

REPORT TO THE STRATEGIC PLANNING COMMITTEE

Date of Meeting	20 June 2018
Application Number	17/10557/WCM
Site Address	Lower Compton Waste Management Facility, Compton Bassett, SN11 8RB
Proposal	Change of Use of existing Materials Recycling and Waste Transfer Building to a Waste Transfer Building only
Applicant	Hills Waste Solutions Ltd
Town/Parish Council	Calne Without / Cherhill
Electoral Division	CALNE SOUTH AND CHERHILL – Cllr Alan Hill
Grid Ref	402140 170917
Type of application	County Matter
Case Officer	Jason Day

Reason for the application being considered by Committee

1. The Head of Development Management considers that this suite of applications should be considered by the committee as they involve matters of strategic significance that have previously been considered by the committee and that have raised matters of public interest that have been contested both at appeal and in the Courts.

Purpose of Report

2. The purpose of the report is to assess the merits of the proposal against the policies of the Development Plan and other material considerations and to consider the recommendation that authority be delegated to the Head of Service for Development Management to grant conditional planning permission, subject to the completion of a planning obligation under Section 106 of the Planning Acts to address highway matters.

Report Summary

3. Hills Waste Solutions Ltd has submitted a suite of five planning applications at Lower Compton and Sands Farm which together set out Hills' proposals to manage waste and minerals in a way which deals with the concerns raised by the Planning Authority and the local community during the determination of planning application ref: 14/09744/WCM (to retain and extend the existing Lower Compton Materials Recycling Facility, including transfer activities, screening bund and ancillary activities and development).

4. This reports considers the planning application made for Change of Use of existing Materials Recycling and Waste Transfer Building to a Waste Transfer Building only
5. The key issues in considering the application are as follows:
 - Principle of the development
 - Traffic and Transport
 - Air Quality
 - Landscape and Visual impact
6. To date, the application has generated a total of 126 letters of objection from individuals and none in support. This includes additional letters of objection that have been submitted in response to publicity of further environmental information requested as part of the determination process.
7. Calne Without Parish Council objects to the application. Calne Town Council supports the application, subject to provisos.

Background

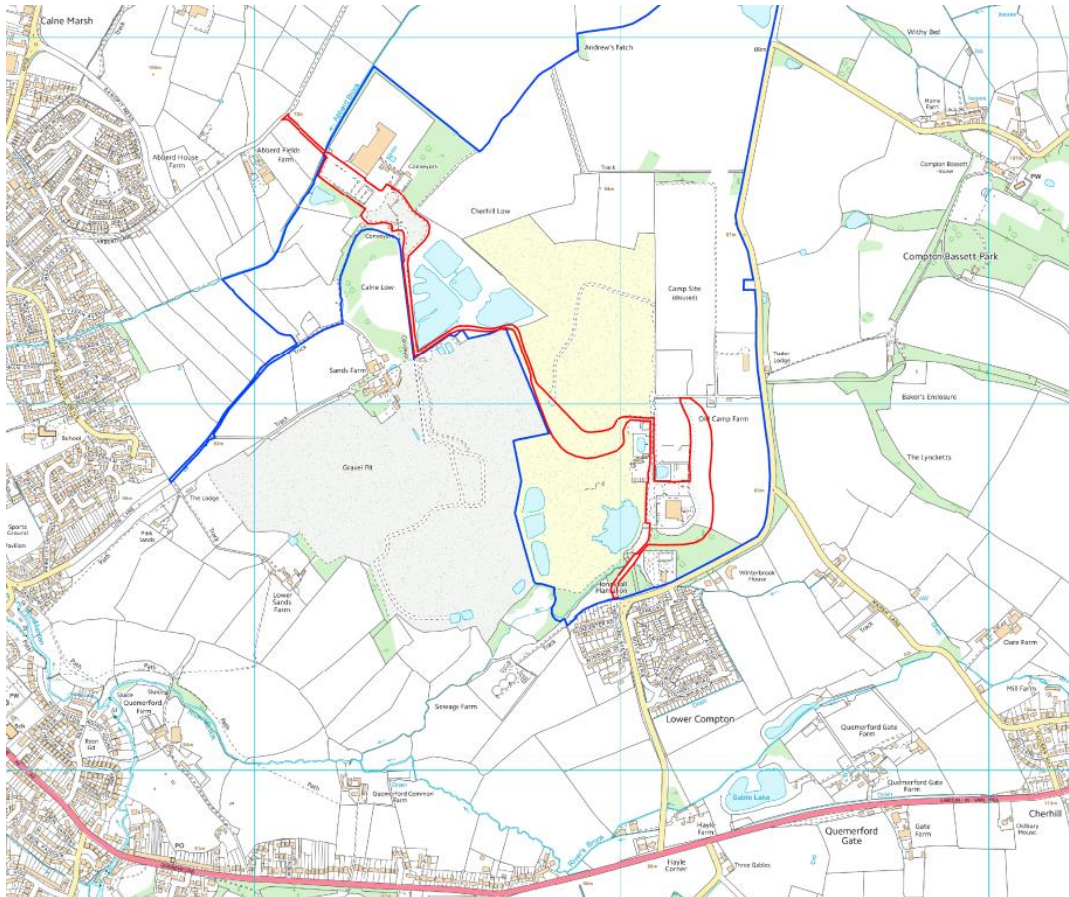
8. In October 2014, Hills Waste Solutions Ltd applied for permanent planning permission (application ref: 14/09744/WCM) to retain and extend the Materials Recycling Facility, including transfer activities, screening bund and ancillary activities and development. Existing temporary consent (first granted in 1997) expired on 31 December 2016. In June 2015 the Council's Strategic Planning Committee refused the application.
9. An appeal was made against the refusal to grant planning permission and was heard by an independent Planning Inspector by Public Inquiry. The Inquiry sat for 7 days in September 2016 and February and March 2018. The inspector allowed the appeal and granted planning permission on 12 June 2017.
10. Permission was granted to retain and extend the Materials Recycling Facility, including transfer activities for 119,000 tonnes of waste per annum. The approved development comprised three elements of waste management operations, with a proposed extension to the Lower Compton MRF building to accommodate them:-
 - A Materials Recycling Facility,
 - A Municipal Solid Waste (MSW) transfer operation; and
 - Green waste transfer;
11. A claim under section 288 of the Town and Country Planning Act 1990 challenging the decision of a planning inspector was made by Wiltshire Waste Alliance Ltd in July 2017.

12. The legal challenge created uncertainty regarding the deliverability of a Materials Recycling Facility that is required to implement Wiltshire Council's new household waste collection service starting on 30 July 2018 and consequently created the need for Hills Waste Solutions to bring forward other options.
13. Rather than take forward the extension to the existing MRF at Lower Compton, Hills Waste is proposing to install the equipment for the co-mingled MRF in the adjacent former Concrete Products Factory at Sands Farm, Calne and create a link road to join the two sites. The Lower Compton MRF, at its existing size, would be used for the transfer of MSW and the transfer of Green waste.
14. When the plans for retaining and extending Lower Compton were being considered and applied for, the option of using the former Concrete Products Factory at Sands Farm was not available. The extended period of time that the Lower Compton proposals have been in the planning system has seen a number of changes and the acquisition by Hills of the Sands Farm Concrete Products Factory has allowed this option to come forward.
15. The legal challenge was heard in the Planning Court on 1-2 May 2018 and the judge found the challenge to succeed on two grounds. The Court has ordered that the decision of the planning inspector granting planning permission to retain and extend the MRF at Lower Compton shall be quashed and remitted back to the Secretary of State for redetermination.

Site Description

16. The existing Lower Compton Waste Management Facility is located approximately 1km to the east of Calne and approximately 1km north of the A4. Immediately to the south of the site entrance is the residential area of Lower Compton. Located 950m to the south east is the village of Cherhill and Quemerford is located approximately 950m to the south west. The village of Compton Bassett is located approximately 1.6km to the north east of the facility.
17. To the north and west of the application site is the mineral extraction and waste landfill area known as Old Camp Farm. Beyond this to the north is the mineral extraction and landfill extension site known as Low Lane. The western edge of the wider Lower Compton Waste Management area adjoins Sands Farm landfill site owned by Viridor Waste Management.
18. The application site itself is situated within the south-eastern corner of a wider area occupied by a number of waste-related uses (including non-hazardous landfill, landfill gas electricity generation, a Household Recycling Centre, composting operations, and a skip waste recycling operation). A large screening bund is also included within the application area. It lies to the east and south of the MRF and extends northwards, adjacent to the Old Camp Farm site.

19. Vehicular access to the application site and the overall Lower Compton Waste Management Facility is via the C15 road. The C15 road is served directly from the A4 from the east and the A3102 and the A4 from the west. The site entrance is accessed via a three-arm mini roundabout on the C15, approximately 700m north of a junction with the A4 between Cherhill and Calne.



Planning History

20. The existing MRF building and screening bund is currently the subject of planning consent reference N/96/2022 dated 27th March 1997 and permits the temporary development until 31st December 2016. Condition 5 of the permission was later varied in 2006 to change the hours of operation through permission reference N/06/07018 dated 10th November 2006.
21. The wider Lower Compton site has a planning history that dates back to the early 1970s; the original permission for sand extraction being granted in 1972. Since Hills acquired the Compton Bassett quarry and landfill from the former Wiltshire County Council in 1996, the nature and extent of the application site and wider Lower Compton Waste Management Facility has steadily grown. It has been the subject of a number of planning applications concerning mineral extraction and waste management operations. Some are time limited through their specific permission, whereas others have no time limitations.

