

REPORT FOR STRATEGIC PLANNING COMMITTEE

Date of Meeting	18 July 2018
Application Number	18/03366/WCM
Site Address	Northacre Resource Recovery Centre, Stephenson Road, Northacre Industrial Estate, Westbury, BA13 4WD
Proposal	Waste Management Facility and Welfare, Office and Workshop Building with ancillary development
Applicant	Hills Waste Solutions Ltd
Town/Parish Council	WESTBURY
Electoral Division	WESTBURY WEST – Cllr Russell Hawker
Grid Ref	385757 151868
Type of application	Full Planning
Case Officer	Andrew Guest

Reason for the application being considered by Committee

The application is before the Committee because it involves matters of strategic importance and because the application has generated significant public interest.

Additionally, the Local Division Member has 'called-in' the application for the following stated reasons:

Seriously contentious with a lot of objections. Serious transport issues with too many lorry movements on the A350 through Westbury which is already congested and particularly suffers from narrow roads with homes right up to the pavement. Lots of fires keep happening at the existing plant causing toxic fumes to drift over the town and the fire brigade to ask for windows to be closed. Also a clear and long record of fly infestations with the EA taking action to press for better anti-fly action in 2017.

1. Purpose of Report

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 to grant planning permission subject to conditions.

2. Report Summary

This is a full planning application to construct a Waste Management Facility and welfare, office and workshop building with ancillary development (including staff and HGV parking areas).

The application site lies within the Westbury Civil Parish, with Dilton Marsh CP approximately 300m to the west.

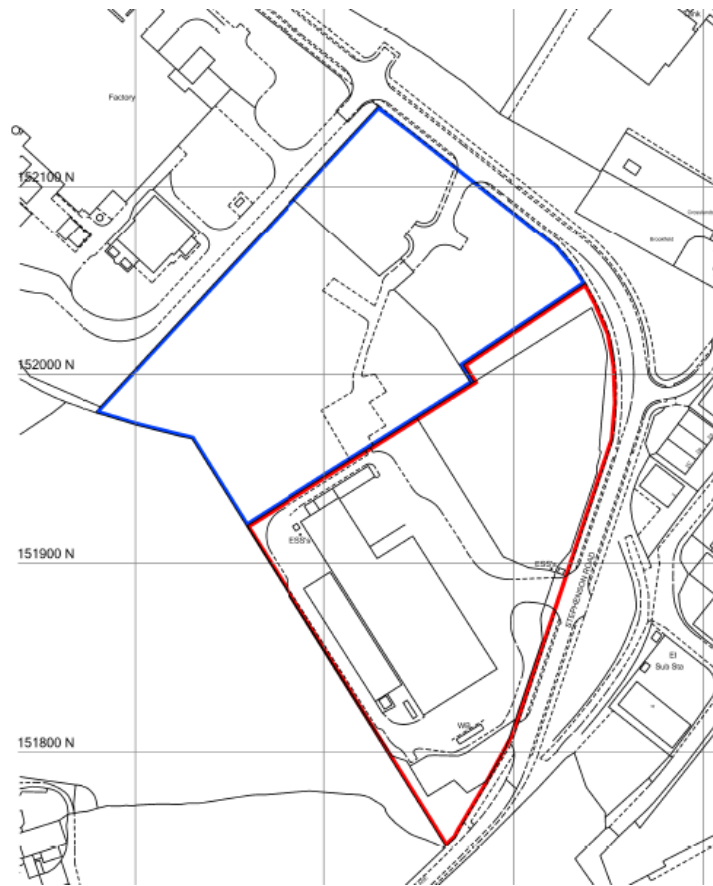
Westbury Town Council objects to the application; Dilton Marsh Parish Council resolved to make no comments; Heywood Parish Council raised no objection subject to traffic levels not exceeding those of earlier approved developments.

The application has generated representations from 106 other interested parties – all are objections.

3. Site Description

The application site is located on the north-west side of Westbury 'Market Town', within the Northacre Industrial Estate (named variously as Northacre Industrial Estate, Northacre Trading Estate, Northacre Industrial Park, etc.) which itself is part of a larger industrial area including the West Wilts Trading Estate (to the north) and the Brook Lane Trading Estate (to the south-east). Beyond the Brook Lane Trading Estate is the mainline railway. For planning purposes these areas are designated as a Principal Employment Area and/or an Employment Allocation, and the Northacre Industrial Estate is also an allocated Strategic Scale Waste Site.

The application site itself forms part of a larger land parcel within the control of the applicant and described as a whole as the 'Northacre Resource Recovery Centre' (RRC). Within this parcel (and within the application site's 'red line'), and to the immediate west of the actual land proposed for development in this planning application, is the mechanical biological treatment (MBT) element of the RRC and associated infrastructure, referred to in more detail later in this report. Also within the land parcel (but outside the red line), and to the immediate north of the land for development, is a further vacant 'plot'; this benefits from planning permission to erect an 'advanced thermal treatment facility' (14/12003/WCM), not commenced; and is the subject of the standalone 'live' planning application for a revised advanced thermal treatment facility (18/03816/WCM). The area of land within the application site proposed for development in this planning application (18/03366/WCM) is presently open/un-developed.

