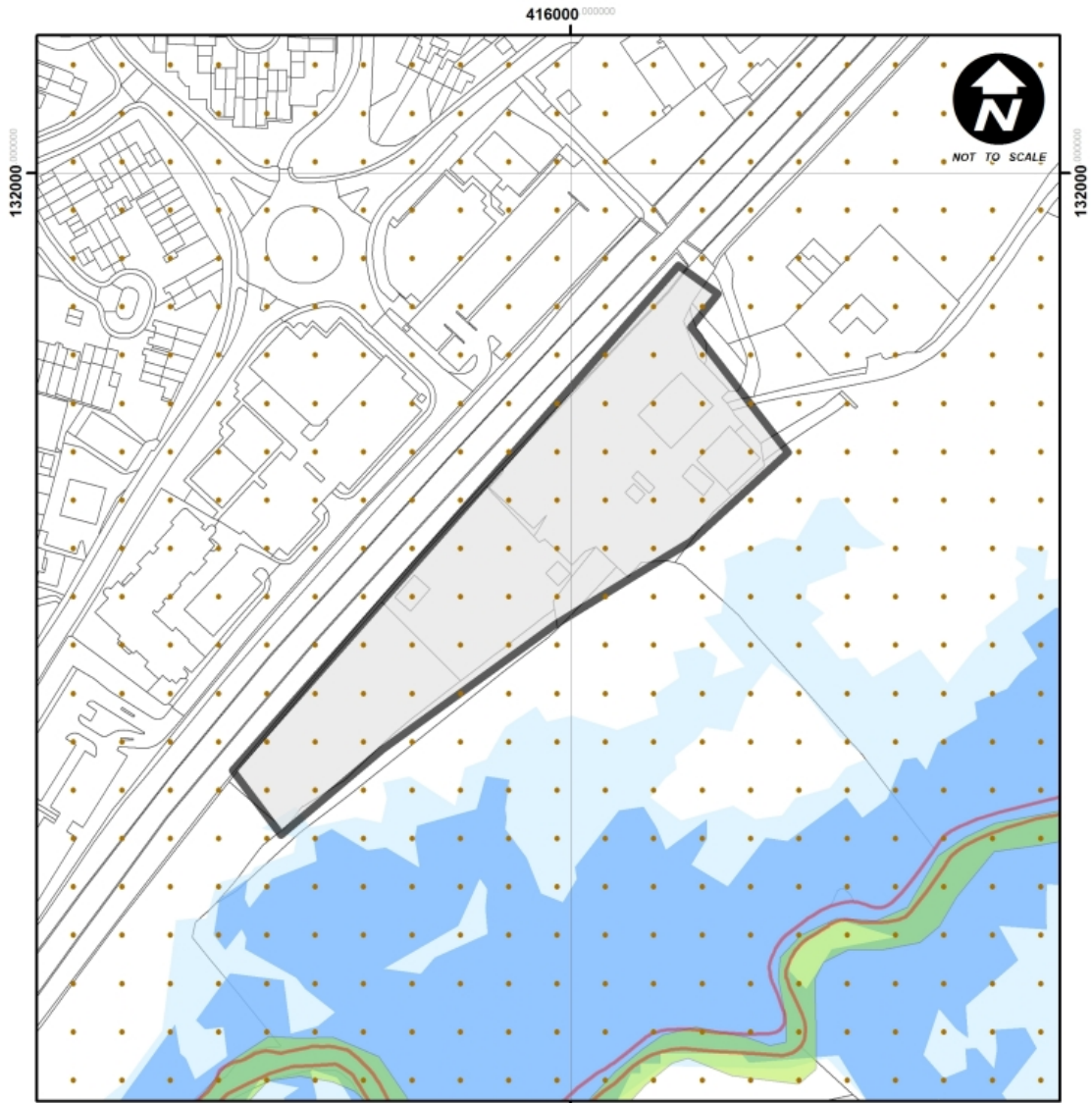
### 5.1 Strategic sites

# South Wiltshire strategic scale waste sites



Key	
●	Strategic waste sites in South Wiltshire
■	Key settlements in South Wiltshire
■	South Wiltshire

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## **Inset map S1**

CB Skip Hire,  
St Thomas Farm,  
Salisbury



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Table 5.1 CB Skip Hire, St Thomas Farm, Salisbury

<b>CB Skip Hire, St Thomas Farm, Salisbury</b>	
<b>Potential use/s</b>	Local Recycling, Inert Waste Recycling/Transfer and Composting.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	145947 131817
<b>Current use/s</b>	The site is part Brownfield and part Greenfield, comprising a skip hire service in the northern end of the site and a paddock in the southern end of the site.
<b>Description of site</b>	The site is located to the west of Bishopdown on the north eastern edge of Salisbury. The site has an existing access road off the A30, which is part of the Wiltshire HGV Route Network, and links to the A36 and A338. The north east boundary is defined by a residential property, the south east and south west boundaries by hedgerows beyond which is located a flat area of grassland flood meadows that form the River Bourne floodplain. The north west boundary of the site is defined by the embankment of a railway line and includes a cover of rough scrub.
<b>Size of site</b>	1.5 ha
<b>Planning context</b>	The site is not allocated in the South Wiltshire Core Strategy. However the site is affected by the saved Salisbury District Local Plan policy (C6 - Landscape Setting of Salisbury and Wilton).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	As the site lies 75m from the River Avon SAC the County Ecologist has carried out a test of likely significance of any adverse impact on the designated features of the SAC, as a result of development of the site for any or all of the potential uses listed above. This concluded that there could be a risk of adverse impact on the SAC as a result of implementing the potential uses but that the significance of impact can be removed or greatly reduced by the design of a robust management plan for site operation, which must address potential issues around dust deposition and pollution. A site level survey will be required to inform any future planning application. This should consist of an extended Phase I survey with particular reference to otters, reptiles, bats and badgers, assuming that the extension of the existing site will occupy the south west area of the site.
Historic environment and cultural heritage	<p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken as part of a planning application to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.</p> <p>Potential environmental impact (e.g. noise) on listed properties in the centre of Laverstock, to the south should be considered. The C18 St Thomas Bridge, on the A30 to the north is also a grade II listed structure however as this already serves a major route further traffic use is unlikely to cause any significant issues.</p>

## CB Skip Hire, St Thomas Farm, Salisbury

<p>Human health and amenity</p>	<p>Potential impacts on neighbouring/sensitive receptors will need to be considered as part of any planning application. All air quality risks for the intended use are low to high without mitigation. Dust, bioaerosol (with composting) and odour mitigation is recommended. Detailed assessment should be undertaken if the site is intended for composting. There are properties within the 250m bioaerosol buffer, although they are screened from the site via a railway line located on a large bund. Advice should be sought from the Environment Agency.</p> <p>The impacts of noise from any development upon surrounding land uses will need to be addressed. The site is well separated from local housing, with the exception of the owner's house, and already contains similar noise sources. There is little or no screening from the proposed site but with appropriate screening the site is considered suitable with respect to noise for the proposed uses. Acoustic screening in the form of bunds, buildings or fences may be required on the southern and eastern boundary of the facility.</p>
<p>Landscape, townscape and visual</p>	<p>Potential impacts on views onto the site from nearby residential properties in Bishopdown to the west and Laverstock to the south. However, the semi-enclosed setting and existing industrial character of the site means that it can accommodate change. The main visual impacts, on residences on Broadway Ledge and the footpath to the south of the site, should be mitigated through sensitive site planning and screen planting.</p>
<p>Traffic and transportation</p>	<p>Any proposal for waste development should assess traffic impacts, particularly at peak times, along the A30 and A36. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
<p>Water environment</p>	<p>A Source Protection Zone 1 is 1.2km from the site and the site is underlain by a principal aquifer. The closest groundwater abstraction lies 1.6km to the north east (used for general farming and domestic). The River Bourne lies approximately 90m to the south of the site. There is risk of polluting groundwater sources. Robust design measures should be put in place to ensure protection of public water resources. In particular, a composting facility will need to make sure adequate distance from receptors and risk assessments are followed. The site lies partly in Flood Zone 2 and an area of the site is shown to be within 'Areas Susceptible to Surface Water Flooding'. A Flood Risk Assessment and liaison with the Environment Agency will be required to support a planning application. Any proposals will need to be accompanied by a surface water management strategy that specifically considers the integration of surface water drainage systems.</p>
<p>Any other issues or comments</p>	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>The site falls within the MoD statutory safeguarding zone - Boscombe Down Statutory Birdstrike Safeguarding Zone in addition to Dean Hill Statutory Meteorological Safeguarding Zone.</p>

### CB Skip Hire, St Thomas Farm, Salisbury

<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on biodiversity and geodiversity. These matters should be fully scoped and assessed through any subsequent planning application process.
<b>Links to Waste Core Strategy</b>	The site is located within 16km of Salisbury and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



5.2 Local sites

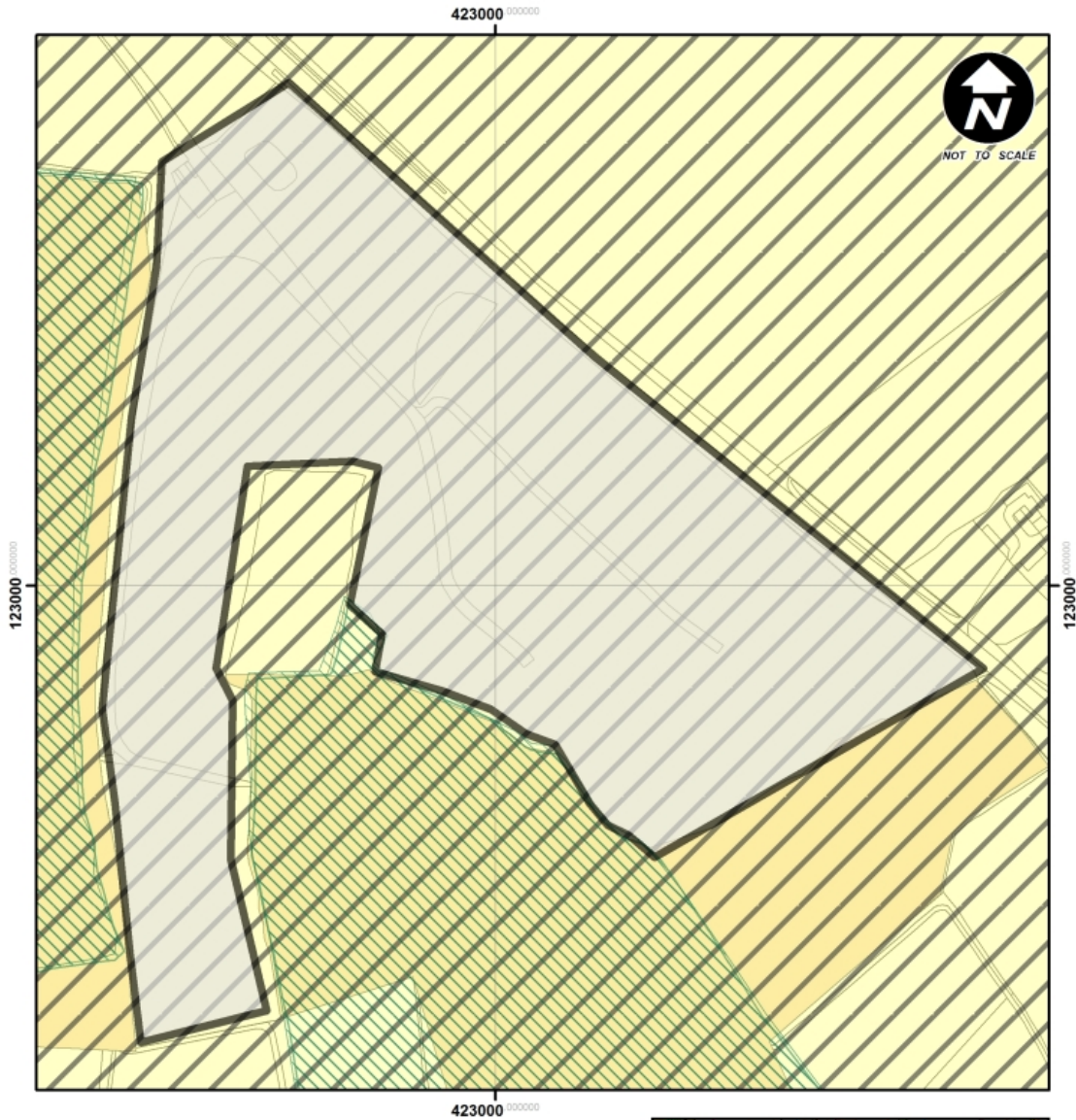
# South Wiltshire local scale waste sites