22. The relevant planning history is summarised as follows:

N.96.2022	Environmental Improvements (screen bund) and the provision of a Materials Recycling Facility
N.06.07018	S.73 application: Use of the MRF without compliance with condition 5 of planning Permission N.96.2022 dated 27 March 1997. To change operational hours at the MRF approved under consent ref.N.96.2022.
N/06/07003	Household Recycling Centre
N/04/0665	Concrete Plant
N/09/01497	Mineral Extraction and Landfill
13/05229WCM	Low Lane Mineral Extraction and Landfill
N/09/01498WCM	Composting Operations
N/06/07019	Recycling and recovery facility and composting facility
N/05//07042	Temporary container storage and parking area
N/06/07017	Lorry Parking north of MRF
N/99/0977	Electricity Generation Plant
N09/0932	Compost & Soil Blending
14/09744/WCM	Retain and extend existing Materials Recycling Facility including transfer activities, screening bund and ancillary activities and development

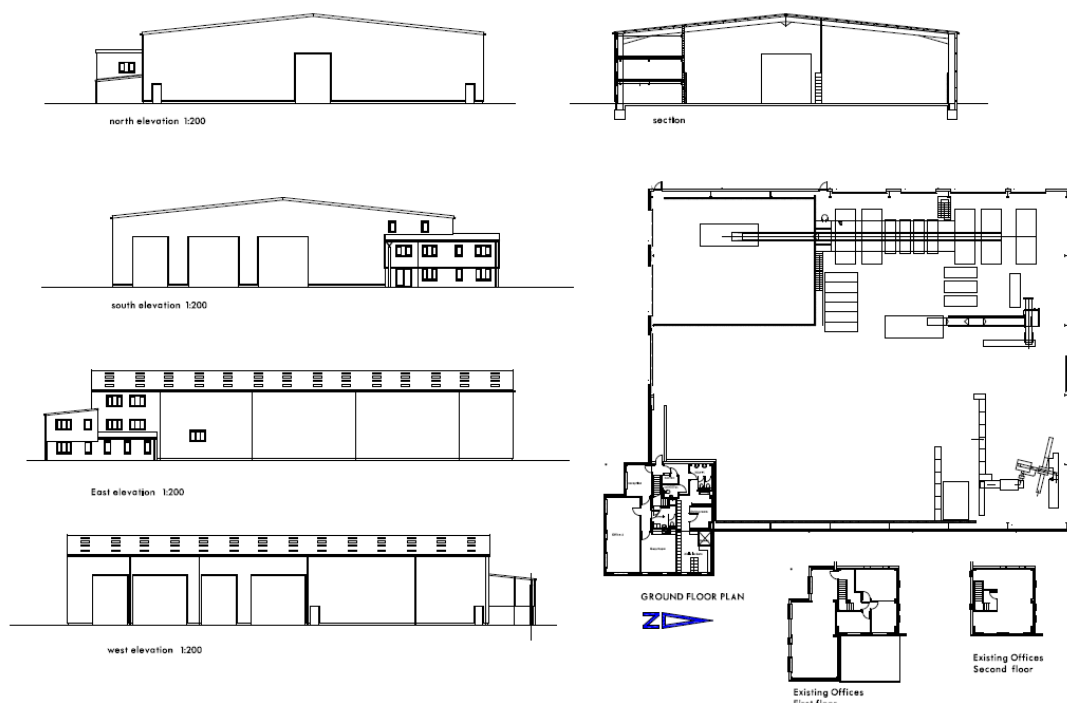
The Proposal

23. Hills Waste Solutions Ltd has submitted a suite of five planning applications at Lower Compton and Sands Farm which together set out Hills' proposals to manage waste and minerals in a way that it considers to address the concerns raised by the Planning Authority and the local community during the determination of planning application ref: 14/09744/WCM (to retain and extend the existing Lower Compton Materials Recycling Facility, including transfer activities, screening bund and ancillary activities and development).

24. The five applications comprise: -

- i. HGV Relief Road - The relief road will allow all HGVs associated with Hills operations, mineral, concrete and waste, to access the facilities either from Sands Farm or Lower Compton without using the A4 in the centre of Calne. (Ref No: 17/10550/WCM);
- ii. Retention and Change of Use of the Concrete Products factory to a mixed industrial, storage and waste management use. This development would use the HGV Relief Road. (Ref No: 17/10554/WCM);
- iii. **Change of Use of the existing Lower Compton MRF only for waste transfer (not waste transfer and MRF as consented at Appeal) and to retain the building in its existing configuration, not to extend its size. This development would make use of the HGV Relief Road. (Ref No: 17/10557/WCM).**

- iv. Section 73 application to extend the life of the Lower Compton and Old Camp Farm areas for mineral extraction until October 2029 and restoration by landfill until 2042. This development would utilise the HGV Relief Road. (Ref No: 17/10539/WCM) and;
 - v. Section 73 application to extend the time period for restoration by landfill of the Low Lane site until August 2028. This development would utilise the HGV Relief Road. (Ref No: 17/10543/WCM).
25. Each of the applications includes details of a Traffic Management Plan, the effect of which will be to divert all HGV traffic using the sites around the Air Quality Management Area (AQMA) in the centre of Calne.
26. This report considers the planning application (iii) Change of Use of the existing Lower Compton MRF.
27. The planning application seeks permission for Change of Use of the Lower Compton MRF only for waste transfer (not waste transfer and MRF as previously proposed/consented) and to retain the building in its existing configuration, not to extend its size. A separate application has been made to use the former Concrete Products factory at the adjacent Sands Farm Quarry site for a range of uses including the MRF element. This proposal therefore is to retain the building at Lower Compton at its existing footprint and use it for the waste transfer element. The existing sorting equipment will be removed and bays created within the building to manage green waste transfer separately from the non-hazardous waste transfer.



28. The previous proposal/consent was for an annual throughput of 119,000 tonnes per annum (tpa), comprising 44,000tpa of recyclables, 35,000tpa transfer of residual wastes and 40,000tpa green waste transfer. This application reduces that to a total of 75,000 tpa as the Sands Farm Materials Recycling Facility will manage the 44,000 tpa of recyclables.
29. The existing offices that are incorporated in the building will continue to be used in association with Hills activities at Lower Compton. External areas will continue to be used for parking and storage, the red line of this application incorporates the parking area to the north of the building.
30. The bund immediately to the east of the building has been included in this application for the avoidance of doubt and to provide surety that the planting agreed for that bund under the Appeal consent will be carried forward in this proposal. Additionally, at Appeal, a number of improvements to the access off the C15 were agreed along with an access road maintenance plan. It is proposed that both these will be carried forward into the use of the building solely as a waste transfer facility.
31. The proposed operational hours of the Lower Compton Waste Transfer Facility are as those previously consented:-
- 07:00 to 20:00 hours Monday to Friday
 - 07:00 to 13:00 hours Saturday
 - and shall not take place on Sundays or Bank Holidays, other than as indicated below:
 - 07:00 to 20:00 hours Bank Holidays (excluding Christmas Day and New Year's Day)
 - 07:00 to 20:00 hours Saturdays following Bank Holidays
 - 07:00 to 20:00 hours for the two consecutive Saturdays immediately following New Year's Day
 - 13:00 to 20:00 Saturday receipt of wastes from household waste recycling centres
 - 07:00 to 18:00 Sunday receipt of wastes from household waste recycling centres
 - No operations shall take place on Christmas Day, Boxing Day or New Year's Day.

Environmental Impact Assessment

32. The Local Planning Authority has adopted a screening opinion which concludes that an Environmental Impact Assessment is not required under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Statement of Community Involvement

33. The applicant provided details of consultations with key stakeholders and local community representatives on the alternative proposal to the planning permission for a Material Recycling Facility (MRF) and Waste Transfer Station (WTS) at Lower Compton. A document has been produced setting out details of planning applications and illustrated on a pull-out site plan and map.

34. Groups consulted regarding the plans include members of the Calne Area Board, Calne Area Parish Forum, members of Calne Without / Cherhill / Compton Bassett Parish Councils, the Lower Compton Community Liaison Group and representatives of Wiltshire Waste Alliance. Presentations, site tours and meetings have been provided.

Planning Policy

35. The following Development Plan documents and policies have been considered for this planning application:

Wiltshire Core Strategy, January 2015

- Core Policy 8: Calne Community Area;
- Core Policy 50: Biodiversity and geodiversity
- Core Policy 51: Landscape;
- Core Policy 55: Air Quality;
- Core Policy 60: Sustainable Transport;
- Core Policy 61: Transport and Development;
- Core Policy 62: Development impacts on the Transport Network;
- Core Policy 65: Movement of Goods

Calne Community Neighbourhood Plan 2016-2026 (Made February 2018).

- Policy GA2 – Highway Impact
- Policy WS1 – Employment
- Policy NE2 – Setting of Calne and Calne Without
- Policy NE3 – Biodiversity

Wiltshire and Swindon Waste Core Strategy 2009

- Policy WCS1: The Need for Additional Waste Management Capacity and Self Sufficiency
- Policy WCS2: Future Waste Site Locations
- Policy WCS3: Preferred Locations of Waste Management Facilities by Type and the Provision of Flexibility

Wiltshire and Swindon Waste Site Allocations Local Plan February 2013

- Policy WSA1: Presumption in Favour of Sustainable Development
- Inset Map N3: Hills Resource Recovery Centre, Compton Bassett

Wiltshire and Swindon Waste Development Control Policies DPD 2009

- Policy WDC1: Key criteria for ensuring sustainable waste management development
- Policy WDC2: Managing the impact of waste management
- Policy WDC7: Conserving Landscape Character
- Policy WDC8: Biodiversity and Geological Interest
- Policy WDC10: Restoration of Waste Management Sites
- Policy WDC11: Sustainable Transportation of Waste

National Planning Policy context.