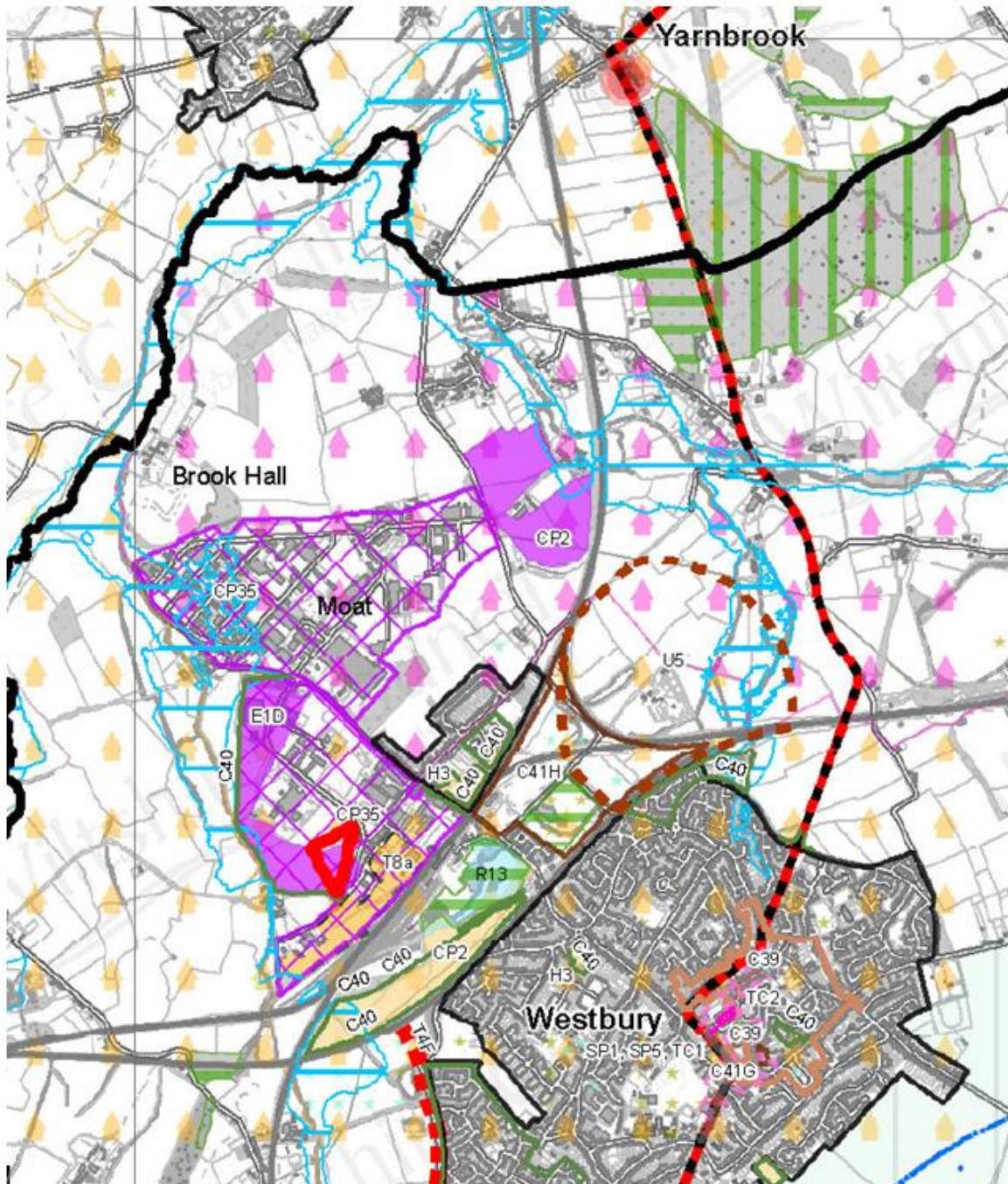


Red and Blued-edged Site Plan

The site has frontages to the west and south-west sides of Stephenson Road which is a principal traffic route within the Northacre Industrial Estate.

To the immediate north of the applicant's holding is a large milk processing factory (Arla Dairies). To the south and east of the wider holding, and on the opposite side of Stephenson Road, are various other industrial/business units and uses and a sewage works, and a few remaining vacant plots awaiting new industrial/business uses, and two residential properties – Brookfield and Crosslands, fronting Brook Lane. To the west (beyond the Resource Recovery Centre) is open land, in part within the defined Principal Employment Area, Employment Allocation and waste site allocation. Beyond this open land, c. 300m from the site, are two further residential properties – Brook Farm and Orchard House.

As set out above, for planning purposes the site and its close surroundings are designated as a Principal Employment Area and/or an Employment Allocation in the Wiltshire Core Strategy 2015. In addition the Northacre Industrial Estate is an allocated Strategic Scale Waste Site in the Wiltshire & Swindon Waste Site Allocations Local Plan 2013. To the west of the site – beyond Brook Farm and Orchard House – is open countryside and a Scheduled Monument (“medieval settlement and associated field systems”).



Extract from Wiltshire Core Strategy Policies Map

[Red line – application site; Purple shading (E1D) – Employment Allocation; Purple diamond hatching (CP35) – Principal Employment Areas; Orange shading (T8a) – Rail Freight Facility; Red/black line – Strategic Lorry Route]]

4. Relevant Planning History

W/07/09004/WCM – Resource recovery facility including mechanical biological treatment, a household recycling centre, vehicle parking and all necessary ancillary development – approved 31/03/09

The mechanical biological treatment (MBT) element of this planning permission - subsequently amended by permission no. W/12/00656/WCM - commenced operation in

2013. An HGV depot forming part of the approved ancillary development is intended to come into use later in 2018 when the collection of recyclable materials from houses in Wiltshire changes from a kerbside separation system to a mixed system in association with the applicant (Hills Waste Solutions) taking on the contract for collection of all household waste and recyclables.

The MBT plant was originally permitted to process 60,000 tonnes pa of Wiltshire's household waste, used to create solid recovered fuel for use in renewable energy plants. In 2016 permission was given to increase the material processed to 90,000 tonnes pa (16/08074/WCM). The household waste is brought directly to the site in refuse collection vehicles, with some material from further afield imported in bulk from a waste transfer station. Presently the solid recovered fuel is exported by road to end users in Germany and Holland; residue is transported to landfill.