**Key**

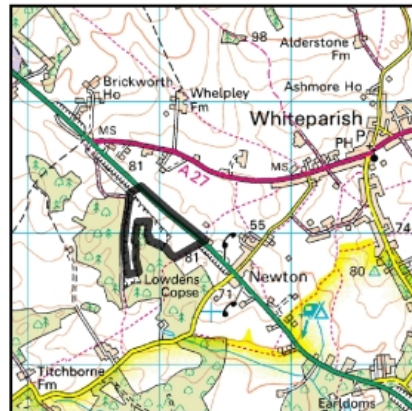
- Local waste sites in South Wiltshire
- Key settlements in South Wiltshire
- South Wiltshire

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## Inset map S2

Brickworth Quarry and Landfill,  
Whiteparish



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Table 5.2 Brickworth Quarry and Landfill, Whiteparish

<b>Brickworth Quarry and Landfill, Whiteparish</b>	
<b>Potential use/s</b>	Inert Waste Recycling/Transfer (ancillary to inert landfill reinstatement).
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: the need to ensure that any new waste development does not prejudice the overall restoration of the quarry; and proximity to the New Forest National Park).
<b>Grid reference</b>	422871 123246
<b>Current use/s</b>	The site is an operational sand quarry which includes the import of inert waste for use in restoration operations. Reinstatement to agriculture involves the selected deposition of dry commercial and industrial waste and other waste of an inert non-hazardous nature.
<b>Description of site</b>	The site is located 1km west of Whiteparish, approximately 10km south east of Salisbury. The site has an existing access directly from the A36 via a signalised crossroads from which there is a gated access to the site. There are left and right turn filter lanes into the site. The site is surrounded by fields and fairly isolated except for a few residential properties opposite the south eastern corner of the site, separated by the A36 and a number of isolated farms. The site is bounded on southern and western margins by Lowdens Copse (woodland), which provides year-round screening from the south and west. Earth bunds have been constructed to the north of the site and further screening along the A36 is provided by a hedgerow. The site is within grade 3 agricultural land and a Public Right of Way (PRoW) runs adjacent to the site. Part of the site has already been restored to rough grassland. The northern boundary of the New Forest National Park (Moor Lane) is approximately 500m south of the site.
<b>Size of site</b>	17.3 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the South Wiltshire Core Strategy or the saved policies of the current Salisbury District Local Plan. The site has been proposed for potential future sand extraction in the emerging Wiltshire and Swindon Aggregate Minerals Site Allocations Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	The site is situated immediately adjacent to Lowden's Copse Meadow County Wildlife Site (CWS) to the south east and Sandland/Goose Eye Copse CWS to the west, both of which are designated for their Ancient Woodland (UK BAP Priority Habitat) interest. The existing permitted site only accepts inert waste as part of the overall restoration scheme. Any additional waste imports must be inert and in accordance with existing mitigation strategy for sand extraction. The existing restoration plan aims to enhance both areas of Ancient Woodland/CWS and any further proposals for waste import must not compromise the integrity of the existing plan. Considerable ecological survey has already been carried out on the site to inform applications for extant permissions. Any further proposals will be expected to be accompanied by updated ecological survey reports.

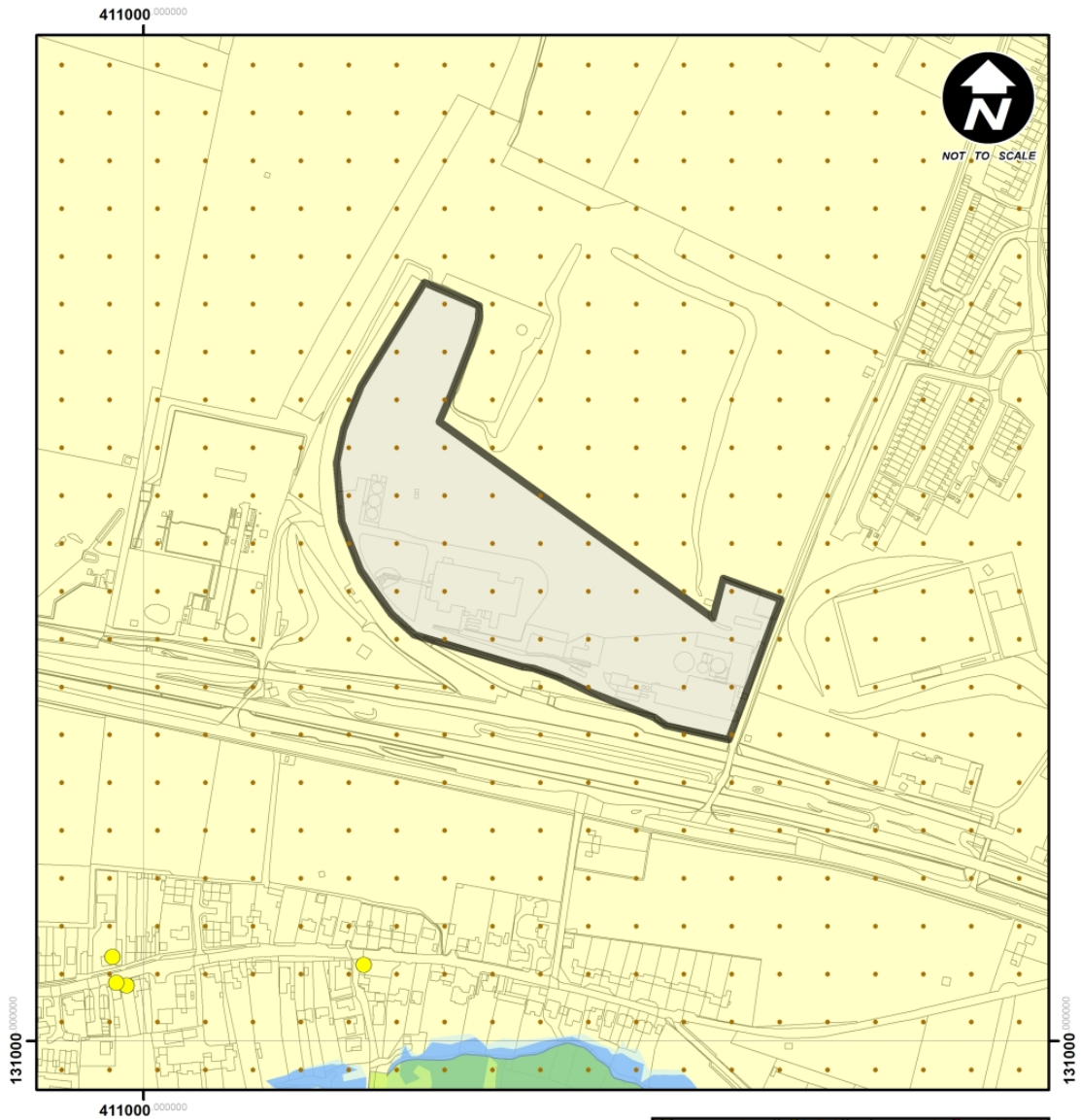
## Brickworth Quarry and Landfill, Whiteparish

Historic environment and cultural heritage	Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features in areas which have not been previously mitigated. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.
Human health and amenity	<p>Potential impacts on air quality (including dust and fumes), noise and nuisance levels affecting nearby receptors such as the occupiers of Harestock Cottage and other adjoining and nearby dwellings on the A36 and A27 Brickworth Road will need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required depending on the location of facilities. New facilities should be sited as far away from the south eastern corner as practical, with a minimum separation of 150m from any residential properties.</p> <p>All air quality risks for the intended use are low. Dust mitigation is recommended however detailed assessment should not be necessary. Any development will need to safeguard PRoW.</p>
Land use	Potential loss of grade 3 agricultural land should be considered.
Landscape, townscape and visual	The proximity of the New Forest National Park will need to be fully considered through any subsequent planning application process. Proposals for new waste development will need to demonstrate that the interests of the New Forest National Park and its setting are not eroded. The main visual receptor groups which consist of walkers on nearby footpaths and drivers on the A36 are both already well screened, although this could be further enhanced with additional planting on the site and by locating facilities away from the road and PRoW.
Traffic and transportation	Any proposal for waste development should assess potential impacts on the A27, particularly where it passes through the nearby village of Whiteparish. HGV routing arrangements to minimise the impact of traffic on the A27 and through the New Forest National Park should be considered. Journeys should be made via local and strategic lorry routes for the maximum practicable distance. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is located above a secondary aquifer and within Source Protection Zone 3. Potable supplies are therefore at risk from pollution from activities at this site. The potential uses identified for the site will only be acceptable if it can be demonstrated through risk assessment that pollution of groundwater will not occur and risks can be mitigated against. Careful consideration will need to be given to the surface water drainage arrangements. The use of any system where surface water could infiltrate the ground should be avoided as this could cause pollution. The site is in Flood Zone 1, however there are



## Brickworth Quarry and Landfill, Whiteparish

	<p>surface water courses in proximity to the site. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. There are potentially contaminating land uses in the area and a thorough understanding of the nature and extent of any risks of pollution associated with a proposal will need to be demonstrated. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>The full restoration of the site must not be prejudiced by any planning permission for recycling activities now or in the future.</p> <p>This site falls within an MoD statutory safeguarding zone - Dean Hill Statutory Meteorological Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>No cumulative effects identified at the plan-making stage.</p>
<b>Links to Waste Core Strategy</b>	<p>The site is located within 16km of Salisbury and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



**Inset map S3**  
Former Imerys Quarry,  
Quidhampton

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Table 5.3 Former Imerys Quarry, Quidhampton

<b>Former Imerys Quarry, Quidhampton</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment (potential for heat and/or power generation due to the potential local customers).
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: competing interests on the area of developable land; and constrained vehicular access/egress over the railway).
<b>Grid reference</b>	411289 131361
<b>Current use/s</b>	The site is a former quarry and industrial processing plant.
<b>Description of site</b>	The site is located to the north of Quidhampton, approximately 3km north east of Salisbury city centre. The site has an established access onto the A36 via Penning Road. The northern extent of the site is defined by the former quarry area beyond which a school and sports field are sited and the eastern boundary is delineated by Penning Road with a sports ground located beyond. The southern boundary of the site is formed by a railway line and the A36, and former railway sidings are located to the western limit of the site. There are a number of sensitive receptors in the area, including housing and a secondary school to the east and north east of the site. There are no Public Rights of Way in proximity to the site.
<b>Size of site</b>	4.8 ha
<b>Planning context</b>	The site is identified as employment land in the South Wiltshire Core Strategy (Core Policy 2 - Strategic Allocation).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is situated within 250m north of the River Avon SAC. The site is in Flood Zone 1 and is unlikely to be affected by flood events; therefore the potential for materials to be picked up and carried in the river is negligible. The site lies to the north of the SAC therefore prevailing winds will not carry air borne pollutants onto the SAC from the waste site and it is sufficiently distant from the SAC that disturbance is unlikely to be an issue. Natural habitats on the site should be subject to survey to inform any future planning applications for this site and this should pay particular attention to badgers, nesting birds and reptiles. Enhancement for biodiversity required by the National Planning Policy Framework (NPPF) should be designed according to ecological survey report findings regarding the use of the site by any European Protected Species and nesting birds.
Historic environment and cultural heritage	Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features in areas which have not been previously mitigated. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.