36. The following documents are also material to the consideration of the planning application:
- The National Planning Policy Framework (March 2012)
 - The National Planning Policy for Waste (October 2014)

Summary of consultation responses

37. The application has been the subject of three periods of consultation in response to initial and further submissions by the applicant. The following summary represents the position of consultees following the outcome and conclusion of the consultation exercises and is not intended to be a full detailed description of all comments submitted during each of the consultations undertaken.

38. **Calne Without Parish Council** – objects for following reasons:

The proposal is based on the principle of the aggregation of recycling materials and waste from all over Wiltshire. This is in contravention of Wiltshire Council's adopted policies which require that waste transport should be sustainable and that unnecessary waste transport miles should be avoided.

The Lower Compton site is not included as an allocated future MRF/WTS site in the Wiltshire and Swindon Waste Core Strategy

The vehicle movements that would result from the proposed Change of Use would give rise to unnecessary environmental damage and significantly impact the safety of road users and residents near the proposed HGV routes.

The proposed routing for HGVs would result in an unacceptable number of HGV movements passing through the three villages of Sandy Lane, Derry Hill and Studley causing noise, air pollution, visual intrusion and severance of parts of the communities.

Much is made of the impact of reducing the HGV movements through the Air Quality Management Area (AQMA) in the centre of Calne. Air quality in Calne has been improving steadily in recent years, in fact, only two of the 7 sites monitored within the Calne AQMA still exceed the 40 µg/m³ limit for NO₂. Of the two sites exceeding the limit (Curzon St and New Road) the New Road site will experience reduced HGV traffic resulting from the applicant's plans to re-route their HGVs from the north and west. However, none of the three most polluted sites would receive any benefit by diverting the 118 HGV trips a day from the south as they currently do not use these roads. The only benefit of re-routing this traffic from the south would be to further reduce HGVs on London Road and Silver St which have not exceeded the NO₂ limit

Whilst there may be some benefits in Hills routing some of their HGVs from the north and west, there is no justification for re-routing HGV trips from the south, away from

the current route, via a longer, more circuitous and unsuitable route through the villages of Sandy Lane, Derry Hill and Studley.

The proposed traffic management plan is unreasonable as it requires only the approval of Calne Town Council with no requirement to consult with the adjoining parish or town councils that would be directly affected by the extra HGVs.

The Parish Council objects to the rerouting of Hills HGV traffic from the south of the county. The proposed route through the villages of Sandy Lane, Derry Hill and Studley is a much longer, more circuitous route with 4 steep hills and through junctions with very significant safety concerns. The only benefits are to provide further reductions in HGVs and negligible additional environmental benefits on Silver St and London Road in Calne, neither of which have exceeded permitted air quality levels for 5 years and would no longer qualify to be part of an Air Quality Management Area (AQMA). There is a corresponding environmental disbenefit to villages along the proposed route.

The Council supports the rerouting of Hills HGVs from the north and west as they would use the most direct and shortest routes, reducing mileage and removing all Hills HGV traffic (185 HGVs) from Calne Town Centre and the only parts of the AQMA where pollution exceeds permitted levels. Rerouting their traffic from the north and west also brings some benefits to London Road and Quemerford and Lower Compton by removing 185 HGVs

The Council believes it is important to disaggregate the implications of rerouting the HGVs from the south from the undoubted overall benefits derived from rerouting the Hills traffic from the north and west.

39. **Calne Town Council** – unanimously resolved to consider these five applications together; the Town Council will support the applications subject to:
- Appropriate conditions which require the creation, implementation and operation of the HGV relief road and adoption of the traffic management plan prior to the commencement of any of the proposed developments.
 - Appropriate signage around the town to advise drivers of the approved routes to access and exit the sites (provided by way of a S106 agreement).
 - Appropriate conditions to manage the wheel washing and canopying of loads.
 - Financial contribution to the setup and delivery of an education programme to address road safety in local schools.
40. **Environment Agency** - no objection to the proposed development, but request an informative be added to any permission granted advising that the proposed elopment may require a variation to the Environmental Permit held for the site/operations.

41. **Natural England** – note that this is one of a series of interrelated planning applications and advise that these applications should be considered together and in combination. The site is immediately adjacent to the North Wessex Downs AONB and as such advises that national and local policies, together with local landscape expertise and information are used to determine the proposal.
42. **Historic England** - do not wish to offer any comments.
43. **North Wessex Downs AONB Partnership** – no comments received.
44. **Wiltshire Council Archaeology** – no comment.
45. **Wiltshire Council Highways Officer** – the additional information received in respect of a junction assessment for the A342/A4 junction, based on traffic counts undertaken in April 2018, indicate the junction operating at 21% of capacity with virtually no queuing. This would confirm that there would not be an instance of two HGVs queuing to turn right at the A342/A4 junction.

Whilst I have reservations about the use of the A342/A4 route, in respect of the traffic using the A342, negotiating the junction with the A4 and the steep incline up to the Studley crossroads, I would have to accept the assessments by WYG of the capacity of the junction and potential for queuing HGVs. In this regard, and given the A342 is the local HGV route, I would not be able to substantiate an objection, as this route would be in accordance with the Wiltshire Freight Strategy. It should be noted, however, that WYG have not assessed the impact of slow moving vehicles negotiating the steep incline up to the Studley crossroads, but restrictions on the timings for vehicles could be imposed to restrict the use of the junction at peak times, as part of an Operational Statement.

Having regard to the change in the routeing of vehicles from the current pattern, I would recommend that the entire A342/A4 route is monitored, together with the submission of regular vehicle logs to inform the origin, destination and route of HGVs, as part of a legal agreement. There should also be consideration of some mechanism to secure alterations to the routeing, such as a split usage of the A3102 and A342 routes, if the results of the monitoring indicate a safety issue, together with the provision of additional signage around the town, if required.

In the event that the applications are permitted, I would recommend that a legal agreement be required to secure the following:

- the routeing arrangement for HGVs into and out of the Lower Compton and Sands Farm sites via the highway network
- the submission of regular vehicle logs to inform the origin, destination and route of HGVs
- the provision of the Hills Relief Road within the combined sites
- the provision of additional signage around the town to advise drivers of the approved routes to access and exit the sites, if required

I would also recommend the following conditions:-

1. The total tonnage of material delivered to the Materials Recycling Facility and Waste Transfer Facility shall not exceed (insert tonnage amounts for appropriate application) in any twelve month period.

2. A record of the quantities (in tonnes) of waste materials delivered to the site and all waste and waste-derived products despatched from the site shall be maintained by the operator at all times and made available to the Local Planning Authority upon request. All records shall be kept for at least 36 months.

3. Operations, including vehicles entering and leaving the site as shown on drawing reference (insert drawing Numbers for appropriate application) shall be restricted to the following durations:

07:00 to 20:00 hours Monday to Friday

07:00 to 13:00 hours Saturday and shall not take place on Sundays or Bank Holidays, other than as indicated below:

07:00 to 20:00 hours Bank Holidays (excluding Christmas Day and New Year's Day)

07:00 to 20:00 hours Saturdays following Bank Holidays

07:00 to 20:00 hours for the two consecutive Saturdays immediately following New Year's Day

13:00 to 20:00 Saturday receipt of wastes from household waste recycling centres

07:00 to 18:00 Sunday receipt of wastes from household waste recycling centres

No operations shall take place on Christmas Day, Boxing Day or New Year's Day.

4. Prior to the use of the Hills Relief Road, the improvement of the site access road at Lower Compton and the provision of a footway into the site from the public highway as shown on Drawing No A094007-SK005 shall be implemented.

5. Prior to the commencement of the development, an Access Road Maintenance Plan (generally in accordance with the Access Road Maintenance Plan 2.1 dated 14/11/2016) shall be submitted to and approved in writing for both the Lower Compton and Sands Farm sites. The access road shall be maintained at all times in accordance with the approved details.

6. Prior to the commencement of development, a Travel Plan/Statement shall be submitted and approved in writing, and shall be implemented within 3 months of the date of permission.

7. Prior to the commencement of development, a Construction Management Plan for the Hills Relief Road, shall be submitted and approved.

8. Prior to the commencement of development, an Operational Plan shall be submitted to, and approved in writing, and shall include details of the origins and destinations of HGVs, and the timings of leaving and arriving at each site.

Furthermore, I would recommend that suitably worded conditions be imposed relating to wheel wash facilities within the site, and for appropriate dust management, in order to ensure dust and detritus is not discharged out onto the highway network.

46. **Wiltshire Council Environmental Health Officer** – whilst the Environment Agency regulate the waste site and as such would have investigated any noise or odour complaints, confirm no objections to the proposal.
47. **Wiltshire Council Ecologist** – on the basis that the application is solely for change of use, no objection to this application. There would be little likelihood of ecological impact from this proposal on its own if permitted.
48. **Wiltshire Council Landscape Officer** – no significant landscape and visual effects are expected due to the proposed change of use.
49. **Wiltshire Council Rights of Way Officer** – no comments received.