A household recycling centre (HRC) in Westbury on this site had been planned by Wiltshire Council, to be run by Hills Waste Solutions and funded by the Council in the manner of all other HRCs. However, for budget reasons the provision has not been possible, and there is now no planned HRC in the town. The land for the approved HRC is now proposed for the waste management facility and ancillary development the subject of the planning application being considered now.

14/12003/WCM – *Advanced thermal treatment facility* – approved 23/09/15

This planning permission - relating to the plot within the applicant's holding to the immediate north of the application site - has not been built out but remains extant. An application for a revised design for the ATT facility is currently being considered (18/03816/WCM).

5. Proposal

The proposal is to construct a 'waste management facility' with related welfare, office and workshop building and ancillary development. The waste management facility is essentially a waste transfer station for receiving, temporarily holding, and then exporting in bulk recyclable household waste, collected mainly from West Wiltshire.

The recyclable materials would include paper, cans, plastics, cardboard, green waste and glass. Approximately 25,000 tonnes of materials would be handled each year. Approximately 80 members of staff would operate from the facility and depot.

The waste management facility would comprise a single industrial-type building measuring 55m by 36m by 10.6m high (max), with additional minor wings to the front and sides for wash down bay, bike storage and an odour control unit. The planning statement accompanying the application sets out how the facility will function as follows:

"The building proposed will receive recyclable materials including paper, cans, plastics, cardboard, green waste and glass. These will be delivered by the vehicles collecting from homes in the west of Wiltshire. The materials will be stored in the building until a sufficient amount has accumulated for a bulk load to be taken for further processing".

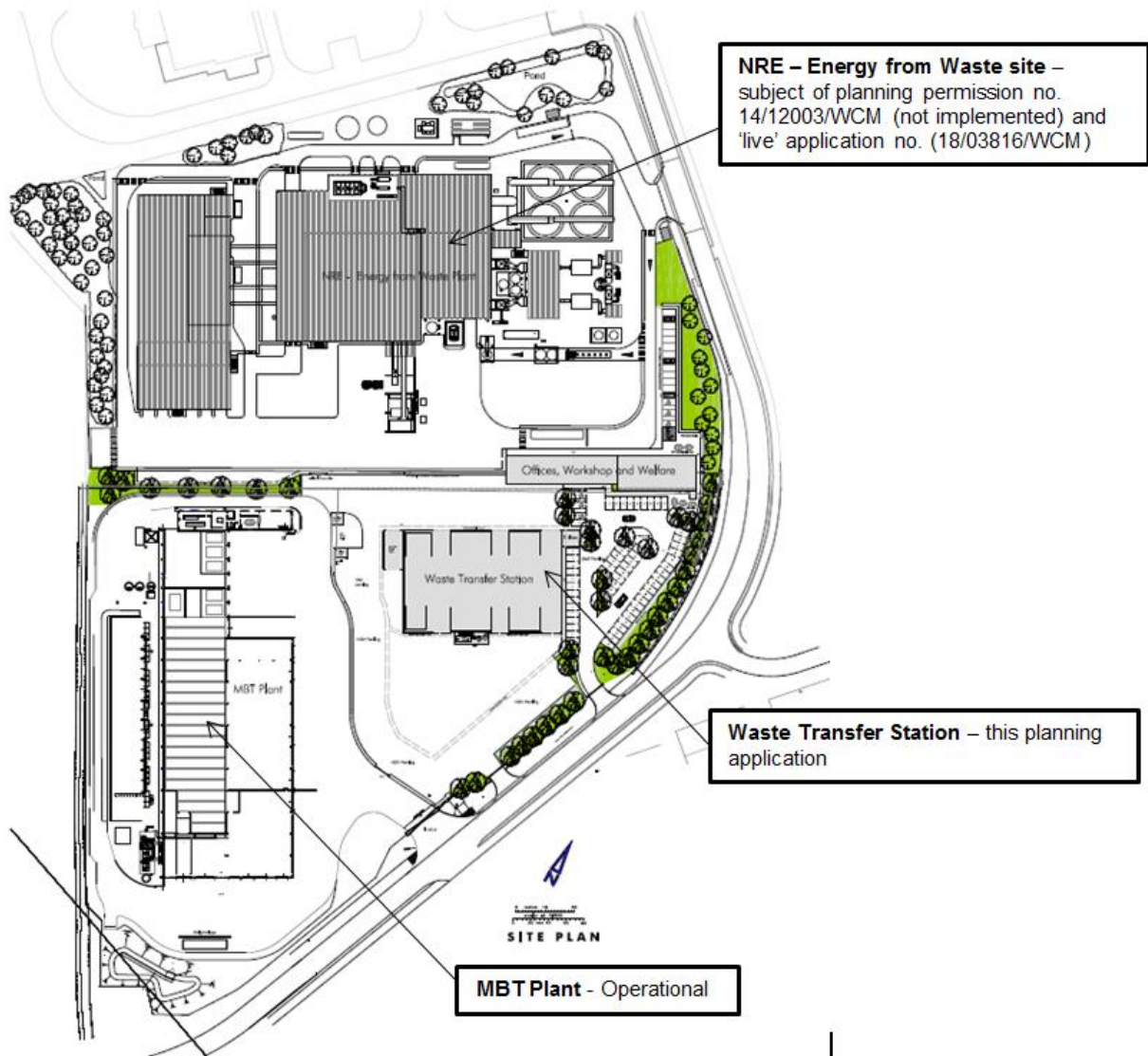
And

"The vehicles delivering recyclables will enter using the current access [from Stephenson Road] and use the existing one-way system around the MBT building. They will access the waste management building via one of three roller shutter doors on the north-west side. They unload into a bay within the building. Primarily the vehicle will be carrying glass,

mixed recyclables or green waste. Some material from the MBT facility, recyclables recovered from the process or residues for landfill may also be stored in the building. Vehicles leave via the doors on the south-east elevation and either exit onto Stephenson Road or park on site. Once the bays contain sufficient material, a wheeled loader will be used to load an articulated or similar scale vehicle for removal from the site”.