## Former Imerys Quarry, Quidhampton

	<p>The Grade I Wilton Registered Park lies to the south-west of the site and although the allocated site appears to be visually contained from southern aspects care will be required to assess any impact (e.g. noise, dust, vibration) upon the Park's environmental quality and that of its setting. There are also a number of listed buildings within the centre of the village. Any potential impacts on these will need to be investigated.</p>
Human health and amenity	<p>Potential impacts on neighbouring receptors (particularly odour and bioaerosols) will need to be considered as part of any planning application.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required on the eastern and northern boundaries of the site.</p> <p>Facilities should be sited away from the eastern boundary of the site, with a minimum separation distance of 150m between the proposed facility and any residential dwelling.</p>
Landscape, townscape and visual	<p>The enclosed position within the landscape and limited views into the site caused by the undulating landform means that the site is able to accommodate change. Minor mitigation measures such as siting facilities away from the A36 and ensuring surrounding properties are screened from any new buildings will be required depending on the level of development.</p>
Traffic and transportation	<p>It is recommended that a left in/left out arrangement be implemented with all access to the site gained from the west and all egress from the site to the east (towards Salisbury). It is also recommended that speed reduction measures are implemented on the A36 and an assessment of the suitability of the bridge over the railway line to accommodate the proposed number of HGVs and to determine the need to signalise the bridge. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p> <p>There is potential for rail use at this site although this would require a full feasibility study.</p> <p>Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is currently a large chalk pit, as a result of previous quarrying activities. There are two groundwater abstractions within the site boundary associated with the minerals activities. The site falls within Source Protection Zone (SPZ) 2 and is underlain by a principal aquifer. A SPZ 1 lies 450m east of the site. The site is in Flood Zone 1. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. The risks to the existing groundwater abstractions at the quarry will need to be assessed. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Areas along the southern and western boundaries and within the site are shown to be 'Areas Susceptible to Surface Water Flooding'. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment (if the development area exceeds 1 hectare), contamination risk assessment</p>

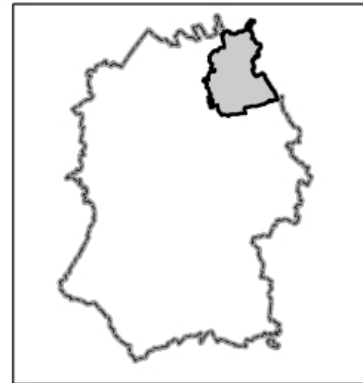
<b>Former Imerys Quarry, Quidhampton</b>	
	and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	<p>Any proposal will need to consider the reduced potential for the full restoration of quarrying activity.</p> <p>This site falls within the MoD statutory safeguarding zones - Boscombe Down Statutory Birdstrike Safeguarding Zone in addition to Dean Hill Statutory Meteorological Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on biodiversity, geodiversity and human health. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to Waste Core Strategy</b>	The site is located within 16km of Salisbury and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## 6 Swindon

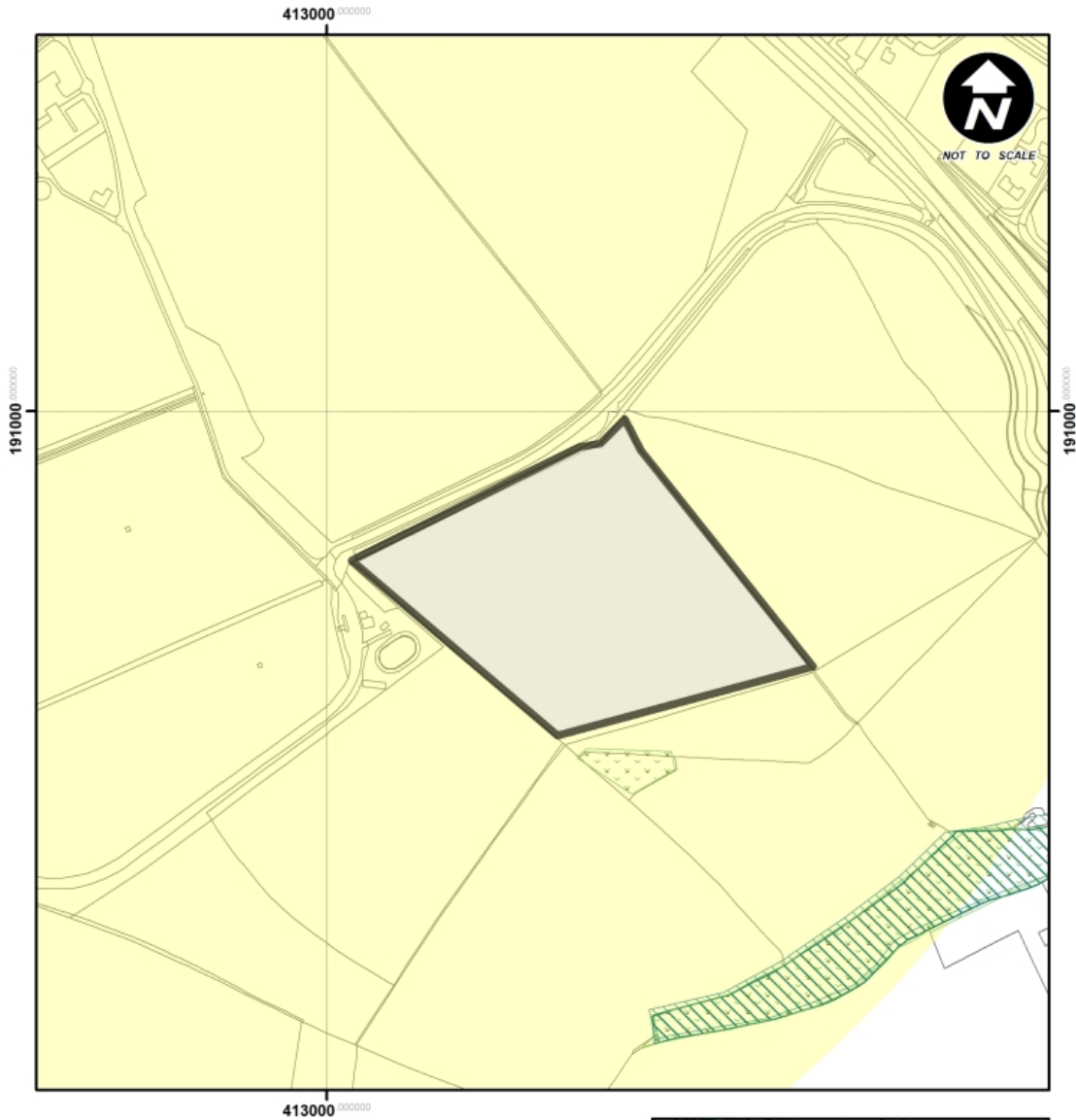
### 6.1 Strategic sites

# Swindon strategic scale waste sites



Key	
	Key settlement
	Strategic waste sites in Swindon
	Swindon Area

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## Inset map SBC1

Chapel Farm,  
Blunsdon

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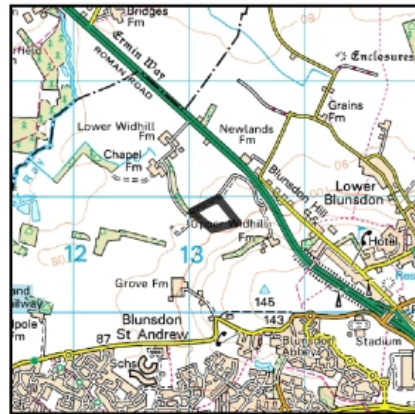




Table 6.1 Chapel Farm, Blunsdon

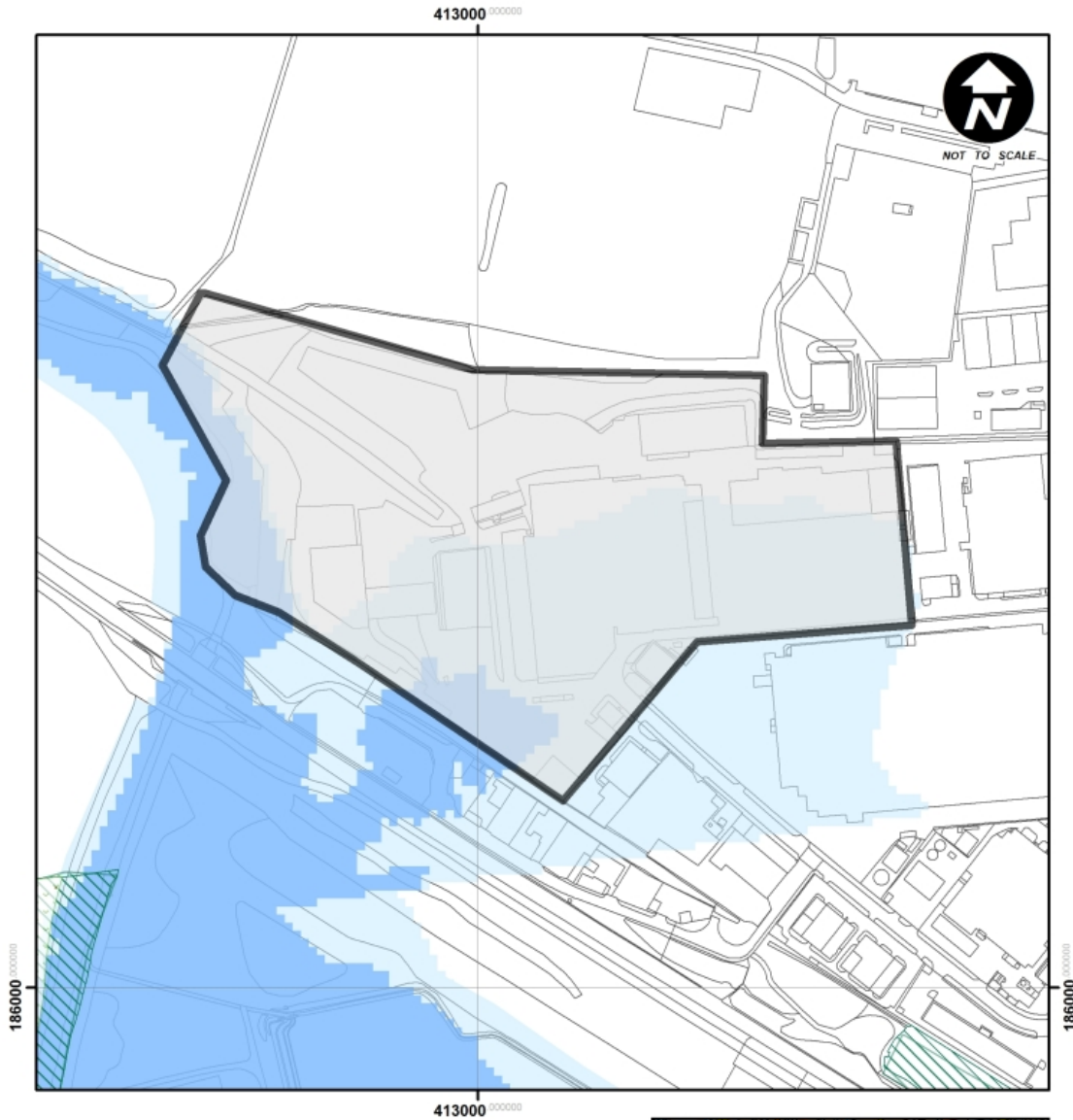
<b>Chapel Farm, Blunsdon</b>	
<b>Potential use/s</b>	Waste Treatment (energy from waste).
<b>Scale</b>	Strategic.
<b>Grid reference</b>	413200 190900
<b>Current use/s</b>	The site is gently sloping grade 3 agricultural land enclosed by hedgerow within open countryside. An active landfill site is located to the north west of the site. A recycling facility is located to the west of the site.
<b>Description of site</b>	The site is approximately 1km north of Blunsdon and 7.5km north of Swindon town centre. The site is accessed via a track which leads to Blunsdon Hill which in turn links to the A419. There are a number of residential properties within the vicinity of the site. A residential bungalow is located to the north west of the site and there are properties along Blunsdon Hill to the south.
<b>Size of site</b>	5.5 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated for development within the saved policies of the current Swindon Borough Local Plan. The emerging Swindon Core Strategy does not propose any land use designations on the site however a large mixed development area (Policy NC5) is located to the immediate south of the site.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	<p>There are a number of designated sites in proximity to the site including two blocks of UK BAP Priority Habitats (20m south and more than 200m south east of the site) and the Widhill Copse Meadow County Wildlife Site (CWS), designated for its Ancient Woodland interest (within 200m to the south east of the site). A drain runs along the northern edge of the site and another runs north along the eastern edge of the site. Although the flow is away from the CWS, there remains hydrological connectivity. None of the areas of priority habitat are likely to be adversely affected by a waste treatment facility, however, an extended Phase I habitat survey with particular respect to badgers, reptiles and water voles will be required in order to inform any future planning application for this site. Appropriate enhancement in relation to the site, in line with the National Planning Policy Framework (NPPF), would include improvement of connectivity between the areas of woodland and the wider ecological landscape.</p> <p>Should an energy from waste plant be developed on site an environmental permit will be required. As part of this permit the impacts of discharges to air will need to be assessed with regards statutory and non-statutory wildlife sites and protected and sensitive species, in-line with Environment Agency policy.</p>
<b>Historic environment and cultural heritage</b>	There are no heritage assets recorded within the site, although part of one asset recorded within the study area (a 500m radius from the edge of the site) could extend into the site. Four undesignated archaeological sites and three Grade II Listed Buildings are recorded within the study area.