Publicity

50. The application was publicised by Newspaper notice, Site notice, Neighbour notification, Publication to the Council's website and Weekly lists of applications, and notification to the Town and Parish Councils in the locality. As noted above, the application has been the subject of three separate periods of consultation in response to initial and further submissions by the applicant.
51. 126 objections have been received. The following is a summary of matters raised:
 - All five applications should be put on hold until there has been a much broader investigation into the impact these applications have not only on those in the vicinity of Lower Compton and Sands Farm, but also neighbouring areas.
 - There is a need for some integrated planning, not piecemeal, not planning by creepage, to resolve the issues in Calne, taking into account the inadequate road infrastructure in Wiltshire, the impact on people and on property in the greater surrounds and not just the locality of the application(s). It is not acceptable to try and resolve one issue by simply moving it elsewhere.
 - In combination these proposals for a large complex of industrial activities will have a disproportionate effect on residents of a rural location.
 - Lower Compton/Sands Farm is not the right place for a large complex waste facility with a very large number of associated HGV movements. This is contrary to Wiltshire Council's various adopted policies which require that waste transport should be sustainable and that unnecessary waste transport miles are avoided.
 - Neither the Lower Compton nor the Sands Farm sites are included as allocated future MRF/WTS sites in the Waste Core Strategy. There are numerous alternative MRF/WTS sites identified in the adopted plan that should be used in preference as they minimise waste transport miles.

- There is no compelling rationale for the co-location of HGV maintainace facilities other than it is operationally convenient for Hills.
- There is no compelling rationale for the adjacent location of the proposed Municipal Solid Waste and Green Waste Transfer operations. A more suitable location closer to the source of waste arisings, particularly those from West Wiltshire would further the concentration of overall HGV movements.
- The town, its road system and the HGV route for North Wiltshire are not suitable for this scale of operations and a more suitable area should be chosen.
- Object to the rerouting of Hills HGV traffic from the the south of the county. The proposed route through the villages of Sandy Land, Derry Hill and Studley is a much longer, more circuitous route with 4 steep hills and through junctions with very significant safety concerns. The only benefits are to provide further reductions in HGVs and negligible additional environmental benefits on Silver St and London Road in Calne, neither of which have exceeded permitted air quality levels for some years and would no longer qualify to be part of an Air Quality Management Area (AQMA). There is a corresponding environmental disbenefit to villages along the proposed route.
- Support the rerouting of Hills HGVs from the north and west as they would use the most direct and shortest routes, reducing mileage and removing all Hills HGV traffic (185 HGVs) from Calne Town Centre and the only parts of the AQMA where pollution exceeds permitted levels. Rerouting their traffic from the north and west also brings some benefits to London Road and Quemerford and Lower Compton
- It is important to disaggregate the implications of rerouting the HGVs from the south from the undoubted overall benefits derived from rerouting the Hills traffic from the north and west.
- A number of letters have been received following the same template as the objection submitted by Wiltshire Waste Alliance set out below.

52. **Wiltshire Waste Alliance (WWA)** – WWA was a main party involved in the planning appeal for application ref: 14/09744/WCM and brought the legal challenge against the decision of the planning inspector. WWA objects to the three applications referenced 17/10554/WCM [Retention and Change of Use of the Concrete Products factory], 17/10557/WCM [Change of Use of the existing Lower Compton MRF] and 17/10550/WCM [HGV Relief Road].

Consider that in combination these proposals for a large complex of industrial activities will have a disproportionate effect on residents of a rural location.

Lower Compton/Sands Farm is not the right place for a large complex waste facility with a very large number of associated HGV movements. This is contrary to Wiltshire

Council's various adopted policies which require that waste transport should be sustainable and that unnecessary waste transport miles are avoided.

Neither the Lower Compton nor the Sands Farm sites are included as allocated future MRF/WTS sites in the Waste Core Strategy. There are numerous alternative MRF/WTS sites identified in the adopted plan that should be used in preference as they minimise waste transport miles.

There is no compelling rationale for the co-location of HGV maintenance facilities other than it is operationally convenient for Hills.

There is no compelling rationale for the adjacent location of the proposed Municipal Solid Waste and Green Waste Transfer operations. A more suitable location closer to the source of waste arisings, particularly those from West Wiltshire would further the concentration of overall HGV movements.

The 17/10543 application states that sand extraction will be at a reduced rate due to low demand but that the landfill rate will remain unchanged. The reduced rate of extraction means that landfill will catch up with the available void volume such that landfill should be complete sooner than stated.

If permissions for activities such as the concrete plant operations are strictly time limited to the expiry of sand extraction (currently 2029) and the landfill restricted to 2030/31, then residents of Sand Pit Road and Derry Hill might at least look forwards to further reduction of HGV movements more acceptable than that proposed. This would leave Hills with a large permanent MRF facility for co-mingled waste; a white goods repair facility; and HGV overnight parking but would reduce the total HGV movements to more acceptable and sustainable levels.

53. **CPRE Wiltshire** –comments that it has for many years and at many times (Minerals and Waste reviews, local planning applications) expressed concerns about the level of HGV movements in and out of the Lower Compton site. Not only their increasing effect on the central area of Calne but on the road through the AONB to the A4, the A3102 and the A4 itself. We continue to express the view that this burgeoning industrial site should not have permanence and therefore this application should not be granted. The very large area which now comprises Hills land holdings is now trapped by the growth of the urban sprawl of Calne. In future years the only road exiting from the site which will not go through major residential areas will be the A4 east.
54. **North Wiltshire Friends of the Earth** - Object. Consider this a repeat of the previous application for the Compton Bassett site which was rejected earlier by the Council. In essence therefore the situation and considerations which pertained relating to this previous rejected application also apply to this present application, and should therefore predispose the Council to rejection of this present application. The essential difference is that the HGV movements, around 300 daily, will follow a different route of access. This new proposed access via Oxford Road and Sandpit Lane will place a huge inconvenience upon the residents of this area in terms of

noise, air pollution and loss of general amenity. The use of the Compton Bassett site as currently proposed by Hills Waste was never a part of the current Wiltshire and Swindon Waste Core Strategy, and therefore has no legitimacy in planning terms. For it to succeed, therefore, this application must result in benefits to this section of the local community. There are no benefits that we can discern, only deterioration in their quality of life, and so the planning application clearly merits rejection.

Planning Considerations

55. Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise.

Principle of development

56. The application is for the change of use of the materials recycling facility building served off the C15 at Lower Compton, previously subject of planning application 14/09744/WCM, to a waste transfer building only, whilst maintaining the same footprint of building. The materials recycling element is now proposed to be carried out at the former Concrete Products factory on the adjacent Sands Farm Quarry site.
57. The Waste Core Strategy adopted in 2009 sets out the strategic direction for future waste management facilities in Wiltshire and Swindon. Policy WCS1 sets out the need for additional waste management capacity and policy WCS2 identifies where future waste sites should be located. Policy WCS3 identifies the estimated capacities that will need to be delivered, as indicated by the Evidence Base, and defines the preferred locations of waste management facilities by type and the provision of flexibility in line with policies WCS1 and WCS2.
58. The area within the Lower Compton site that the materials recycling building is situated is allocated for, and safeguarded as, a strategic waste management facility in the adopted Wiltshire and Swindon Waste Site Allocations Local Plan 2013. The Waste Site Allocations Local Plan presents 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. It is stated at paragraph 1.4 of the Local Plan that in principle the councils will be supportive of applications for appropriate waste management facilities within the locations set out in the plan document.
59. The overall aim of the Wiltshire and Swindon waste development framework 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.
60. The proposed change of use would enclose the transfer and bulking up of up to 35,000tpa of municipal waste and up to 40,000tpa of green waste from household collections within Wiltshire (the same quantities as previously proposed/consented by

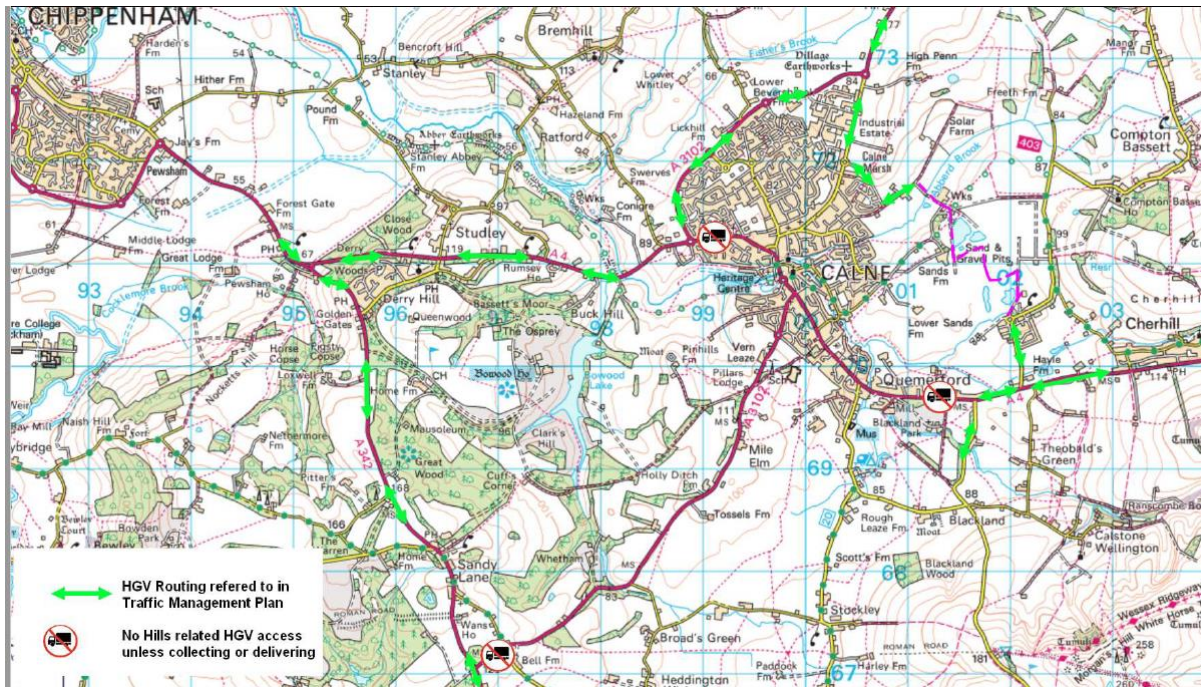
application ref: 14/09744/WCM). The waste would be brought to the site, sorted and then bulked up for transfer to service three key operations:

- (i) The export of green waste for off-site high grade composting at Parkgate Farm, Purton;
- (ii) The export of bulked residual municipal waste to provide feedstock for the Northacre Mechanical Biological Treatment (MBT) facility, Westbury; and
- (iii) The export of residual municipal wastes suitable for recovery under contract to an Energy from Waste (EfW) facility at Colnbrook, near Slough.