The office, welfare and workshop building would measure 65.8m by 12.5m 8.8m high (max). Its purposes are set out in the planning statement as follows:

“The building will serve three purposes; firstly as welfare for the drivers and crews of the waste collection vehicles operating from the site and other staff. This is estimated to be approximately 80 people. The same facilities are provided for the RE [renewable energy] workers. Additionally, office space is provided in the building which will accommodate those working on both the RE and the WTS [waste transfer station] as well as providing facilities for meetings and visitors. The third element is the workshop which will be equipped for repairs to vehicles and can also repair and service other equipment connected with the RE facility, the MBT or the WTS”.



Site Layout Plan

The application also includes the extension of the vehicle depot from a notional 19 HGVs in the approved plans to be used by 24 HGVs, but with capacity for 30 HGVs. A car park for employees will also be provided with its own access from Stephenson Road.

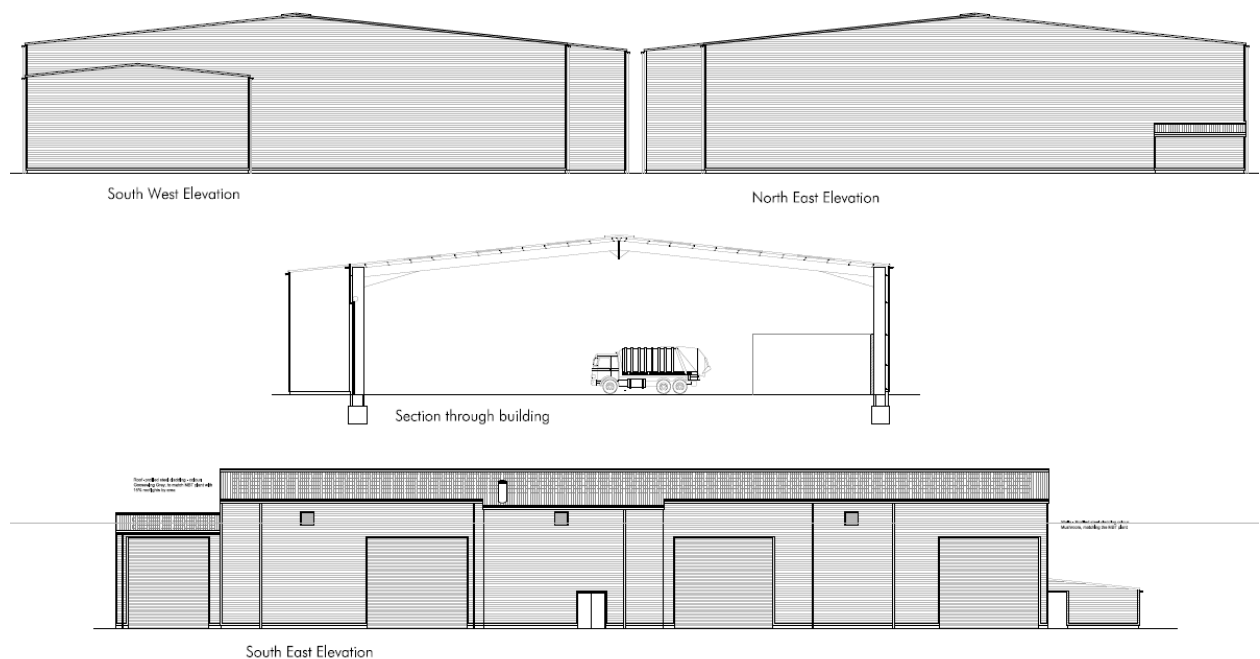
The operational hours for the facility would be in line with other similar facilities in Wiltshire –

- Monday to Friday: 07:00 to 20:00
- Saturday: 07:00 to 13:00 (extending to 20:00 after bank holidays) & 13:00 to 20:00 for receiving waste from HRCs
- Sunday: 07:00 to 18:00 for receiving waste from HRCs
- Bank Holidays: 07:00 to 20:00

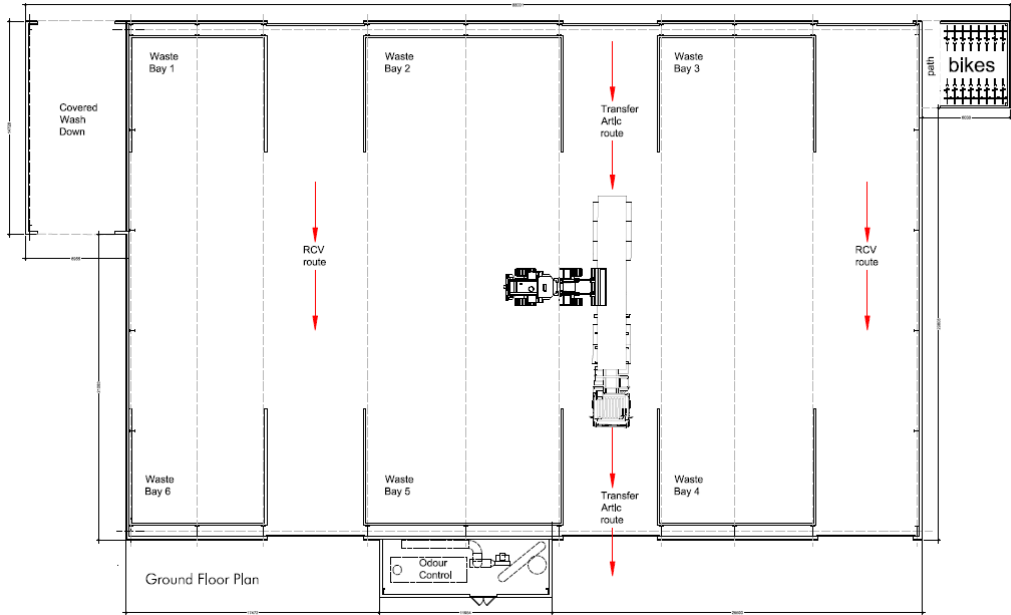
HGVs would begin leaving the depot in the mornings around 06:30. Typically there would not be any operations on Sundays, but the site could receive in the future occasional incoming waste from HRCs. There would be no operations on Christmas Day, Boxing Day or New Year's Day.