## Chapel Farm, Blunsdon

	<p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.</p> <p>Any development will need to ensure that the existing screening at the site remains in place to protect the views from the three Grade II Listed Buildings within the study area.</p>
Human health and amenity	<p>Acoustic screening in the form of bunds, buildings and fences may be required and any facility should be sited towards the west of the site away from residential buildings with a minimum separation distance of 150m. Any proposed development in the northern part of the site will require further noise assessment.</p> <p>Dust, bioaerosol and odour mitigation will be required. Detailed assessment for bioaerosols and odour with account for local topography will need to be undertaken. Assessment for Particulate Matter (PM10) and dust will also be needed.</p>
Landscape, townscape and visual	<p>Visual impacts on surrounding residences and farms will need to be mitigated through sensitive site planning and screen planting.</p>
Traffic and transportation	<p>A new direct site access will need to be provided off the existing private access road into the site. Capacity analysis will be required at the signalised network of junctions between the A419 and A4311. Consultation with the Highways Agency will need to take place in relation to any increase in traffic accessing the A419 at the Lady Lane junction. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>There are a number of non-main river watercourses adjacent to the site and there are potentially contaminating land uses in the area. Opportunities to maintain and enhance watercourses should be sought as part of any development. The site partially lies within an area identified as being 'Susceptible to Surface Water Flooding'. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>The site is in proximity to an active landfill and recycling facility. Account should be taken of the combined impacts of operations upon the locality.</p> <p>The site falls within the MoD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>

## Chapel Farm, Blunsdon

<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map SBC2

Waterside Park,  
Swindon



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Table 6.2 Waterside Park, Swindon

<b>Waterside Park, Swindon</b>	
<b>Potential use/s</b>	Local Recycling, Inert Waste Recycling /Transfer and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	413199 186317
<b>Current use/s</b>	The site is located immediately west of the Cheney Manor Industrial Estate. The site is home to the Swindon Commercial Services and a range of waste management activities, including a HRC, a MRF and a composting facility.
<b>Description of site</b>	The site is approximately 3.5km north west of Swindon town centre. The site has an existing access onto Darby Close which allows access to the wider road network of the employment area. Junction 16 of the M4 is located approximately 4.5km south west of Waterside Park and the site is approximately 6km from the A3102 and A419, which are both part of the Wiltshire HGV Route Network. The site is bounded to the north by playing fields and to the east by the Cheney Manor Key Employment Area. The southern boundary is delineated by a railway line and open space and the railway to the west. The River Ray is also adjacent to the western boundary of the site. There are residential areas located 500m north east and east of the site.
<b>Size of site</b>	9.1 ha
<b>Planning context</b>	Site is not allocated within the saved policies of the current Swindon Borough Local Plan, but is adjacent to the Cheney Manor Key Employment Area (E4/13).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Some parts of the site are undeveloped and there are significant areas of scrub and rough grassland within the proposed site boundary. A site level survey should be undertaken if development is on, or adjacent to part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt. This should be in the form of an extended Phase I survey with particular reference to reptiles, badgers and water voles if any ditches are affected. Appropriate enhancement in line with the requirements of the National Planning Policy Framework (NPPF) would include improvement of connectivity to strengthen wildlife corridors both through and around the site.
Historic environment and cultural heritage	Potential developers should be aware that a short section of the original Wilts & Berks Canal (North Wilts Branch) remains as part of this site, and there are plans to restore the canal from Mouldon Hill to Swindon Town Centre. The project seeks to protect this route from future development however the adopted Swindon Borough Local Plan 2011 safeguards an alternative route through the River Ray corridor to connect the North Wilts Branch at Mouldon Hill with the restored canal at Wichelstowe.
Human health and amenity	Potential impacts on air quality (including odour, dust and fumes), noise and vibration levels affecting existing uses on the industrial estate and residents living within 500m of the site will need to be investigated.

## Waterside Park, Swindon

Landscape, townscape and visual	Potential impact on existing setting and views onto the site from the surrounding area. Sensitive site planning and visual mitigation measures will be essential due to the urban fringe location of the site and proximity to residential properties and footpaths. A summer-time footpath survey to the west of the site and night-time visual survey will be required.
Traffic and transportation	The site benefits from existing access and a local road network which is suitable for HGVs. Impact of development on capacity will need to be investigated to ensure the surrounding area will not be unduly affected, in particular, the impact on the M4 Junction 16 and A419 dependent on the scope of the geographic area the facility would serve. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site lies within Flood Zones 2 and 3 and is within an area identified as being 'Susceptible to Surface Water Flooding'. There is a historic record of a small amount of flooding on the site in 1968. Any development on the site must seek to reduce risk on the site and elsewhere. Measures to reduce flood risk may include but are not limited to changes of use to less vulnerable uses, relocation or reductions in building footprint, provision of additional flood storage and improved flood resistance of buildings. The River Ray is immediately adjacent to the western boundary of the site and there is potential for changes to its flow and quality, pluvial and groundwater flooding. The Environment Agency (EA) are undertaking detailed hydraulic modelling of the River Ray which should be used to inform development at this location. Any works within 8m of the River Ray will require EA consent and should comply with EA pollution prevention guidelines PPG5. Opportunities to maintain and enhance non-main river watercourses on and adjacent to the site should be sought as part of any development. The site is on a secondary aquifer. Contamination may be present (dependent of previous activities) and any contamination risks would need to be appropriately dealt with. The River Ray could be a significant controlled water receptor. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. Swindon Borough Council are currently undertaking a Surface Water Management Plan (SWMP). Cheney Manor Industrial Estate has been highlighted as a key area of the Borough where surface water flooding is a particular issue. Any development in this area should consider the known flood risk from surface water and should include flood resilient design. Any opportunity to reduce flood risk through redevelopment in this area should be explored. A Flood Risk Assessment/surface water drainage scheme and contamination risk assessment will be required to support a planning application.
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>The site falls within the MoD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>

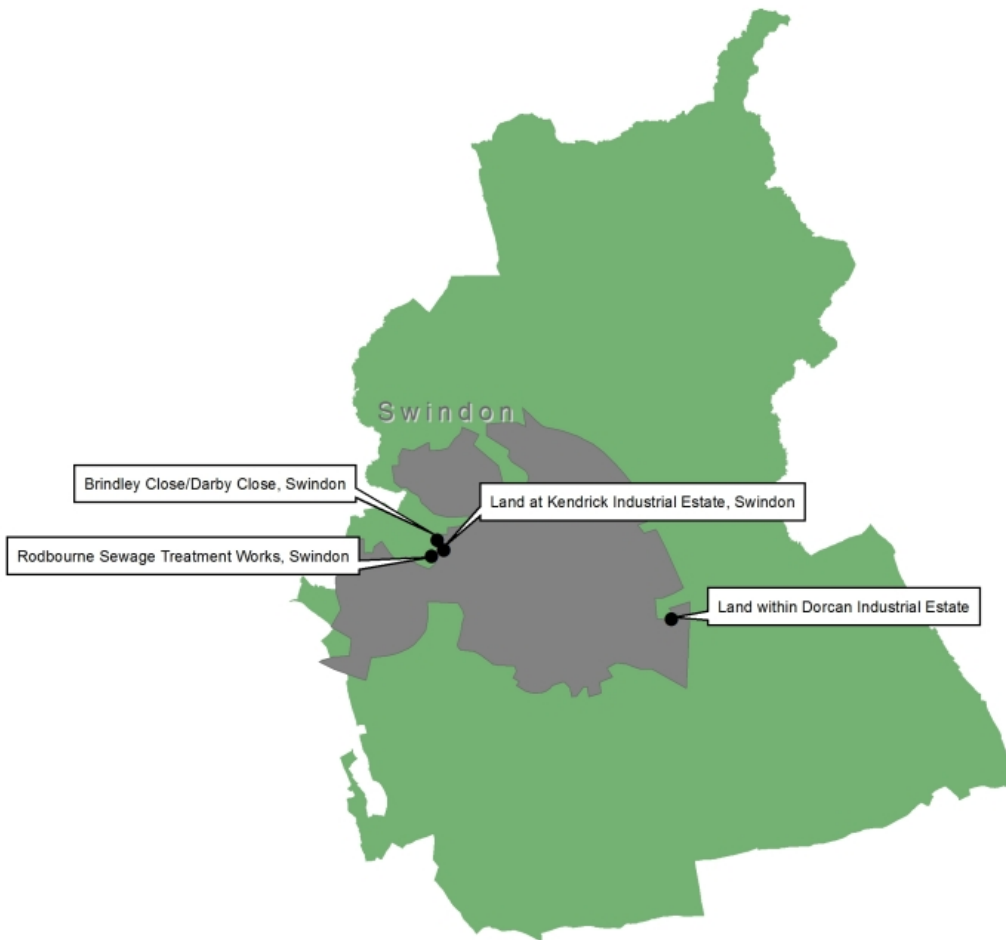
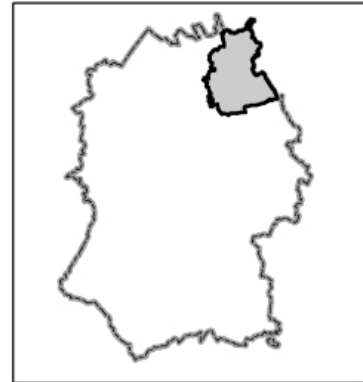
## Waterside Park, Swindon

<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. The matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.