61. The proposed change of use would, as part of the suite of five applications submitted, form part of the network of facilities to deal with municipal waste in Wiltshire and Swindon, thus diverting waste from landfill and onto alternative waste treatment solutions. The proposal is therefore considered to be acceptable in principle, as compliant with the provisions of the Waste Core Strategy and Waste Site Allocations Local Plan.

Traffic and Transport

62. This Planning Application forms part of a suite of five applications at Lower Compton and Sands Farm which include the proposal for an internal HGV relief road (application ref: 17/10550/WCM) to link the Sands Farm site with the Lower Compton site. The proposed link road through the site, if approved, would allow traffic from the north and traffic from the west to travel around the A3102 Calne by-pass and Oxford Road, to access the site operations without having to pass through Calne town centre or the Air Quality Management Area (AQMA) there. Those potential new routings would be available for all uses on site, including the waste transfer use.
63. Each of the applications includes details of a Traffic Management Plan, the effect of which will be to divert all HGV traffic using the sites around the Air Quality Management Area (AQMA) in the centre of Calne. This is to be secured by Traffic Management Plan (copy provided at Appendix 1) by Unilateral Undertaking under section 106 of the Town and Country Planning Act 1990. All HGVs travelling to/from the north and west, from Chippenham, the M4 via J16 will now use the Sands Farm Access via the A3102, and traffic travelling to/from the south and east will now use the Lower Compton access via the A4 and Blackland.
64. The Traffic Management Plan (TMP) would apply to all current and future HGVs operating into or out of the Lower Compton and Sands Farm sites including but not limited to all HGVs owned and operated by Hills Waste Solutions Limited; Hills Quarry Products Ltd and Hills Concrete Ltd, Wiltshire Council HGVs and any and all other HGVs that may be operated by contractors, sub-contractors or third parties.



65. The TMP will result in a change of route for all vehicles travelling to and from Melksham and Bowerhill. These vehicles have previously used the A3102 (Silver St) before travelling either eastbound along the A4 to the Lower Compton access, or westbound along the A4 before routing via the A3102, Oxford Road and Sand Pit Road to the Sands Farm access to the site. These vehicles will now exclusively use the Sands Farm Access and route via Oxford Road and the A3102 before turning west along the A4 and continuing towards Melksham via Derry Hill.
66. Calne Town Council has expressed conditional support for the five applications. Calne Without Parish Council has on the other hand objected to the applications.
67. The Parish Council objects to the rerouting of Hills HGV traffic from the south of the county, with the proposed route through the villages of Sandy Lane, Derry Hill and Studley considered to be a much longer, more circuitous route with 4 steep hills and through junctions with very significant safety concerns. The Parish Council considers that the air quality improvements to Calne town centre of diverting traffic from the north and west along with the shorter travel distances give sufficient benefits to warrant supporting this part of the proposals. However, it considers the air quality benefits in Calne of rerouting Hills HGVs from the south as negligible and is far outweighed by the significant safety risks of diverting traffic through potentially dangerous parts of the proposed route. Other representations from members of the public have also expressed concerns about the impact on rerouting HGVs via Sandpit Road and Derry Hill.
68. The principle of the TMP is considered acceptable by the Highways Authority. The Highways officer advises that the proposed relief road would have a positive effect on the traffic movements around Calne town centre and that there are advantages and disadvantages in respect of the existing routing via the A342/A3102 and of the

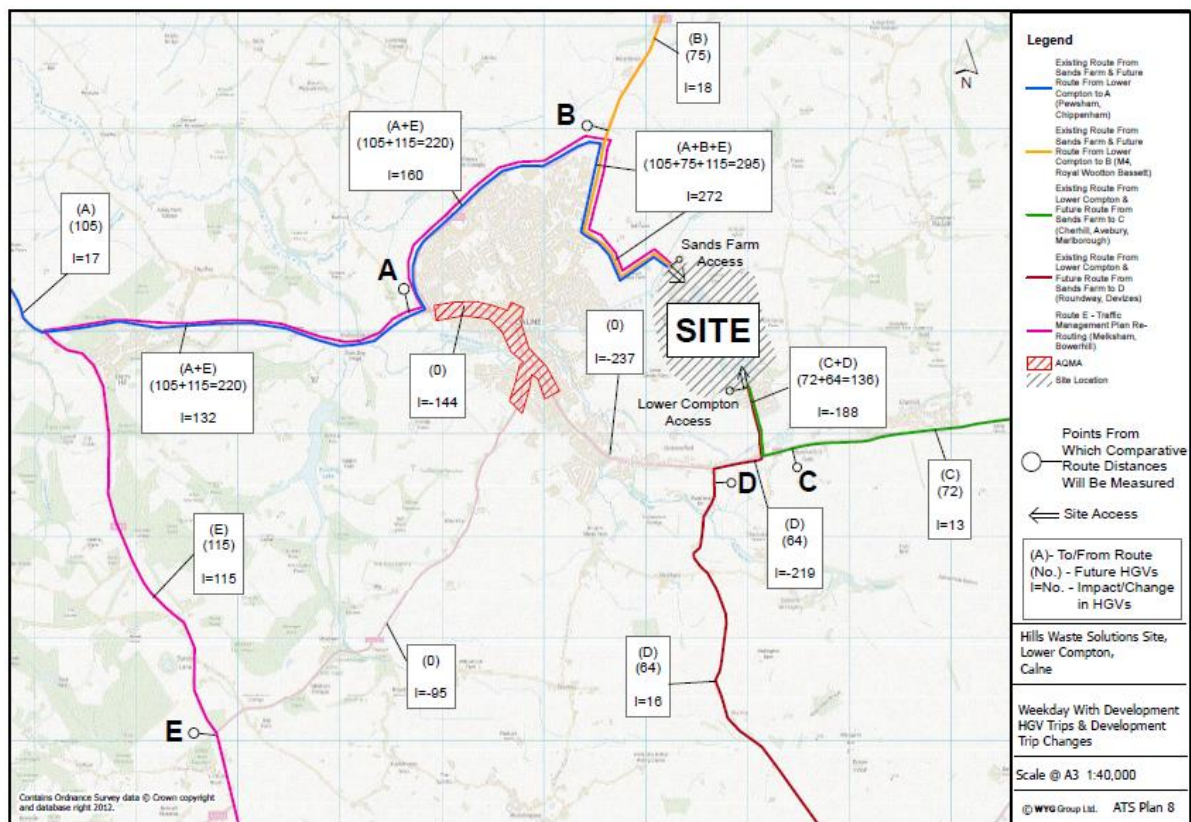
proposed routing via the A342/A4. The retention of the existing routing through the A342/A3102 would result in additional vehicles passing through the AQMA, but would reduce the HGV mileage generated by the facilities. Whereas adopting a new routing arrangement via the A342/A4 would increase the mileage travelled and the use of the A342 route and its junction with the A4, which is not currently used. However, it would reduce the impact on the AQMA.

69. Policy WDC2 (managing the impact of waste development) of the Waste Development Control Policies DPD states that proposals for waste management development will be permitted where it can be demonstrated that the proposal firstly avoids, adequately mitigates against, or compensates for significant adverse impacts relating, among other things, to the transportation of waste. Policy WDC11 (sustainable transportation of waste) states that waste management development will be permitted where it is demonstrated that the proposals facilitate sustainable transport, and where appropriate planning applications will need to be accompanied by a Transport Assessment.
70. Core Policy 8 of the Wiltshire Core Strategy also states that development proposals in the Calne Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.42 (of the Strategy) will be addressed. The policy specifies that: *“a transport assessment is required for major applications and should include investigations into identifying an appropriate solution to reducing the impact on traffic from the waste facilities located on the edge of Calne, which are a source of heavy vehicles”*.

Overall Impacts of Proposals

71. The Environmental Statement (ES) submitted with the two related planning applications for the Retention and change of use of Concrete Products Factory (application ref: 17/10554/WCM) and HGV Relief Road (application ref: 17/10550/WCM) includes a Traffic & Transport Chapter which considers the transport issues associated with the development proposals, with the details behind those findings set out in a Transport Statement.
72. The ‘with development’ scenario considered within the Traffic & Transport Chapter generates a total of 431 site HGV trips per day. Compared to the baseline position of 347 site HGV trips per day, the development proposals will result in a net increase of 84 site HGV trips per day.
73. These HGV trips would be split across the routes to the site meaning the proposals would result in 272 more HGV trips per day experienced along Sand Pit Road and Oxford Road, 160 more HGV trips per day on the A3102 (Calne Bypass) and an additional 115 HGV trips per day along the A342.
74. The proposals would result in 144 fewer HGVs per day experienced through the AQMA, and 188 fewer trips per weekday on the C15. 95 HGV trips per day would be removed from the A3102 to the south and 237 fewer HGVs per day will travel along the A4 to the east of the AQMA.