The application is accompanied by a Planning Statement, Transport Statement and Noise Assessment.

The proposal is not 'EIA development' under the terms of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.



Waste Management Building - elevations



Waste Management Building – floor plan



North West Elevation



South West Elevation

North East Elevation

South East Elevation

North West Elevation

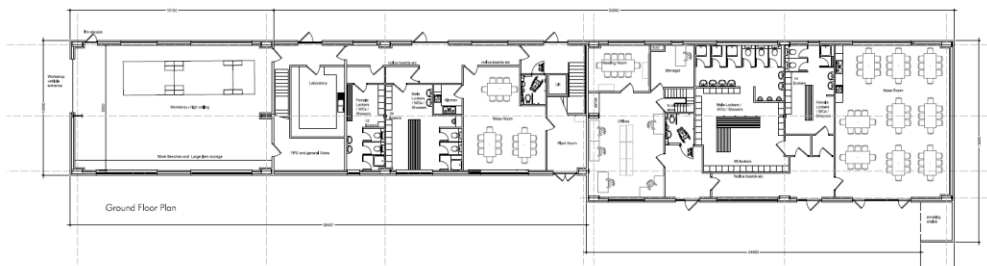
Plan

South West Elevation

Bike Store and Smoking Shelter



First Floor Plan



Ground Floor Plan

Office Building and Workshop – elevations & floor plans

6. Planning Policy and Guidance

Wiltshire & Swindon Waste Core Strategy 2009

- WCS1 – The Need for Additional Waste Management Capacity & Self Sufficiency
- WCS2 – Future Waste Site Locations
- WCS3 – Preferred Locations of Waste Management Facilities by type and the Provision of Flexibility
- WCS4 – Safeguarding Waste Management Sites
- WCS5 – The Wiltshire & Swindon Waste Hierarchy and Sustainable Waste Management

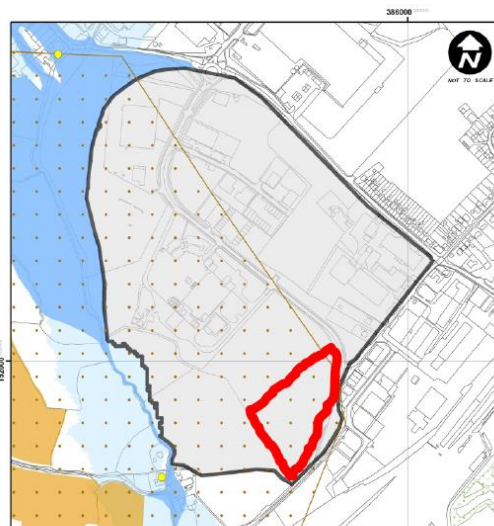
Wiltshire & Swindon Waste Development Control Policies DPD 2009

- WDC1 – Key criteria for ensuring sustainable waste management development
- WDC2 – Managing the impact of waste management
- WDC3 – Water environment
- WDC7 – Conserving landscape character
- WDC8 – Biodiversity and geological interest
- WDC9 – Cultural heritage
- WDC11 – Sustainable transportation of waste

Waste Site Allocations Local Plan 2013

- WSA1 – Presumption in Favour of Sustainable Development
- Inset Map W3 – Northacre Trading Estate, Westbury

“Potential Uses – Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment”



Inset map W3

Northacre Trading Estate,
Westbury



Wiltshire Core Strategy

Core Policy 32 – Spatial Strategy for the Westbury Community Area
Core Policy 50 – Biodiversity and Geodiversity
Core Policy 51 – Landscape
Core Policy 55 – Air Quality
Core Policy 57 – Ensuring High Quality Design & Place Shaping
Core Policy 58 – Ensuring the Conservation of the Historic Environment
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

National Planning Policy

National Planning Policy Framework
National Planning Policy for Waste

7. Consultations

Westbury Town Council: Objection.

- *Volume of traffic – whilst there may be a reduction in traffic across much of Wiltshire, there will still be a significant impact on our town as Westbury does not have appropriate road infrastructure to cope with more vehicle movements - specially large lorries. The location is inappropriate as all vehicles will have to come through some part of our town.*
- *Although it is not clear if the materials will be clean, there have been significant problems with flies in the neighbouring MTB plant. This has been despite assurances that this will not occur so there are concerns that further waste handling would most likely exacerbate the problem and there are concerns this will increase.*
- *Hazard due to fires – there are reported to be 300 fires per annum in the UK resulting from work of a similar nature. We are familiar with the high rates of fires in the neighbouring facility. The issue seems to relate to the wrong types of items being include in the waste stream and near universal problem for all recycling plants. Fumes from any fire involving plastics would be extremely noxious and hazardous to nearby employment sites and residents. Mixed waste plastic recycling should not occur at this location.*
- *Concerns about risk of odour if input materials are dirty.*
- *Air quality is poor along parts of A350 and no doubt traffic in this area will increase.*
- *Risks posed are unacceptable close to residential areas.*

Dilton Marsh Parish Council (nearby parish): Resolved to make no comments.

Heywood Parish Council (nearby parish): Comments.

HPC does not object to this application per se. However the Council requests assurances that this development will not result in any further increase in traffic beyond that forecast in the original planning application(s).

WC Highways: No objection.

In view of the submitted Transport Statement and the existing management of traffic routing, no highway objection to the proposed development.

WC Public Protection: recommends conditions.