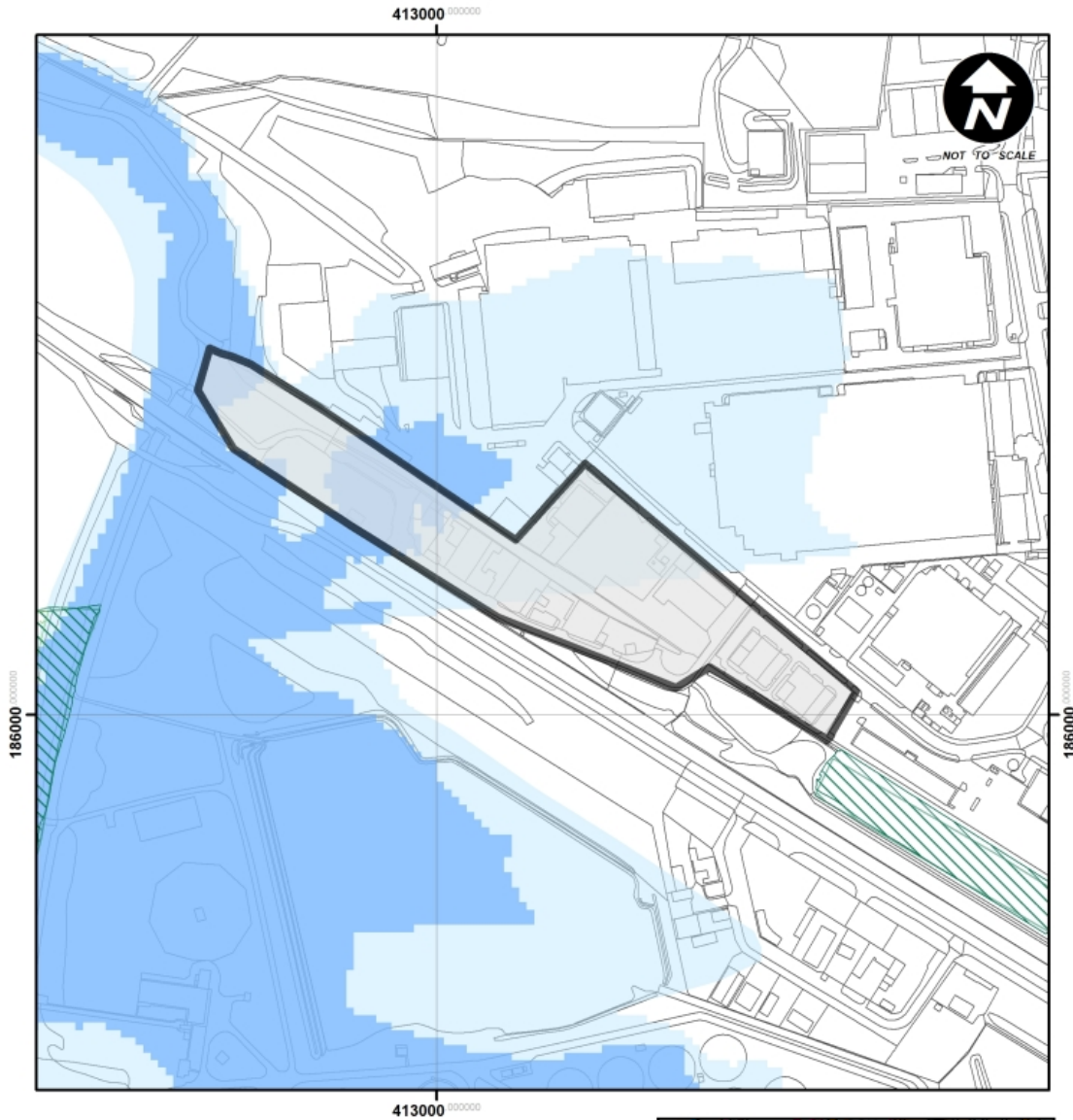
# Swindon local scale waste sites



**Key**

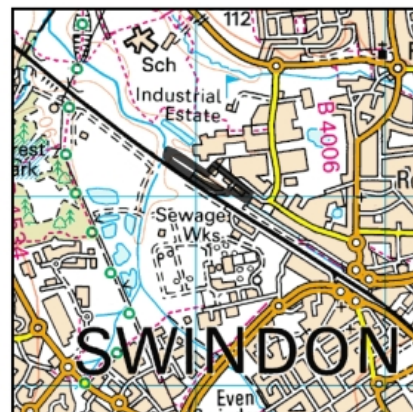
- Local waste sites in Swindon
- Key settlement
- Swindon Area

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## Inset map SBC3

Brindley Close/Darby Close,  
Swindon



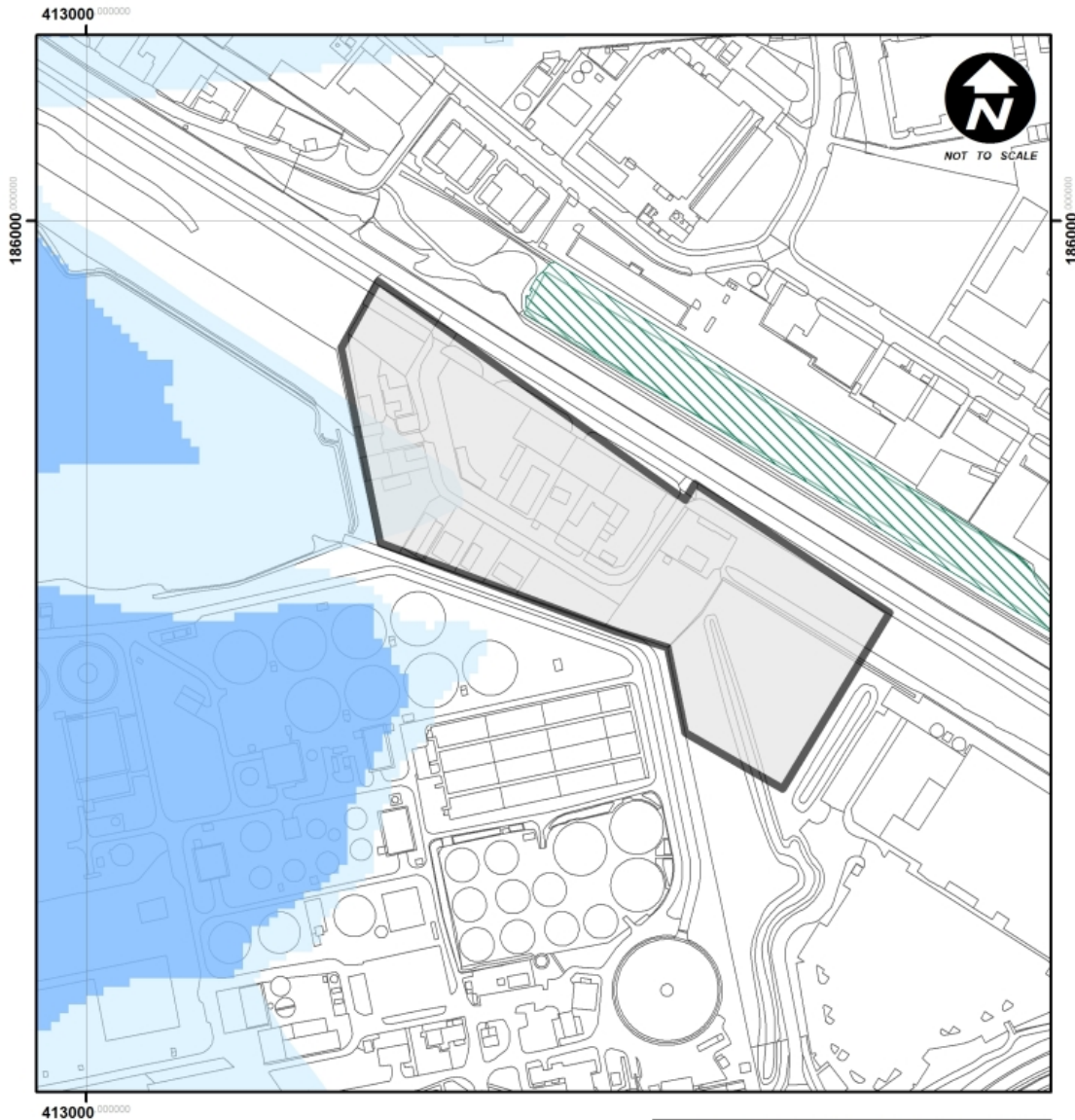
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Table 6.3 Brindley Close/Darby Close, Swindon

<b>Brindley Close/Darby Close, Swindon</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: limitation in terms of potential developable land; potential for traffic impacts on the local highway network due to intensification of development at Waterside; potential impact on residential communities to the north and east of the estate).
<b>Grid reference</b>	413125 186060
<b>Current use/s</b>	The site is an industrial estate within the Swindon urban area and comprises several small business and industrial units which include scrap yards and WTSs.
<b>Description of site</b>	The site is approximately 3.5km north west of Swindon town centre. The site has an existing access on Brindley Close which allows access to Darby Close and the wider road network of the employment area. To the north, east and west of the site is the Waterside Park and Cheney Manor Industrial Estate which contains small businesses including small manufacturing, engineering businesses and some waste uses. The site is flanked to the south by the local railway line beyond which lies the Kendrick Industrial Estate and Rodbourne Sewage Treatment Works. There are residential areas situated within approximately 700m north and east of the site.
<b>Size of site</b>	2.9 ha
<b>Planning context</b>	Darby Close is located within the Cheney Manor Key Employment Area (E4/13) within the saved policies of the current Swindon Borough Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is wholly within an existing light industrial area and there is unlikely to be any loss of natural habitat, however it is diagonally adjacent to Cheney Manor Ponds Meadow County Wildlife Site (CWS). It is therefore likely that there will be a requirement for robust mitigation to ensure ponds are not adversely impacted by any new development proposals. There are existing records of Great Crested Newts, water voles and otters in the immediate vicinity. A site level survey of ecology should be sufficient at the planning application stage.
Human health and amenity	All air quality risks for the intended use are low to moderate (in-combination) without mitigation. Dust and odour mitigation will be required. Detailed assessment should be undertaken for odour.
Traffic and transportation	The site benefits from an existing access however the kerbed radii at the Brindley Close/Darby Close junction should be increased to allow easier access into the site. The area to the north of the site is mainly residential and unsuitable for HGVs. Therefore it is preferable that operational vehicles should access the site via the south, rather than the north, of the site. The impact of development on existing capacity will need to be investigated to ensure the surrounding area will not be unduly affected. Any planning application will need to assess the impact on the M4 Junction 16 and A419 dependent on

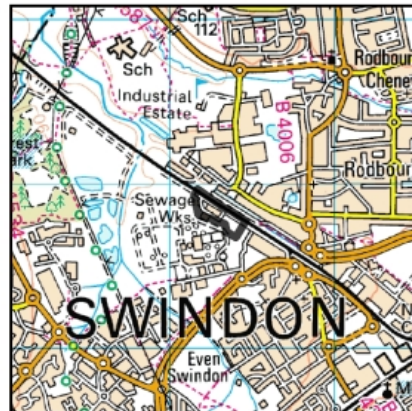
## Brindley Close/Darby Close, Swindon

	<p>the scope of the geographic area the facility would serve. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The western part of the site is located on a secondary aquifer and is in Flood Zone 2 associated with the River Ray (west of the site). The remainder of the site is in Flood Zone 1. The site is within an area identified as being 'Susceptible to Surface Water Flooding'. There is a non-main river watercourse (Railway Lagoon Brook) on the site and a large body of water (man-made lagoon) in close proximity to the south east of the site. It should be investigated whether these pose a flood risk to the site. There is some risk of fluvial flooding to part of the site (area within Flood Zone 2) and a risk of pluvial and groundwater flooding. There has been extensive past and present industrial use of the site that could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. Proposals should consider mitigation such as SuDS within site design to control run-off. There does not appear to be an existing foul sewer connection, which would have to be taken into account in the assessment of the site. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. A Flood Risk Assessment/surface water drainage scheme, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>There may be the potential to combine the site with the Waterside Park site allocation immediately to the north to accommodate a larger waste management facility.</p> <p>The site falls within the MoD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## **Inset map SBC4**