75. The plan reproduced below, ATS Plan 8, illustrates the total “With Development” HGV trips and then also presents the calculation of trip difference between “With Development” and baseline which is illustrated as “I” = impact.

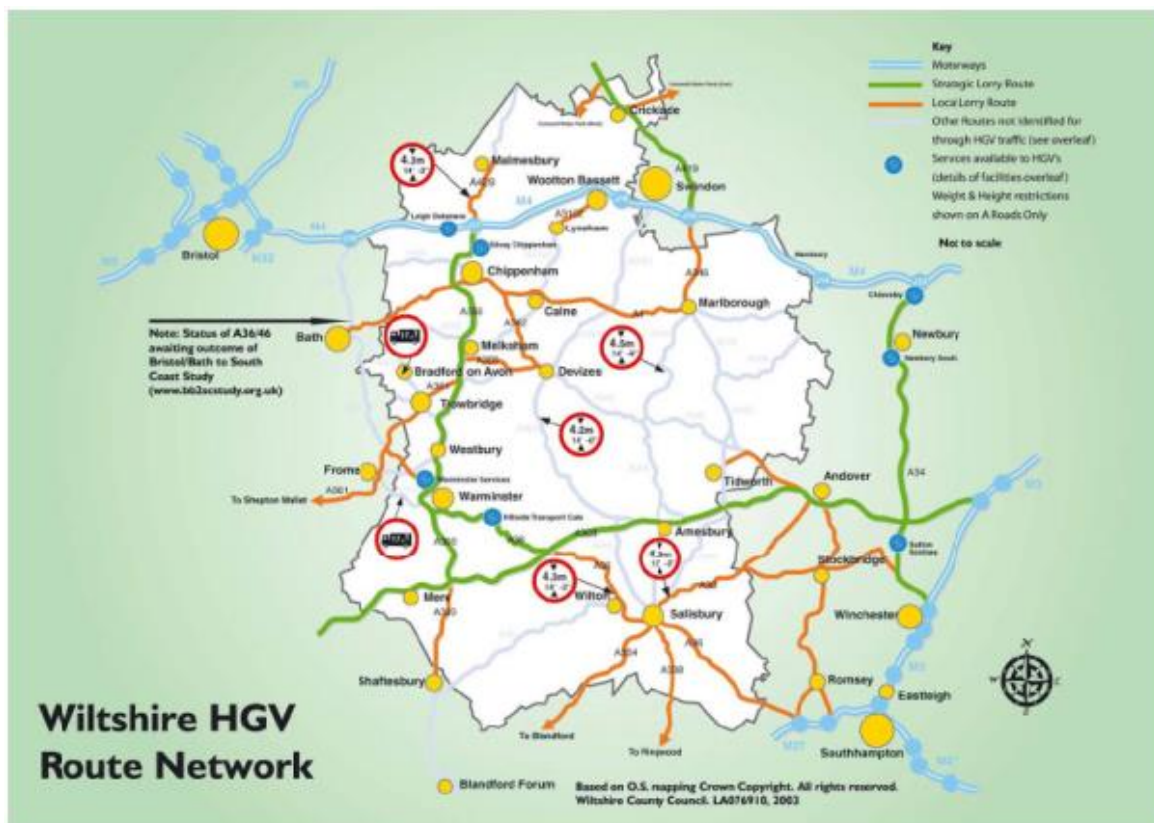


A larger version of plan can be found at Appendix 2.

- Impact on A342 junction with the A4
76. Whilst this route is not currently used, there are no legal restrictions on the Hills business (or any other road user) which would prevent it from being used. Against this legal baseline scenario, there would be no impact.
77. To address the Highway Authority’s comments however, additional data and assessments have been provided. These demonstrate that the junction is operating at 21% of capacity and the proposed use of the junction by Hills HGVs would not create any material capacity or safety issues. The junction is wide and built to modern standards with a dedicated right turn lane, adequate visibility, street lighting, wide verges etc. The approach to the junction from the east has a speed limit reduction to 40mph, reinforced with road signs and painted road markings. The addition of 115 HGVs per day along the A4 and on the A342 has been assessed as having imperceptible impact upon highway capacity and performance.
78. Whilst adopting the new routing arrangement would increase the total distance travelled by site HGVs per day, this increase in traffic would be experienced along less environmentally sensitive and less populated road links, with high capacities. It diverts traffic away from the Calne AQMA, away from the town centre and away from

the A3102 which has a worse accident record. In comparison to the existing routes, the A342 and A4 have less populated road frontages. The extra distance from Melksham to Calne via Derry Hill rather than Mile Elm is just over 1 mile.

79. Whilst the Highways officer has reservations about the use of the A342/A4 route, in respect of the traffic using the A342, negotiating the junction with the A4 and the steep incline up to the Studley crossroads, the officer accepts the assessments of the capacity of the junction and potential for queuing HGVs and given the A342 is the local HGV route, advises an objection could not be substantiated, as this route would be in accordance with the Wiltshire Freight Strategy.



80. The Highways officer has highlighted that the impact of slow moving vehicles negotiating the steep incline up to the Studley crossroads has not been assessed, and suggests restrictions on the timings for vehicles could be imposed to restrict the use of the junction at peak times, as part of an Operational Statement. This is not however considered practical, as the origin or destination of the related vehicles changes daily and fluctuates with customer requirements, and the imposition of such a restriction would not satisfy the 6 tests for planning conditions advised in Planning Practice Guidance, particularly as this is a local lorry route.
81. However, having regard to the change in the routing of vehicles from the current pattern, the Highways officer recommendation that the entire A342/A4 route is monitored, together with the submission of regular vehicle logs to inform the origin, destination and route of HGVs, as part of a legal agreement is considered

reasonable to ensure that the routing controls proposed in the TMP are generally complied with.

82. The submitted TMP suggests that any changes to the routing should be agreed with the Calne Town Council. However, in terms of monitoring and enforcement, this responsibility would rest with the Planning Authority - Wiltshire Council, and this correction will need to be made to the TMP in the final version of the legal agreement.

Impact on Sandpit Road

83. With respect to the concerns expressed over increased traffic along Sand Pit Road, it is recognised that the rerouting proposals will result in an intensification of HGV traffic to the north, and in particular on Sandpit Road.
84. Sandpit Road has historically been used by HGV traffic serving the Sands Farm Concrete Products Factor, Quarry and Landfill and continues to serve another waste management facility situated off Abberd Lane. Whilst the concrete products factory ceased production in 2008, sand worked from surrounding mineral reserve blocks (Low Lane and Old Camp Farm) continues to be processed through the quarry processing plant and dispatched via Sandpit Road. This generates 23 HGV trips across the course of a working day.
85. It is worth noting that Sandpit Road was constructed by Aggregate Industries for the purpose of ensuring that HGV traffic associated with the Concrete Products Factory avoided the use of routes that would involve travelling through the centre of Calne. The original estimated movements for the Concrete Products Factory were 120 per day.
86. During consideration of the 2013 planning application (ref: N/13/01610/WCM) to retain the Concrete Products Factory and stock yard alongside the continuing mineral extraction operations in the local area, it was established that the house building developments recently permitted off Sandpit Road took into account the nearby quarry, landfill and concrete product factory activities in its design and layout when concluding this was a suitable location to build homes.
87. In terms of operational impacts, junctions on Sand Pit Road, Oxford Road and the A3102 which will experience intensification have been tested and have been found to operate within capacity. All other effects experienced (severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation or accidents and safety), are assessed to be a 'Not Significant' impact.

Impact on Calne town centre

88. The link road through the site will enable vehicles from the Lower Compton site to access and egress at the Sands Farm facility. Similarly, the Sands Farm quarry traffic from the east and south east will be able to use the Lower Compton access rather than travel along the A4 and through AQMA as they do at present. The link road would join the two sites, thereby allowing traffic to effectively bypass Calne town centre.

89. The development proposals would result in 144 fewer HGVs per day experienced through the AQMA, 95 fewer HGVs per day would travel along the A3102 and 237 fewer HGVs per day will travel along the A4 to the east of the AQMA. The rerouting of HGVs will increase traffic levels on Sand Pit Road but will have a significantly beneficial impact by removing HGV trips from Calne town centre and from the AQMA.
90. The C15 and A4 would both experience betterments to severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation and accidents and safety.

Conclusion on transport and traffic

91. Whilst the development proposals will result in an intensification of HGV traffic to the north, and in particular on Sandpit Road, the main objective of the proposals is to remove site related HGV trips from Calne town centre and the AQMA and in this area the development proposals will achieve significant betterments.
92. On balance, it is considered the positive benefits to Calne town centre and its AQMA, particularly in the context of Development Plan policies that call for an appropriate solution to reducing the impact on traffic from the waste facilities located on the edge of Calne, outweigh any negative impacts from re-routeing HGVs along the A4 via Derry Hill.

Other highway matters

93. The application notes that as part of the MRF Appeal (14/09744/WCM), improvements to the Lower Compton access road were agreed including additional width, a pedestrian access and a maintenance programme. It is stated that these will be implemented as part of the relief road development if not already completed under the MRF consent. These have not been so completed and so conditions are proposed below to secure these matters. Likewise, a condition to secure an update of the travel plan is included.
94. With respect to the matters on which Calne Town Council has caveated its support for the proposals, conditions that require the provision of the HGV relief road and adoption of the traffic management plan prior to the commencement of any of the proposed developments are considered appropriate and can be secured by planning condition and the Section 106 planning obligation respectively. Conditions are also listed below covering matters such as the provision of wheel washing facilities and site signage. A financial contribution towards a road safety education programme in local schools cannot be secured as it would not meet the statutory or policy tests for planning obligations.