The waste management facility would be used for the collection and bulking of recyclable household waste materials including glass, paper and plastics for onward transport. The recyclable materials will be tipped within a purpose built steel frame building which will accommodate 6 waste tipping bays and with 6 large roller shutter doors for access. The working operations of this new facility have the potential to cause a loss of amenity to the surrounding residential properties, in particular the closest properties of Crosslands, Brookfield, Orchard House and Brook Farm. Our main concerns are noise, odour and flies, and how they will be controlled and managed.

A second building is planned which will provide welfare facilities and offices for staff. There is also a proposed workshop which will be able to carry out repairs to both plant and vehicles if required.

Environmental Amenity – noise, odour, flies -

A Planning Statement and Noise Assessment for Planning (A1247 R02) reports have been submitted to which the following comments are made.

The reports suggest the majority of the noise associated with the facility would relate to vehicle movements in and around the site area. Vehicles will use the existing one way system around the MBT building, travel through the proposed waste transfer building and deposit the waste materials in bays.

The proposed operating hours of the facility are:

Monday to Friday – 0700 – 2000

Saturday – 0700 – 1300 (extending to 2000 after bank holidays)

Saturday – 1300 – 2000 (receipt of waste from HRC's)

Sunday – 0700 – 1800 (receipt of waste from HRC's)

Bank Holidays 0700 – 2000

The report states activities within the waste transfer station would be limited to the hours detailed above. Activities would generally be expected to be completed by 1600hrs however during periods of adverse weather or following a bank holiday closure there may be recourse to operate until 2000. It is thought there would not be any operations on Sundays, but the site could receive in the future occasional incoming waste from HRC's. Although it is suggested the activities will generally be completed by 1600, the proposed hours allow the facility to operate for longer on a permanent basis if required. Therefore we recommend that a finish time of 1700 for Saturday, Sunday and Bank Holidays, unless the report can demonstrate and verify that sensitive receptors will not be affected by noise should permission be granted.

Planning statement 4.1 - It is not anticipated that the workshop building will be a source of noise.

Planning statement 4.7 - The application also includes the extension of the vehicle depot and will supersede the approved Household Recycling Centre, the overall number of vehicle movements will reduce substantially. The transport statement concludes that even using the worst case scenarios with the site operating 7 days a week, the change of use from approved HRC would bring about a significant reduction in traffic generated by the site relative to the level previously accepted for the Resource Recovery Centre.

Planning statement 4.9 The report concludes that noise from the waste transfer station would not exceed the existing background sound level at any of the identified receptor locations. Noise condition recommended.

Planning statement 4.13 – Lighting. Any lighting scheme should be designed so as to meet Zone E2/E3 of the Institute of Lighting Engineers Guidance. Condition recommended.

Planning statement 4.17 – Odour/flies – In order to control odour and flies, an odour management plan and pest management plan must be submitted to the LPA. Condition recommended.

Air Quality –

It is noted that an Air Quality Assessment (AQA) has not been submitted with this application. The LPA requires either an AQA or Screening assessment based on the number of vehicle movements that will be associated with this use.

Notwithstanding the findings of an AQA/Screening assessment that may suggest impacts will not be significant, the desired scenario in terms of air quality and development is one that serves to help reduce potential air quality impacts locally. Our overriding concern here in Wiltshire is for the satisfaction of our adopted Core Policies, Air Quality Strategy, Air Quality Action Plan and draft SPD which work towards achieving contributions to the reduction of oxides nitrogen across the county irrespective of the existence of an AQA.

In line with the Wiltshire Air Quality Strategy, Air Quality Action Plan and Core Policy 55 and the government's objective to end sales of diesel and petrol vehicles, we seek the provision of Ultra Low Energy Vehicle (ULEV) infrastructure.

“Even where the effect is judged to be insignificant, consideration should be given to the application of good design and good practice measures” [Land-Use Planning & Development Control: Planning For Air Quality, EPUK & IAQM, 2017]

We would like to see some form of physical mitigation at this development is present upon its completion so that a tangible contribution to the reduction of oxides of nitrogen can be made from the outset and is associated with the new development's use. This could take the form of public EV charging points using electricity derived from the ATT.

WC Conservation: no objection.

Policy/legislation: From the point of view of the historic environment the main statutory test is the Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990 requirement to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The Council's Core Strategy – ‘Core Policy 58: Ensuring the conservation of the historic environment’ requires that designated and non-designated heritage assets and their settings will be conserved.

The NPPF sets out the Government's high-level policies concerning heritage and sustainable development. The Framework makes it clear that a key dimension of sustainable development is protecting and enhancing the historic environment and that in order to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

Issues: The site is not included within a designated conservation area and contains no major standing heritage. Accordingly, one would not expect historic building issues to be a dominant factor in the preparation of proposals for the site. The proposals are not accompanied by any form of heritage assessment.

In considering proposals for an adjacent site there has been need to take into account the setting of the nearby Brook Farm and a number of other heritage assets within the vicinity. However, on this occasion the site lies beyond the existing Mechanical Biological Treatment Facility (MBT) and further into the industrial estate. The character of the site is already that of temporarily vacant industrial land and, enclosed within existing development, it does not make any contribution to the remaining rural character of the agricultural land outside the site. The proposed new buildings are of no greater scale than the existing on the periphery of the site and the net impact on assets outside the site will be neutral.

Conclusion: the proposals will have a neutral impact on land outside the site and the setting of heritage assets including the listed Brook Farm. There will be no harm to assets relating to the built historic environment and the requirements of the NPPF and underlying legislation and policy are therefore considered to be met in this respect.

WC Archaeology: no objection.

Environment Agency: no objection subject to condition and informative.