Land at Kendrick  
Industrial Estate,  
Swindon



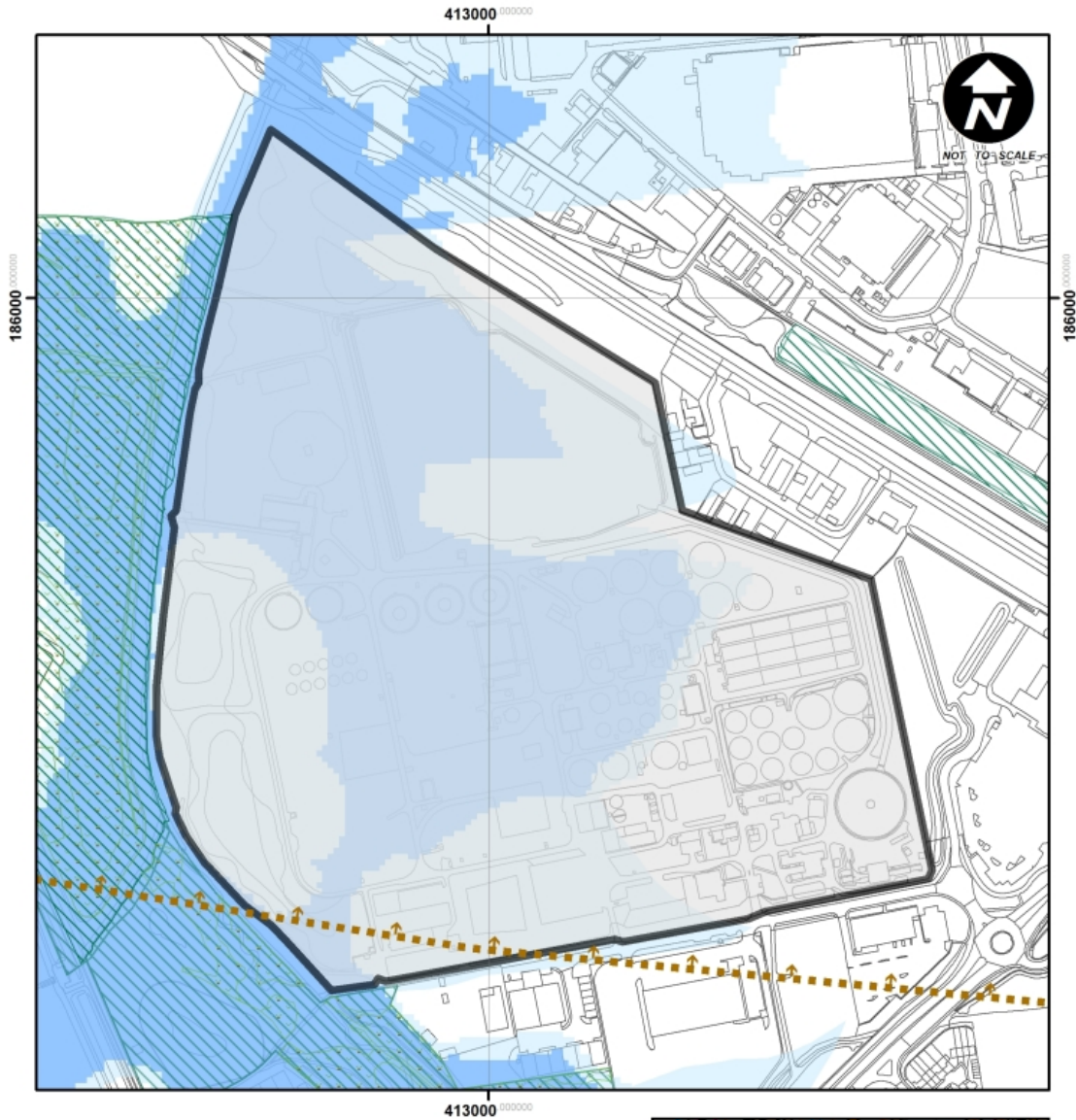
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Table 6.4 Land at Kendrick Industrial Estate, Swindon

<b>Land at Kendrick Industrial Estate, Swindon</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Inert Waste Recycling/Transfer.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: the undulating nature of the site; limited opportunity potential of the site; and associated potential impacts on existing users of the estate).
<b>Grid reference</b>	413366 185723
<b>Current use/s</b>	The site is a developed industrial estate located within the Swindon urban area and adjacent to the Cheney Manor Industrial Estate. The site supports a number of small scrap yards, skip hire businesses and general industrial units.
<b>Description of site</b>	The site is located in Rodbourne, 3.5km west of Swindon town centre. The site is accessed via Galton Way which is in turn accessed from the Great Western Way dual carriageway via a priority T junction with a central island. The north eastern boundary of the site is defined by a local railway line, the south eastern extent is delineated by a retail warehousing development. Rodbourne Sewage Treatment Works lies adjacent to the south west and Shaw Landfill Site, which is currently under restoration, forms the north western boundary. The residential areas of Mannington Park and Even Swindon are located approximately 300m to the south east of the site. Schools in the vicinity are Even Swindon School to the south east and Nova Hreod to the north west. The national cycle route 45 passes the Galton Way/Great Western Way junction.
<b>Size of site</b>	3.5 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current Swindon Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is wholly within an existing light industrial area and there is unlikely to be any loss of natural habitat however it is approximately 30m south from Cheney Manor Ponds Meadow County Wildlife Site (CWS), on the opposite side of the railway. There are records of otters and water voles in the immediate surrounding area and a site level survey will be required to determine if these species could be impacted by any future development at the site. There may be a requirement for mitigation to ensure the CWS ponds are not adversely impacted by any new development proposals.
Human health and amenity	Basic dust and odour control measures are required however detailed assessment should not be necessary.
Traffic and transportation	Access to the Wiltshire HGV route network can be gained via the A3102, however, some issues regarding capacity on the site access and off site junctions in the vicinity of the site will require further investigation. Resurfacing

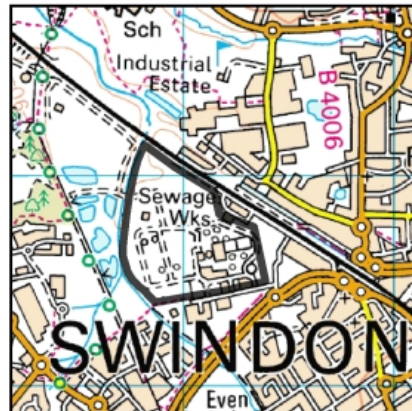
## Land at Kendrick Industrial Estate, Swindon

	<p>of Galton Way and provision of better pedestrian facilities along the road may be required however this is non-essential works and will depend on the type of waste development proposed.</p> <p>The indicative route of the proposed Purton-Iffley link road travels through the site and any impacts on this will need to be considered.</p> <p>Any planning application will need to assess the impact on the M4 Junction 16 and A419 dependent on the scope of the geographic area the facility would serve. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The River Ray is 455m west of the site. The Environment Agency are undertaking detailed hydraulic modelling of the River Ray which should be used to inform development at this location. The site is within Flood Zones 2 and 3 and lies partly within an area identified as being 'Susceptible to Surface Water Flooding'. There is a non-main river watercourse on the site. Opportunities to maintain and enhance this watercourse should be sought as part of any development. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. The western edge of the site is underlain by a secondary aquifer. There has been extensive past and present industrial use of the site that could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. A Flood Risk Assessment/surface water drainage scheme contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>The site falls within the MoD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## **Inset map SBC5**

Rodbourne Sewage  
Treatment Works,  
Swindon



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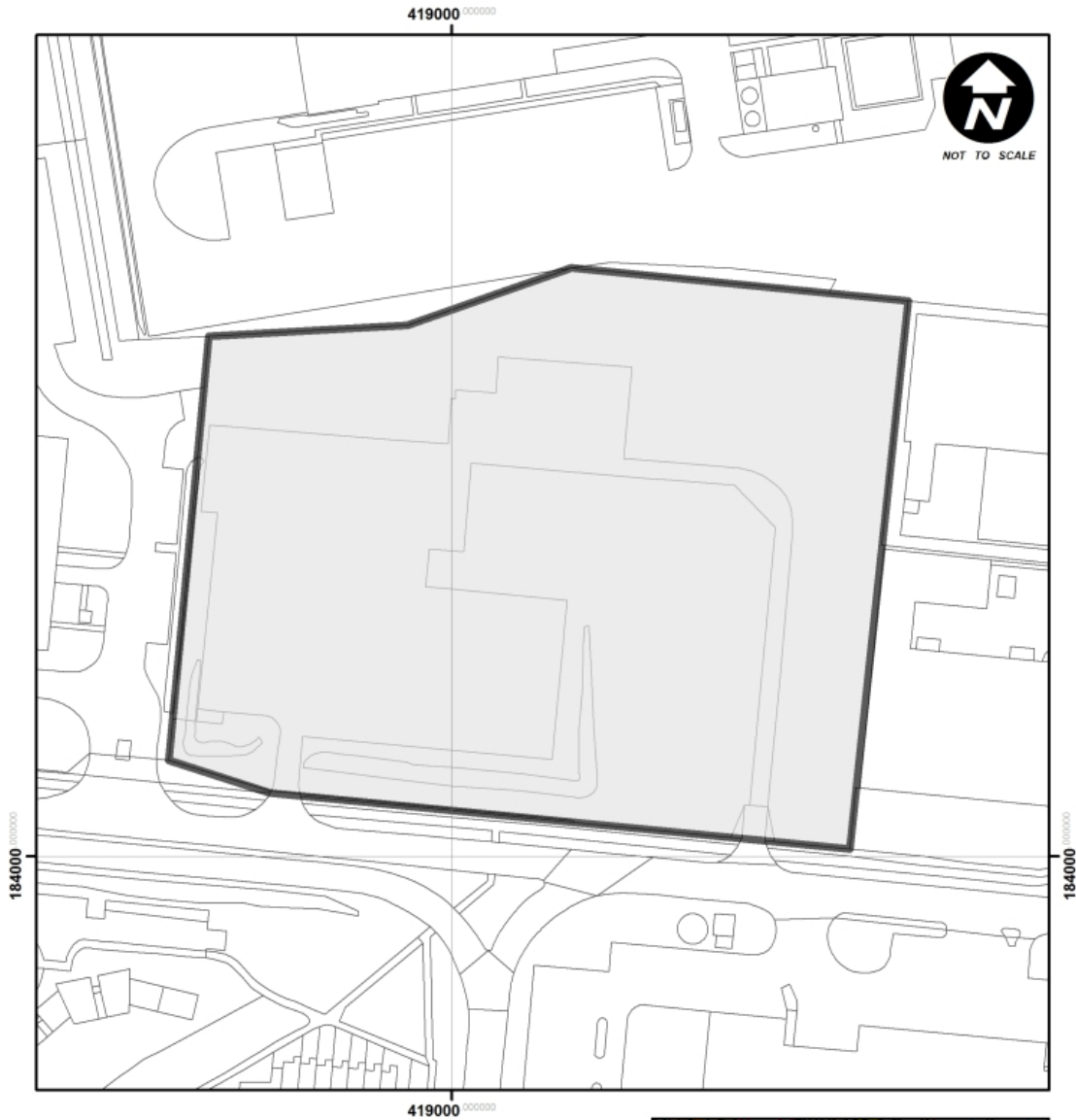


Table 6.5 Rodbourne Sewage Treatment Works, Swindon

<b>Rodbourne Sewage Treatment Works, Swindon</b>	
<b>Potential use/s</b>	Waste Water Treatment.
<b>Scale</b>	Local (limited solely to the extension of the existing Sewage Treatment Works to provide increased capacity to meet future planned demand).
<b>Grid reference</b>	413148 185621
<b>Current use/s</b>	The site is an existing sewage treatment works.
<b>Description of site</b>	The site is located adjacent to the Cheney Manor Industrial Estate within the Swindon urban area and is approximately 3.7km west of Swindon town centre. The site has an existing access off of Great Western Way, which is a dual carriageway and forms part of the main road network for Swindon. The site is approximately 5km from the A3102 (part of the Wiltshire HGV Route Network). Junction 16 of the M4 is approximately 3.5km south west of the site. The northern boundary of the site is defined by the Shaw Farm Landfill Site which is currently being restored and Kendrick Industrial Estate, beyond which lies a local railway line. To the east of the site is a retail warehousing development and the southern boundary is formed by industrial units on Barnfield Road and the residential area to the south of the Great Western Way. The River Ray and the Swindon Sewage Treatment Works Lagoons Meadow County Wildlife Site (CWS) forms the western boundary of the site.
<b>Size of site</b>	32 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current Swindon Local Plan. There is an employment site allocation (Policy 4/12) adjacent to the southern boundary and a housing allocation (Policy H2/7) approximately 400m to the north east of the site. The emerging Swindon Core Strategy (Policy CT3) identifies the need for expansion of the existing treatment works to meet future needs.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	The site is adjacent to the Swindon Sewage Treatment Works Lagoon CWS and Rivermead CWS. A limit on land take and/or a limit on increase in vehicle movements close to the lagoon may be required to prevent adverse impact on ecology. There are numerous existing records of otter, water vole and Great Crested Newt in the immediate surrounding area. A site level survey of ecology to determine any adverse impact on these species, to inform the planning application will be required.
<b>Human health and amenity</b>	All air quality risks for the intended use are high without mitigation. Bioaerosol and odour mitigation will be required. Detailed assessment should not be necessary as the site is currently used for water treatment.
<b>Traffic and transportation</b>	The site is accessible and located on previously developed land. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.