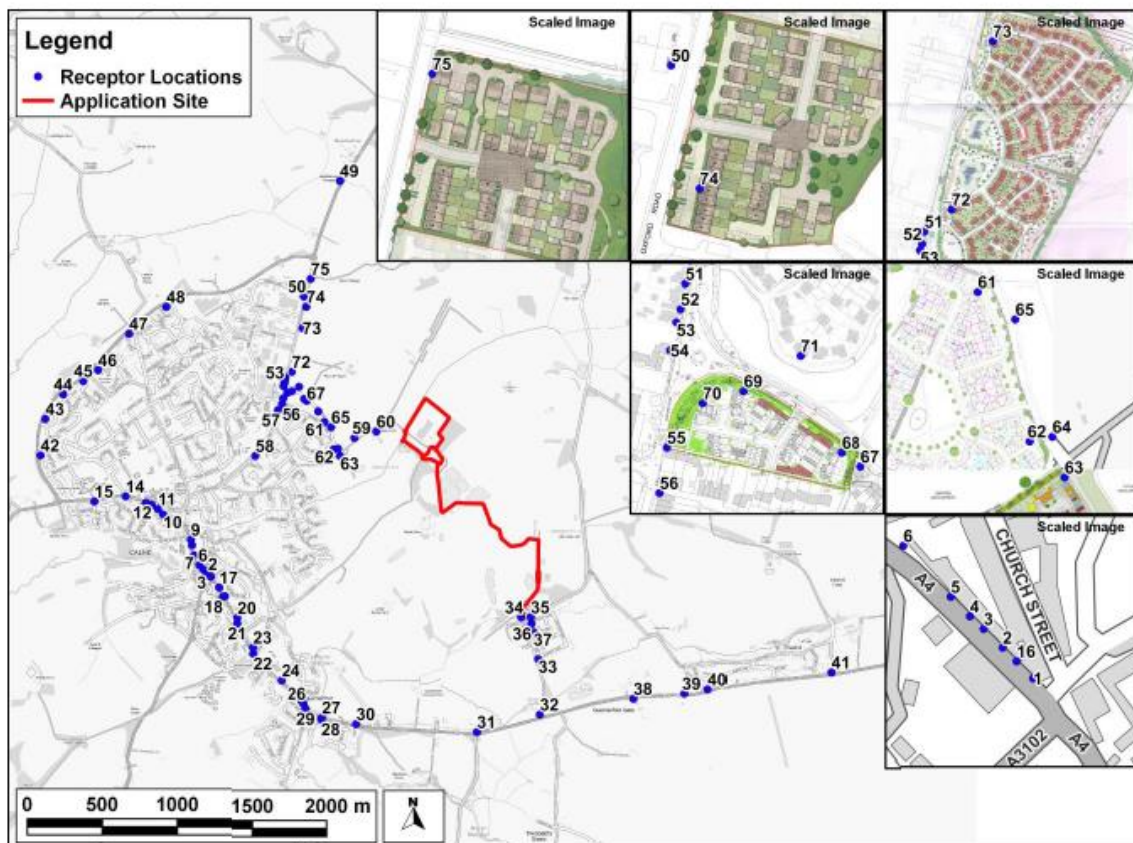
Air Quality

95. This Planning Application forms part of a suite of five applications at Lower Compton and Sands Farm which include the proposal for an internal HGV relief road (application ref: 17/10550/WCM) to link the Sands Farm site with the Lower Compton site. The proposed link road through the site, if approved, would allow traffic from the

north and traffic from the west to travel around the A3102 Calne by-pass and Oxford Road, to access the site operations without having to pass through Calne town centre or the Air Quality Management Area (AQMA) there. Those potential new routings would be available for all uses on site, including the waste transfer use.

96. The Environmental Statement (ES) submitted with the two related planning applications for the Retention and change of use of Concrete Products Factory (application ref: 17/10554/WCM) and HGV Relief Road (application ref: 17/10550/WCM) includes an Air Quality Assessment which considers the air quality impacts associated with the development proposals. This notes that existing air quality conditions in Calne are poor along the A4 and Wiltshire Council has declared an Air Quality Management Area (AQMA) covering part of the A4 in Calne where exceedances of a national air quality [annual mean nitrogen dioxide] objective are measured. The main source of pollution in Calne is emissions from road traffic.
97. Core Policy 55 of the Wiltshire Core Strategy requires that development proposals which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality, need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity. Mitigation measures should demonstrate how they will make a positive contribution to the aims of the Air Quality Strategy for Wiltshire and where relevant, the Wiltshire Air Quality Action Plan. The Calne Community Area Air Quality Action Plan 2018/19 was prepared in April 2018.
98. Core Policy 8 of the Wiltshire Core Strategy also states that development proposals in the Calne Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.42 (of the Strategy) will be addressed. The policy specifies that: *“a transport assessment is required for major applications and should include investigations into identifying an appropriate solution to reducing the impact on traffic from the waste facilities located on the edge of Calne, which are a source of heavy vehicles”*.
99. Policy WDC2 requires that proposals for waste management development in Wiltshire and Swindon will be permitted where it can be demonstrated that the proposal firstly avoids, adequately mitigate against, or compensates for significant adverse impacts relating to air quality and climate change.
100. The operational impacts of re-routing HGVs, due to the development, have been assessed. Concentrations have been modelled for 75 worst-case receptors, representing existing properties where impacts are expected to be greatest.

Plan showing Receptor Locations:



101. The assessment has demonstrated that the changes in concentrations of fine particulate matter (PM10 and PM2.5) at relevant locations, relative to the objectives, will improve by 1% (when rounded) at two of the receptors and be 0% at all of the other receptors and the impacts will all be negligible.
102. In the case of nitrogen dioxide (NO2), the concentrations are predicted to improve by 1-4% at 37 of the receptors, show no change (when rounded) at 18 of the receptors and worsen by 1-2% at seven of the receptors.
103. The receptors showing a worsening in concentrations are those experiencing an increase in HGV flows i.e. Sand Pit Road, Oxford Road (between Sand Pit Road and its junction with the A3102), and on the A3102 (between Oxford Road and the A4). Because current concentrations are well below objectives, this worsening does not translate to an adverse impact. The impacts will therefore be negligible at 66 of the receptors, slight beneficial at two of the receptors, moderate beneficial at one of the receptors and substantial beneficial at six of the receptors.
104. The substantial beneficial impacts are all observed at the receptors (1, 2, 3, 4, 5 and 16) which are currently over the air quality objective, within the AQMA.

105. Concentrations have also been modelled for 20 worst-case receptors along the A4 and A342 that could be affected by the proposed re-routing of HGVs going to and coming from Sands Farm. The assessment has demonstrated that the changes in concentrations of PM10 and PM2.5, relative to the objectives, will be 0% at all of the receptors and the impacts will all be negligible. In the case of nitrogen dioxide, the concentrations are predicted to worsen by 1% at four of the receptors and will be 0% at the other 16 receptors. However, the impacts will negligible at all of the receptors, as the concentrations are well below the objective.
106. The overall operational air quality effects of the development are judged to be 'not significant'. This conclusion, which takes account of the uncertainties in future projections, in particular for nitrogen dioxide, is based on the impacts all being either beneficial or negligible. Furthermore, all of the beneficial impacts are within the AQMA, in particular at the areas of exceedance and the main locations of concern. This is because the scheme is essentially re-routing HGVs away from the areas of exceedance.
107. The assessment has demonstrated that the additional traffic generated by the proposed scheme would be 'not significant' but that there are substantial beneficial impacts within the AQMA, where receptors are closest to the carriageway. It is considered the proposed development scheme does not conflict with the requirements of Core Policies 8 and 55 of the Wiltshire Core Strategy, nor Policies WDC1 and WDC2 of the Swindon Waste Development Policies DPD. Additionally, it positively contributes to the Air Quality Action Plan and contributes to elements of the Air Quality Strategy for Wiltshire and Calne Community Area Air Quality Action Plan.

Landscape and Visual Impact

108. The Lower Compton Site is allocated in the Waste Site Allocations Local Plan. The Local Plan includes a Site Profile which lists a requirement for any application in respect of the site for a landscape and visual impact assessment (LVIA) to determine the impacts on local residences and the nearby North Wessex Downs Landscape, townscape and visual Area of Outstanding Natural Beauty (AONB). It is stated any landscape and visual impacts will need to be mitigated through sensitive site planning and screen planting.
109. The LVIA submitted for the previously submitted/consented application (ref: 14/09744/WCM) proposed a native tree and shrub planting belt is proposed along the east facing bund slope to minimise views of the existing (and proposed) buildings. The appeal decision noted that the existing building subject of this application is reasonably well separated spatially and visually from residential areas and from the AONB. Screening could, in the view of the inspector, be further reinforced by additional landscape planting secured by planning condition.

110. This additional planting is comprised in a 'Combined Landscape and Ecological Masterplan' and a 'Combined Landscape and Ecological Mitigation Plan', which is carried forward and submitted as part of this application. Suitable planning conditions securing the implementation of the plans are included in the proposal schedule of conditions below.