The proposed activity will need to be granted an Environmental Permit by the Environment Agency. We are required to consider all forms of pollution when issuing an Environmental Permit. If a new Permit is issued or an existing one is varied to incorporate the new activities for this site, it will require the operator to take all appropriate measures to prevent or minimise the emission of offensive odours from the permitted activity. However, this does not mean that there will be no odour from these activities. Similarly the operator would be required to take all appropriate measures to prevent or minimise flies and vermin. The site would also need to consider the appropriate measures it would take to control fires.

Planning also has a role to play in avoidance or minimising amenity issues such as noise, dust, odour, pest control issues, traffic etc.

A permit cannot always prevent, eliminate or eradicate such issues. Some issues need careful management; use of appropriate measures will ensure such issues are minimised if a permit is issued.

With this type of facility we would also expect a fire prevention plan to be part of the Permit application.

The application documents provide no detail on the arrangements for foul and surface water drainage at the site.

Wessex Water: no objection.

The applicant has indicated that foul sewerage will be disposed of via the main sewer.

Rainwater running off new driveways and roofs will require consideration so as not to increase the risk of flooding. The applicant has indicated in the current application that rainwater (also referred to as "surface water") will be disposed of via soakaway and the main sewer.

According to our records there are no recorded public sewers or water mains within the red line boundary of the development site.

The applicant has indicated that surface water will be disposed of via soakaway arrangements and wash water discharged to the sewer. The applicant will need to discuss trade effluent arrangements with their retailer and Wessex Water.

Is the surface water strategy acceptable to Wessex Water? -

One of our main priorities in considering a surface water strategy is to ensure that surface water flows, generated by new impermeable areas, are not connected to the foul water network which will increase the risk of sewer flooding and pollution.

There must be no surface water connections to the foul sewer network.

Natural England: no comments.

8. Representations

The application was publicised by way of newspaper advertisement, site notice and neighbour notification.

The application has received 106 objections, summarised as follows:

- Insufficient need for this facility in Westbury.
- Adverse effect on Wiltshire Council's waste services position in terms of its statutory requirement to strictly apply the waste hierarchy. Alternative proposals needed that will reduce and reuse waste within budgetary constraints.
- Large and dominating building; harmful to visual amenity and landscape.
- Traffic generation harmful to Westbury. Westbury infrastructure inadequate to support this development; no by-pass. Dangerous roads in the locality unsuited to additional HGV traffic. Significant increases in traffic since original planning permissions. Traffic generation from WTS not the same as HRC – should not be compared.
- Vibration from HGV's.
- Insufficient supporting documentation; no Environmental Impact Assessment.
- This application should be determined with 18/03816/WCM, and other WCM applications for sites near Calne; cumulative impacts.
- Noise disturbance from traffic.
- Odours and flies – proven nuisance from existing facility.
- Hours of operation disruptive; there should be no weekend operating of the site / vehicle movements.
- Such developments should be built in rural areas away from settlements / where people live.
- Employment gains would be matched by losses elsewhere in town as a consequence of environmental effects of proposal. Other businesses in surrounding industrial estates will suffer.
- Cumulative impact with other waste facilities in vicinity. Application does not include a total cumulative impact assessment of the existing MBT plant, the proposed Waste Transfer Station, the proposed ATT plant (18/03816/WCM), and all the traffic associated with the site.
- Should not be determined until the Wiltshire Waste Strategy has been brought up to date. Objections and responses by the public are being hampered by uncertainty as to applicability of current policy. Conflict with Waste Hierarchy.
- Westbury in west corner of Wiltshire, so not suited to receive waste from rest of Wiltshire;
- Reduction in air quality; no overriding evidence to the contrary. Wiltshire Council will not be able to fully consider the application in terms of the Carbon Management Plan (2017) and Waste Development Control Policy. Hills Waste Solutions, as a

contracted service, have failed to provide data on carbon emissions. Precautionary principle should be applied were existing and proposed impacts on air quality are not known. No consideration of health of Westbury residents.

- Effects of surface water run-off contaminated by waste being stored on site and of the potential for pollution in the adjacent nitrate vulnerable surface water zone and of Biss Brook from the washing of vehicles and spillage of diesel unknown.
- More than 700 houses within 750m of site. Too close to residential areas.
- Environmental Permit at existing facility has been breached (fires, odours, emissions). Applicant's competence questionable.
- Failure to provide sufficient detail on feedstock and measures required to both store, sort and transfer the waste safely.
- Insufficient information on – purpose/operation of facility, quantities of waste, source of waste, vehicle numbers, etc..
- There have been fires at the adjacent MBT plant; the proposal will add to this risk. Not appropriate to put three vulnerable/unstable uses so close together – EfW, MBT & WTS.
- There are no indications or detail in the plans on measures to store and deal with waste if the suite of planning applications related to Porte Way, Calne and Lower Compton are refused.
- Insufficient consultations.
- Taxation of plastic producers a better solution to continuing plastic production and recycling.
- Property values will drop.
- [A number of representations also refer to the separate proposal for the revised advanced thermal treatment facility (18/03816/WCM) - harmful to amenity, air quality, public health, landscape, etc.; cumulative impacts].

9. Planning Issues

The main issues to be considered in this case are firstly the principle of the proposal; and then, assuming the principle is accepted, the impact of the specific scheme on detailed matters, including traffic/highway safety, landscape, heritage assets, and residential amenity (including the effects of noise, odours, flies).

Principle

Policy WCS1 ('The Need for Additional Waste Management Capacity & Self Sufficiency') of the Wiltshire & Swindon Waste Core Strategy 2009 states that over the plan period to 2026, Wiltshire and Swindon will address the issue of delivering sufficient sites to meet the needs of the municipal waste management strategies and sub-regional apportionments by providing and safeguarding a network of Site Allocations, this to manage the forecast increase in waste associated with the planned growth in the Strategically Significant Cities and Towns (SSCTs) of Swindon, Chippenham, Trowbridge and Salisbury. It further states that the need will be met locally whilst balancing the importation and exportation of waste within the principles of sustainable development and in accordance with the principles of sustainable transport.