## Rodbourne Sewage Treatment Works, Swindon

<p>Water environment</p>	<p>The site lies largely within Flood Zones 2 and 3 and within an area identified as being 'Susceptible to Surface Water Flooding'. There is a record of extensive flooding at the site in 1971. The River Ray forms the western boundary of the site and there are drains along the eastern edge of the site and 64m to the east. The Environment Agency (EA) is undertaking detailed hydraulic modelling of the River Ray which should be used to inform development at this location. Any works within 8m of the river will require EA consent. Flooding could interrupt operations and cause pollution to spread from the site, although only a fraction of the site is at risk. The site could increase the flood risk to surrounding sites. Proposals should consider mitigation such as SuDS within site design and infiltration devices. There are a series of small ponds from 40-150m west of the site. Opportunities to maintain and enhance these watercourses should be sought as part of any development. The western half of the site is underlain by a minor aquifer. There has been extensive past and present industrial use of the site which could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. A Flood Risk Assessment and contamination risk assessment will be required to support a planning application. An assessment will also have to be made of the level of discharge from the works themselves that can be discharged to the local watercourses without increasing flood risk. Reference should be made to the Swindon Water Cycle Strategy as there is concern that increases in flows into these river systems could increase flood risk. Any proposal that leads to an increase in risk will be unacceptable. Opportunities to reduce flood risk at the site and to the surrounding area should be sought.</p>
<p><b>Cumulative effects with other waste site allocations</b></p>	<p>There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<p><b>Links to the Waste Core Strategy</b></p>	<p>The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## **Inset map SBC6**

Land within Dorcan Industrial Estate, Swindon



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Table 6.6 Land within Dorcan Industrial Estate, Swindon

<b>Land within Dorcan Industrial Estate, Swindon</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: proximity to sensitive receptors e.g. Great Western Hospital, local shops and the adjacent housing to the south of the estate).
<b>Grid reference</b>	419032 184084
<b>Current use/s</b>	The site is currently vacant and is surrounded by other industrial premises.
<b>Description of site</b>	The site is located within Dorcan Industrial Estate on the eastern edge of the Swindon urban area, approximately 5km east of Swindon town centre. The site has two established access points onto Edison Road, which allows access to the A419. The site is bounded to the north, east and west by existing industrial buildings. The southern extent of the site is defined by Edison Road, with an industrial building to the south east and residential dwellings to the south west. Beyond the industrial estate lies a number of potential receptors which include residents in Dorcan, Eldene, Liden and Covingham including a school and shops, leisure facilities located at the school and a hospital.
<b>Size of site</b>	2.4 ha
<b>Planning context</b>	The site is allocated as a Key Employment Area (Policy DMP5) in the saved policies of the current Swindon Local Plan which also identifies housing allocations (Policy H2/17, H2/18 and H2/13) in excess of 500m to the north and east of the site. The emerging Swindon Core Strategy designates the site as part of a larger Key Employment Area (Policy CP3) and beyond it is the Eastern Villages (Policy NC4) a large mixed use urban extension.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	Operation of the site for the proposed waste facilities is unlikely to result in any adverse impact to local biodiversity. A site level survey for the presence of any protected species should inform any planning application for the site.
<b>Human health and amenity</b>	<p>The site is part of an existing industrial estate with little or no screening to residential properties to the south west. Acoustic screening in the form of bunds, buildings or fences may be required. The facility should be sited as far away from the south west boundary as practical and no closer than 150m from the nearest receptor (i.e. the proposed development should be located in the north eastern corner of the proposed site).</p> <p>Dust and odour control measures will be required to protect residential receptors within 500m of the site.</p>
<b>Landscape, townscape and visual</b>	Due to the existing condition of the site and surrounding character of the Dorcan Industrial Estate, the significance of impacts related to the development of the site for waste management purposes is likely to be slight

<b>Land within Dorcan Industrial Estate, Swindon</b>	
	to negligible, however care will need to be taken to ensure impacts on residents to the south are minimised. Landscape enhancements may provide a beneficial impact for the site and character of the Dorcan Industrial Estate as a whole.
<b>Traffic and transportation</b>	All proposals will need to ensure that the existing access is used for entrance to and from the site. The eastern access can be considered for use, but only as an exit from the site due to its location on the gyratory and proximity to the merge of Edison Road with the gyratory. Potential impact on the A419 and its junctions. Routing agreements will be sought to ensure that HGVs route via Edison Road and Dorcan Way only to access suitable lorry routes (either the A419, A4259 or A4312). A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
<b>Water environment</b>	There are surface watercourses in proximity to the site and the site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. There has been extensive past and present industrial use of the site that could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. A Flood Risk Assessment and contamination risk assessment will be required to support a planning application.
<b>Any other issues or comments</b>	Any new facilities must not prejudice the existing industrial units operating in the surrounding area.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Appendix 1: Glossary of terms

Glossary of terms	
<b>ASA</b>	<b>Airfield Safeguarding Area</b> - Airfields are safeguarded in accordance with the Town and Country Planning (Safeguarding Aerodromes, Technical Sites and military Explosives Storage Areas) Direction 2002 as ASAs. The purpose of ASAs is to ensure that any development proposals in proximity to them are properly considered, for example the impacts of built structures (stacks), lighting or the risk of bird strike.
<b>AD</b>	<b>Anaerobic digestion</b> - full definition is set out in the councils waste management directory.
	<b>Ancient Woodland</b> - Land that has had continuous woodland cover since 1600AD as designated by Natural England.
<b>AMR</b>	<b>Annual Monitoring Report</b> - A report that principally describes how a Local Planning Authority (LPA) is performing in terms of meeting the targets and aspirations for Local Development Document (LDD) preparation as set out in its three-year project plan (the Local Development Scheme). If, as a result of monitoring performance, the Authority's Scheme requires modification, the AMR will be used to justify why targets have not been met within the monitoring year.
<b>AONB</b>	<b>Area of Outstanding Natural Beauty</b> - A landscape area of high natural beauty which has special status, and within which major development will not be permitted, unless there are exceptional circumstances. Designated under the 1949 National Parks and Access to the Countryside Act.
<b>CHP</b>	<b>Combined Heat and Power (CHP) plant</b> - A plant designed to produce both heat and electricity from a single heat source.
<b>CLG</b>	<b>Communities and Local Government</b> - Government department for planning and local government.
	<b>Commercial waste</b> - Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment, excluding municipal and industrial waste.
	<b>Composting</b> - A biological process which takes place in the presence of oxygen (aerobic) in which organic wastes, such as garden and kitchen waste are converted into a stable granular material. This can be applied to land to improve soil structure and enrich the nutrient content of the soil.
	<b>Conservation Area</b> - An area of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance, as required by the 'Planning (Listed Buildings and Conservation areas) Act 1990' (Section 69 and 70). Within a Conservation Area there are additional planning controls over certain works carried out.
<b>CD&amp;E</b>	<b>Construction, Demolition and Excavation waste</b> - Includes waste arising from the construction, repair, maintenance and demolition of building and structures.
	<b>Controlled waste</b> - Comprised of household, industrial, commercial, hazardous (special), clinical and sewage waste which require a waste management license for treatment, transfer and disposal. The main exempted categories comprise mine, quarry

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	and farm wastes. The government is currently consulting on the extension of controls to farm wastes. However, materials used for agricultural improvement, such as manure and slurry, will not become controlled. Radioactive and explosive wastes are controlled by other legislation and procedures.
<b>CS</b>	<b>Core Strategy</b> - Wiltshire Council and Swindon Borough Council have produced joint Minerals and Waste Core Strategies to define the long term strategic vision and policies for minerals and waste development in the plan area.
<b>CWS</b>	<b>County Wildlife Site</b> - Areas of land of recognised value for wildlife, which fall outside the legal protection given to Sites of Special Scientific Interest (SSSI). The Wiltshire Wildlife Sites Project identifies, designates and monitors CWSs and, to date, over 1,500 such sites in have been designated in Wiltshire.
	<b>The development plan</b> - This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
<b>DPD</b>	<b>Development Plan Document</b> - Spatial planning documents that are subject to independent examination. They will have 'development plan' status (please see the explanation of 'the development plan'). The term 'DPD' has been replaced by the term 'Local Plan' (see the Town & Country Planning (England) (Local Development) Regulations 2012).
	<b>EC Directive</b> - A European Community legal instruction, which is binding on all Member States, but must be implemented through legislation of national governments within a prescribed timescale.
<b>EfW</b>	<b>Energy from waste/energy recovery</b> - Includes a number of established and emerging technologies, though most energy recovery is through incineration technologies. Many wastes are combustible, with relatively high calorific values – this energy can be recovered through (for instance) incineration with electricity generation, gasification, pyrolysis or refuse-derived fuel (RDF).
<b>EA</b>	<b>Environment Agency</b> - Established in April 1996, combining the functions of former local waste regulation authorities, the National Rivers Authority and Her Majesty's Inspectorate of Pollution. Intended to promote a more integrated approach to waste management and consistency in waste regulation. The Agency also conducts national surveys of waste arising and waste facilities.
<b>FRA</b>	<b>Flood Risk Assessment</b> - An assessment of the risk of flooding to the development being proposed and its possible effects on flood risks elsewhere in terms of its effects on flood flows, flood storage capacity and run-off.
	<b>Flood Zone 1</b> - Defined in the Technical Guide to the NPPF as 'Low Probability' of flooding. This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).
	<b>Flood Zone 2</b> - Defined in the Technical Guide to the NPPF as 'Medium Probability' of flooding. This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year.



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	<b>Flood Zone 3a</b> - Defined in the Technical Guide to the NPPF as 'High Probability' of flooding. This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.
	<b>Flood Zone 3b</b> - Defined in the Technical Guide to the NPPF as 'The Functional Floodplain'. This zone comprises land where water has to flow or be stored in times of flood.
	<b>Great Western Community Forest</b> - Is one of England's 12 Community Forests where local people and organisations are working together to create a better environment. The Forest covers an area of 168 square miles, stretching from Wootton Bassett to Faringdon and the North Wessex Downs to the Thames.
	<b>Greenfield site</b> - A site previously unaffected by built development.
	<b>Hazardous waste</b> - Waste which by virtue of its composition, carries the risk of death, injury or impairment of health, to humans or animals, the pollution of waters, or could have an unacceptable environmental impact if improperly handled, treated or disposed of, as controlled in the EC Directives on Hazardous Waste and defined by Special Waste Regulations 1996 (as amended) (schedule 2).
<b>HGV</b>	<b>Heavy Goods Vehicle</b> - A lorry/truck weighing more than 3.5 tonnes.
	<b>Highways Agency</b> - An executive agency, part of the Department for Transport in England.
	<b>Historic Parks and Gardens</b> - Parks and gardens created before 1939 which still retain their special interest and which have been listed and graded in the Register of Historic Gardens first published by English Heritage in 1984.
	<b>Household waste</b> - As a major component of the municipal waste stream, household waste includes waste from household collection rounds, bulky waste collection, hazardous household waste collection, garden waste collection, civic amenity site waste, and wastes collected through council recycling schemes.
<b>HRC</b>	<b>Household Recycling Centre</b> - Site to which the public can bring domestic waste, such as bottles, textiles, cans and paper for free disposal. HRCs may also accept bulky household waste and green waste. Where possible, the collected waste is recycled after sorting.
	<b>Incineration</b> - The controlled burning of waste, either to reduce its volume, or its toxicity. Energy recovery from incineration can be achieved by utilising the calorific value of paper, plastic, etc to produce heat or power. Current flue-gas emission standards are very high. Ash residues still tend to be disposed of to landfill.
	<b>Industrial waste</b> - Waste from any factory and from any premises occupied by an industry (excluding mines and quarries).
	<b>Inert waste</b> - Waste which, when deposited into a waste disposal site, does not undergo any significant physical, chemical or biological transformations and which complies with the criteria set out in Annex 111 of the EC Directive on the Landfill of Waste.