Conclusion

111. This Planning Application forms part of a suite of five applications at Lower Compton and Sands Farm which together seek to address concerns regarding traffic and air quality in the AQMA in Calne town centre, and the impact that HGVs associated with Hills' operations at Lower Compton have on these matters, raised during the planning application and appeal process for the previous application 14/09744/WCM (to retain and extend the existing Lower Compton MRF, including transfer activities etc).
112. The proposed change of use would enclose the transfer and bulking up of municipal waste and green waste from household collections within Wiltshire, forming part of the network of facilities to deal with municipal waste in Wiltshire diverting waste from landfill and onto alternative waste treatment solutions. The proposal is considered to be acceptable in principle, as compliant with the provisions of the Waste Core Strategy and Waste Site Allocations Local Plan.
113. The suite of five applications includes a proposal for an internal HGV relief road to link the Lower Compton site with the Sands Farm site. The proposed link road through the site, which this development would utilise, allows traffic to effectively bypass Calne town centre and Air Quality Management Area. Whilst the development proposals will result in an intensification of HGV traffic to the north, and in particular on Sandpit Road, the main objective of the proposals is to remove site related HGV trips from Calne town centre and the AQMA and in this area the development proposals will achieve significant betterments. The impact on Sandpit Road has been assessed and demonstrated to be acceptable. The Highways Authority advises that the proposed relief road would have a positive effect on the traffic movements around Calne town centre.
114. The application includes the additional planting on the eastern screen bund and the site entrance improvements previously submitted/agreed as part of the appeal process to ensure that they are implemented.
115. It is considered the development as proposed is in accordance with the Development Plan and that there are no material considerations to indicate that permission should be refused.

RECOMMENDATION

116. Having taken into account the environmental information, it is recommended that authority be Delegated to the Head of Development Management to Grant planning permission, subject to the completion of a planning obligation under Section S106 of

the Planning Acts within 6 months of the date of the resolution of this Committee to address the following requirements:-

○ Traffic Management Plan, and
subject to the following recommended planning conditions set out from paragraph 118 below.

117. In the event that the parties do not agree to complete the S106 agreement within this timeframe to delegate authority to the Head of Development Management to REFUSE Planning Permission for the following reason:-

○ The application proposal fails to provide and secure the proposed and necessary Traffic Management Plan and is therefore contrary to Core Policies 8, 60, 61 and 62 of the Wiltshire Core Strategy and Policies WDC2 and WDC11 of the Waste Development Control Policies DPD.

118. **Conditions:-**

1) The development hereby permitted shall begin not later than 3 years from the date of this decision. Written notification of the date of commencement shall be sent to the Local Planning Authority within 7 days of such commencement.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2) The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the following approved plans and as stipulated in the conditions set out below together with those further details required to be submitted for approval:

- Drawing No: 18769-10000-001 Location Plan dated Aug 2017
- Drawing No: HILLS/1011-DWG-003 – Existing Site Layout – dated 11-08-2011
- Drawing No: HILLS/1011-DWG-004 – Existing MRF Building Plans, Elevations and Section – dated 09-08-2011
- Drawing No: HILLS/1011-DWG-010-REVE – Combined Landscape and Ecological Mitigation Plan – dated June 2011
- Drawing No: HILLS/1011-DWG-012-REVF – Combined Landscape and Ecological Masterplan – dated June 2011
- Drawing No: A094007-SK005 – Proposed Site Access Improvements and Footway Provision - dated 20.01.2017

REASON: For the avoidance of doubt and in the interests of proper planning.

3) The use shall not commence until the construction of the HGV Relief Road permitted under application reference 17/10550/WCM has been completed. No other access shall be used by traffic entering or leaving the site.

REASON: To ensure that the access is brought into use before any other part of the development proposals are commenced in the interests of highway safety and safeguarding local amenity and to ensure that the development that takes place substantially accords with the

development that was the subject of Environmental Impact Assessment.

- 4) The use shall not commence until details of a sign[s], advising drivers of vehicle routes to be taken upon exiting the site, have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details with the sign[s] being erected and thereafter maintained at the site exit for the duration of the development hereby permitted.

REASON: In the interests of highway safety and safeguarding local amenity

- 5) The total tonnage of waste delivered to and processed at the Waste Transfer Station shall not exceed 75,000 tonnes in any twelve month period.

REASON: To ensure that the development that takes place substantially accords with the development that was the subject of Environmental Impact Assessment.

- 6) A record of the quantities (in tonnes) of waste materials delivered to the site and all waste / waste derived products despatched from the site shall be maintained by the applicant at all times and made available to the Local Planning Authority upon request. All records shall be kept for at least 36 months.

REASON: In order that the Local Planning Authority can monitor the approved development.

- 7) Operations authorised by this permission shall be restricted to the following durations:

07:00 to 20:00 hours Monday to Friday
07:00 to 13:00 hours Saturday

and shall not take place on Sundays or Bank Holidays, other than as indicated below:

07:00 to 20:00 hours Bank Holidays (excluding Christmas Day and New Year's Day)
07:00 to 20:00 hours Saturdays following Bank Holidays
07:00 to 20:00 hours for the two consecutive Saturdays immediately following New Year's Day
13:00 to 20:00 hours Saturday receipt of wastes from household waste recycling centres
07:00 to 18:00 hours Sunday receipt of wastes from household waste recycling centres

No operations shall take place on Christmas Day, Boxing Day or New Year's Day.

REASON: In the interests of limiting the effects on local amenity and to control the impacts of the development.

- 8) Within 3 months of the Change of Use being commenced as notified under Condition 1 an Access Road Maintenance Plan (generally in accordance with the Access Road Maintenance Plan 2.1 dated 14/11/2016 previously provided in respect of application reference 14/09744/WCM) shall be submitted to the Local Planning Authority for approval. The Plan shall include details of wheel-cleaning facilities, road sweeping, dust management and surface maintenance measures to prevent the tracking out of dust and detritus onto the public highway. The access road shall be maintained at all times in accordance with the approved details.

REASON: In the interests of road safety for public users of the road network.

- 9) Within 3 months of the Change of Use being commenced as notified under Condition 1 a Travel Plan (generally in accordance with the Travel Plan prepared by Cole Easdon Consultants Issue 4 February 2015 previously provided in respect of application reference 14/09744/WCM) shall be submitted to the Local Planning Authority for approval. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

REASON: In the interests of reducing vehicular traffic to the development and to encourage sustainable travel to and from the site.

- 10) The improvement of the site access road and the provision of a footway into the site from the public highway as shown on Drawing No A094007-SK005 shall be implemented within 12 months of the Change of Use being commenced as notified under Condition 1.

REASON: In the interests of road safety for public users of the road

- 11) All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first use of the building; all shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species.

REASON: To ensure a satisfactory landscaped setting for the development.

Appendix 1

Proposed Lower Compton and Sands Farm HGV Management Plan

1. This Traffic Management Plan is intended to provide an agreed framework of acceptable heavy goods vehicle (HGV) movements that will facilitate the commercial operation of the wider Lower Compton site activities (to include the Sands Farm Facility) so as to minimise the potential adverse impact on the local community and environment at all times.
2. The basic principal is to minimise HGV movements through the centre of Calne, whilst allowing local waste collection services, mineral or concrete deliveries, including those within the Calne town boundary, to be provided efficiently and effectively.
3. The Traffic Management Plan has taken note of the requirements of the Wiltshire Council's Strategic Plan 2016 (including the Wiltshire Air Quality Strategy 2011-2015); the Calne and Calne Without Neighbourhood Plan (draft March 2017) and Calne Community Air Quality Action Plan (Draft, November 2015).
4. This Traffic Management Plan applies to all current and future HGVs operating into or out of the Lower Compton and Sands Farm sites including but not limited to all HGVs owned and operated by Hills Waste Solutions Limited (HWSL); Hills Quarry Products Ltd and Hills Concrete Ltd, Wiltshire Council HGVs and any and all other HGVs that may be operated by contractors, sub-contractors or third parties.
5. The intended detailed HGV movement restrictions shall be as follows, unless otherwise agreed by Calne Town Council, such agreement not to be unreasonably withheld:
 - a. There will be only 2 points by which HGVs and other vehicles may access the Lower Compton site; namely the existing access point from the A4 along the C15 road at the south of the site adjacent to Lower Compton (referred to as the "Lower Compton access") and an access from the western side of the site from the Oxford Road roundabout at the Bug and Spider public house via Sandpit Lane (referred to as the "Western access").
 - b. HGVs approaching the Lower Compton and Sands Farm sites from the east along the A4 road will be expected to turn right onto the C15 road through Lower Compton and use the Lower Compton access.
 - c. HGVs approaching the Lower Compton site and Sands Farms from the south along the C50 road will be expected to turn right onto the A4, then left onto the C15 link road through Lower Compton and use the Lower Compton Access.

d. HGVs approaching the Lower Compton and Sands Farm sites from the west along the A4 road will be expected to turn left onto the relief road, (A3102) at the roundabout junction with Greenacres Way, continue along the relief road to the roundabout junction with Oxford Road, then south to the roundabout adjacent to the Bug and Spider Public House and turn left onto Sandpit Road in order to access the Lower Compton and Sands Farm sites via the Western access.

e. Use of the A3102 road from Mile Elm to the Silver Street junction with the A4 at the White Hart Public House and the use of Stockley Lane junction with the A4 is expressly prohibited to all HGVs intending to access the wider Lower Compton site from the outside of Calne.

f. Vehicles collecting from or delivering to premises within the Calne town boundary will be permitted to travel around the town only and will be required to access the site when necessary via the nearest gate to their location at the time.

6. Traffic movement details through Calne will be provided by the Lower Compton site operators and monitored by Calne Town Council. In the event of a material breach of the Traffic Management Plan, appropriate action will be taken against drivers of the LGV found to be in breach by Hills, actioned against in a timely and effective manner.
7. Responsibility for the implementation of the Traffic Management Plan rests solely with Hills.

Appendix 2