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<b>IV</b>	<b>In-Vessel composting</b> - In-vessel composting takes place in specially designed vessels that controls moisture, temperature and aeration of the composting process allowing rapid decomposition of biodegradable waste.
	<b>Landfill</b> - The deposit of waste onto and into land in such a way that pollution or harm to the environment is prevented and, through restoration, to provide land which may be used for another purpose.
	<b>Land use planning</b> - The Town and Country Planning system regulates the development and use of land in the public interest, and has an important role to play in achieving sustainable waste management.
	<b>Listed Buildings</b> - A listed building in the United Kingdom is a building that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest.
<b>LDD</b>	<b>Local Development Document</b> - A LDD will form part of the Development Plan and can either be a Local Plan (previously known as a DPD) or a SPD. Wiltshire Council and Swindon Borough Council are responsible for producing a Minerals and Waste Development Plan containing Minerals and Waste LDDs.
<b>LDF</b>	<b>Local Development Framework</b> - The LDF comprises a portfolio of LDDs that will provide the framework for delivering the spatial planning strategy for the area. District and Unitary Authorities will prepare LDFs for their area.
<b>LDS</b>	<b>Local Development Scheme</b> - The LDS sets out a three year programme for the preparation of LDDs. As a unitary Planning Authority, Wiltshire Council have prepared separate but complimentary Development Schemes, setting out a timetable for preparation of all planning policy documents including Minerals Development Documents and Waste Development Documents.
<b>LNR</b>	<b>Local Nature Reserves</b> - These are places with wildlife or geological features that are of special interest locally. There are over 1280 LNRs in England.
	<b>Local Plan</b> - The Plan for future development of the local area, drawn up by the local planning authority in consultation with the community.
<b>LPA</b>	<b>Local Planning Authority</b> - The local authority or council that is empowered by law to exercise planning functions for a particular area of the UK.
<b>MRF</b>	<b>Materials Recovery/Recycling Facility</b> - A site where recyclable waste, usually collected via kerbside collections or from HRCs, is mechanically or manually separated, baled and stored prior to reprocessing.
<b>MBT</b>	<b>Mechanical Biological Treatment</b> - MBT is a term commonly used to describe a hybrid process which combines mechanical and biological technologies used primarily to sort and separate mixed household solid waste.
<b>MoD</b>	<b>Ministry of Defence</b> - The part of the government responsible for matters of military defence.
	<b>Municipal waste</b> - Includes all wastes collected by the Waste Collection Authorities, or their agents, such as all household waste, street litter, municipal parks and gardens waste, and some commercial and industrial wastes.

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<b>NNR</b>	<b>National Nature Reserve</b> - A Site of Special Scientific Interest (SSSI) of national or international importance for nature conservation, which is owned or leased by Natural England or is managed on their behalf in the interests of wildlife, research and public appreciation.
	<b>National Park</b> - A reserve declared by a government. In the UK there are 15 members in the National Park family which are protected areas because of their beautiful countryside, wildlife and cultural heritage.
<b>NPPF</b>	<b>National Planning Policy Framework</b> - The NPPF sets out the Government's planning policies for England and how these are expected to be applied.
	<b>Natural England</b> - A non-departmental public body responsible for ensuring that England's natural environment is protected and improved.
	<b>New Forest National Park Authority</b> - The New Forest National Park was created in March 2005 and the New Forest National Park Authority took up its full powers in April 2006.
	<b>Non inert waste</b> - Organic waste that decomposes after disposal to land. May include household, industrial, commercial and special waste.
<b>PPG</b>	<b>Planning Policy Guidance</b> - Government policy statements on a variety of issues that are material considerations in determining planning applications. These have been reviewed and now form part of the NPPF.
<b>PPS</b>	<b>Planning Policy Statement</b> - Guidance documents which set out national planning policy. They are being reviewed and updated and are replacing PPGs. Most of these have been reviewed and now form part of the NPPF.
	<b>Principal settlements</b> - Those settlements which play a critical strategic role either regionally or sub-regionally, previously identified in the draft RSS (intended for revocation) as SSCTs. The term 'principal settlements' is also used in the emerging Wiltshire Core Strategy.
<b>PRoW</b>	<b>Public Right of Way</b> - PRoWs are highways that allow the public a legal right of passage.
	<b>Recovery</b> - The process of extracting a product of value from waste materials, including recycling composting and energy recovery.
	<b>Recycling</b> - Involves the reprocessing of wastes, either into the same product or a different one. Many non-hazardous industrial wastes such as paper, glass, cardboard, plastics and scrap metal can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.
	<b>Reduction</b> - Achieving as much waste reduction as possible is a priority action. Reduction can be accomplished within a manufacturing process involving the review of production processes to optimise utilisation of raw (and secondary) materials and recirculation processes. It can be cost effective, both in terms of lower disposal costs, reduced demand from raw materials and energy costs. It can be carried out by householders through actions such as home composting, re-using products and buying goods with reduced packaging.

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	<b>Restoration</b> - The methods by which the land is returned to a condition suitable for an agreed after-use following the completion of tipping operations.
<b>RIGS</b>	<b>Regionally Important Geological or Geo-morphological Site</b> - Important sites for geology and geo-morphology outside of statutorily protected land as identified by the local authority.
<b>RSS</b>	<b>Regional Spatial Strategy</b> - A regional level planning framework introduced in 2004. Their revocation was announced by the new Conservative/Liberal Democrat government on 6 July 2010. Despite this, the government has advised that the evidence which informed the preparation of the RSS can still be used as a material consideration in the preparation of Local Plans (previously known as DPDs) and local decision making.
	<b>Registered Battlefields</b> - The English Heritage Register of Historic Battlefields identifies 43 important English battlefields. Its purpose is to offer them protection and to promote a better understanding of their significance.
	<b>Re-use</b> - The reuse of materials in their original form, without any processing other than cleaning. Can be practised by the commercial sector with the use of products designed to be used a number of times, such as re-useable packaging. Householders can purchase products that use refillable containers, or re-use plastic bags. The processes contribute to sustainable development and can save raw materials, energy and transport costs.
<b>RAF</b>	<b>Royal Air Force</b> - The UK's air force, formed in 1918.
<b>SM</b>	<b>Scheduled Monument</b> - These are archaeological sites or historic buildings considered to be of national importance by the government. The current legislation, the Ancient Monuments and Archaeological Areas Act 1979, supports a formal system of Scheduled Monument Consent for any work to a designated monument. Scheduling is the only legal protection specifically for archaeological sites.
<b>SSSI</b>	<b>Site of Special Scientific Interest</b> - This is a conservation designation denoting a protected area in the UK. SSSIs are the basic building blocks of site based nature conservation legislation including the very best wildlife and geological sites, as designated by Natural England. There are over 4,100 SSSIs in England, covering approximately 8% of the country's land area.
<b>SPZ</b>	<b>Source Protection Zone</b> - These are groundwater sources used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. The SPZ maps show three main zones (inner, outer and total catchment) and a fourth zone of special interest.
<b>SAC</b>	<b>Special Area of Conservation</b> - Designation made under the Habitats Directive to ensure the restoration or maintenance of certain natural habitats and species some of which may be listed as 'priority' for protection at a favourable conservation status.
<b>SPA</b>	<b>Special Protection Area</b> - Designations made under the EC Directive 79/409 on bird conservation (The Birds Directive), the aim of which is to conserve the best examples of the habitats of certain threatened species of bird the most important of which are included as priority species.

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	<b>Stakeholder</b> - Anyone who is interested in, or may be affected by the planning proposals that are being considered.
<b>SCI</b>	<b>Statement of Community Involvement</b> - Sets out the Council's vision and strategy for the standards to be achieved in involving the community and stakeholders in the preparation of all LDDs and in decisions on planning applications.
<b>SSCT</b>	<b>Strategically Significant Cities and Towns</b> - Those settlements which play a critical strategic role either regionally or sub-regionally, as identified in the draft RSS (intended for revocation) (see 'principal settlements').
<b>SEA</b>	<b>Strategic Environmental Assessment</b> - Local Planning Authorities must comply with European Union Directive 2001/42/EC which requires a high level, strategic assessment of LDD (Local Plans and, where appropriate SPDs) and other programmes (e.g. the Local Transport Plan and the Municipal Waste Management Strategy) that are likely to have significant effects on the environment.
<b>SRN</b>	<b>Strategic Road Network</b> - The Highways Agency is responsible for operating the SRN in England which consists of most motorways and significant trunk A roads.
<b>SPD</b>	<b>Supplementary Planning Document</b> - Whilst not having 'development plan' status, SPDs can form an important part of the Development Plan of an area. They can be used to expand policy or provide further detail to policies in Local Plans. Community involvement will be important in preparing SPDs but they will not be subject to independent examination.
<b>SA</b>	<b>Sustainability Appraisal</b> - LPAs are bound by legislation to appraise the degree to which their plans and policies contribute to the achievement of sustainable development. The process of SA is similar to Strategic Environmental Assessment (SEA) but is broader in context, examining the effects of plans and policies on a range of social, economic and environmental factors. To comply with government policy, Wiltshire Council and Swindon Borough Council are producing a SA that incorporates a SEA of its Minerals and Waste LDDs.
	<b>Sustainable development</b> - Development which is sustainable in that it meets the needs of the present without comprising the ability of future generations to meet their own needs.
<b>SuDS</b>	<b>Sustainable Drainage System</b> - These involve a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.
	<b>Sustainable waste management</b> - This means using material resources efficiently, to cut down on the amount of waste we produce. And where waste is generated, dealing with it in a way that actively contributes to economic, social and environmental goals of sustainable development.
	<b>Swindon Borough Council</b> - Local government authority centred on the town of Swindon.
	<b>Swindon HGV Route Network</b> - Advisory network of routes for use through Swindon for HGVs to follow.
<b>UK BAP</b>	<b>UK Biodiversity Action Plan</b> - Published in 1994, this was the UK Government's response to signing the Convention on Biological Diversity (CBD) at the 1992 Rio Earth

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	Summit. UK BAP Priority Habitat is a list of 65 habitats highlighted as priorities for conservation. The priority habitats cover a wide range of semi-natural habitat types that are judged to be particularly important for biodiversity conservation, and are recognisably distinct within the broad habitats of the UK.
	<b>Void space</b> - The remaining capacity in active or committed landfill or landraise sites.
	<b>Waste</b> - Is the wide ranging term encompassing most unwanted materials and is defined by the Environmental Protection Act 1990. Waste includes any scrap metal, effluent or unwanted surplus substance or article that requires to be disposed of because it is broken, worn out, contaminated or otherwise spoiled. Explosives and radioactive wastes are excluded.
	<b>Waste arising</b> - The amount of waste generated in a given locality over a given period of time.
<b>WEEE</b>	<b>Waste Electrical and Electronic Equipment</b> - The Waste Electrical and Electronic Equipment Directive (WEEE Directive) aims to minimise the impact of electrical and electronic goods on the environment, by increasing re-use and recycling and reducing the amount of WEEE going to landfill.
	<b>Waste hierarchy</b> - Suggests that the most effective environmental solution may often be to reduce the amount of waste generated – reduction. Where further reduction is not practicable, products and materials can sometimes be used again, either for the same or a different purpose – re-use. Failing that, value should be recovered from waste, through recycling, composting or energy recovery from waste. Only if none of the above offer an appropriate solution should waste be disposed.
<b>WTS</b>	<b>Waste Transfer Station</b> - A WTS is usually a depot to which waste is delivered for bulking/handling/sorting prior to transfer to another facility for recycling, treatment or disposal.
	<b>Waste treatment</b> - Biological, chemical, or mechanical method(s) employed to (1) remove pollutants from industrial or municipal wastes, (2) change the character and composition of medical waste, or (3) reduce or eliminate its potential for harm to living beings and the environment.
	<b>Wiltshire Council</b> - The new unitary authority for Wiltshire as of 1 April 2009.
	<b>Wiltshire Local Lorry Routes</b> - A key component of the Freight Strategy is the establishment of a network of advisory lorry routes. This network, currently under review, comprises of a network of strategic and supporting local lorry routes. Local routes are designated roads for local journeys (routes open to lorry traffic but long-distance movements are not encouraged).
	<b>Wiltshire Strategic Lorry Routes</b> - Strategic roads are designated for long distance journeys.
<b>WHS</b>	<b>World Heritage Site</b> - A cultural, natural or historical site of outstanding universal value designated by the UNESCO World Heritage Site Committee.

## **Appendix 2: Saved Waste Local Plan (2005) policies**

No saved policies in the Wiltshire and Swindon Waste Local Plan (2005) are to be replaced by the Waste Site Allocations Local Plan.

All of the saved policies contained in the Waste Local Plan have already been replaced by policies in the Wiltshire and Swindon Waste Core Strategy and the Waste Development Control Policies DPDs, adopted July and September 2009 respectively.





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For further information please visit the following website:

<http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/mineralsandwastepolicy/wastesiteallocations.htm>