Policy WCS2 ('Future Waste Site Locations') addresses, at a strategic level, how and where the need for the additional waste management capacity identified by Policy WCS1 will be met. The policy's explanatory notes set out two levels, or tiers, of waste management facilities – that is, those that are of a 'strategic' scale and those that are of a 'local' scale.

Strategic waste management facilities are defined as large and/or more specialist facilities that operate in a wider strategic manner by virtue of spatial scale, high tonnage of waste managed, specialist nature of the waste managed and/or a wider catchment area served. They are generally considered to include:

- Strategic materials recovery facilities (MRFs)
- Strategic composting facilities
- Energy from waste facilities (EfW)
- Mechanical biological treatment facilities (MBT)
- Landfill

The explanatory notes with the policy state that “*It will be expected that strategic facilities would serve either large areas within, or the entire Plan area. Additionally, they may also serve areas of Wiltshire and Swindon and surrounding local authorities in a more sub-regional context. Such sites will have characteristics that will prevent them from being accommodated on small and/or sensitive sites and locations*”. The policy states that strategic waste site allocations will be located as close as practicable (“... within 16 km ...”) to the SSCTs of Swindon, Chippenham, Trowbridge and Salisbury.

Local waste management facilities are defined as those expected to handle waste sourced from a limited geographical catchment, such as the equivalent of a former District area, parts of a former District or a local urban area. They are generally considered to include:

- Local recycling facilities, e.g. businesses collecting, storing, sorting and bulking particular waste materials prior to their transfer to waste processing companies;
- Local scale materials recovery facilities collecting, storing, sorting and bulking a wide range of waste materials prior to transfer;
- **Waste transfer stations where waste is deposited, stored and then transferred in larger loads to a waste recovery or disposal facility;**
- Scrap yards and inert waste and aggregates recycling facilities serving the needs of a particular area of a district;
- Local scale composting e.g. on farms or small waste management sites receiving inputs from limited sources, e.g. one or two HRCs in that area, or local building and business contracts; and
- Household Recycling Centres.

In accordance with Policies WCS1 and WCS2 the Waste Site Allocations Local Plan 2013 allocates land/sites for waste uses. The Northacre Industrial Estate, which lies approximately 6.5 km to the south of Trowbridge, is defined in the Allocations Local Plan as an area suitable for strategic scale “*materials recovery facility/waste transfer station, local recycling and waste treatment*” type uses. In line with this, the estate already supports the MBT plant, and there is the further extant planning permission for an EfW plant, both of which are strategic scale waste treatment facilities.

In terms of Policy WCS2, the proposal in this application – which is for a waste transfer station – is a local waste management facility intended to primarily serve the former West Wiltshire District. On the basis that strategic scale waste management facilities are acceptable as a matter of principle in this industrial estate allocated as suitable for such facilities, it follows that local scale facilities of lesser impact must also be acceptable in principle, particularly if complimentary to other established waste facilities. Accordingly, and as a matter of principle, the proposal complies with these requirements of the Waste Core Strategy and the Waste Site Allocations Local Plan.

The above is effectively confirmed by Policy WCS3 (‘Preferred Locations of Waste Management Facilities by Type and the Provision of Flexibility’) which, in setting out

preferred locations for the different waste facility types, states that waste transfer stations should preferably be located on 'industrial land / employment allocations' and 'site allocations and current waste management facilities'.

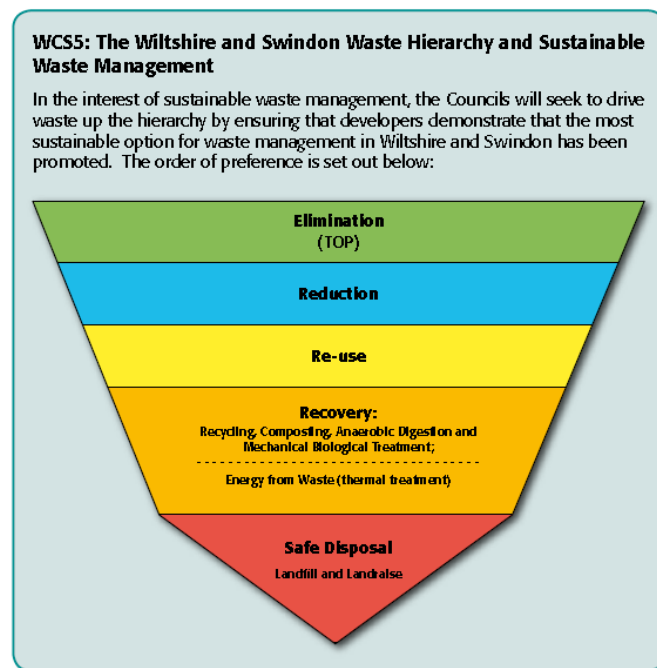
National Planning Policy for Waste advises that when determining waste planning applications, waste planning authorities should only expect applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date Local Plan. The proposals is considered to be compliant with the development plan, so it is not necessary to demonstrate a planning need for it.

The proposed waste management building would 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.

Policy WCS4 ('Safeguarding Waste Management Sites') seeks to safeguard sites where planning permission has been granted for waste management facilities. In this case the application site already has planning permission to be used as a household recycling centre (HRC) as part of a wider Resource Recovery Centre. However, as Wiltshire Council no longer intends to pursue an HRC here, and because the proposal is for use of the site for waste management purposes, the proposals do not conflict with this policy.

The Wiltshire and Swindon Waste Hierarchy –

Policy WCS5 ('The Wiltshire and Swindon Waste Hierarchy and Sustainable Waste Management') of the Wiltshire & Swindon Waste Core Strategy provides an order of preference, or hierarchy, for waste disposal in the interests of sustainability. The purpose of the hierarchy is to bring to the fore the preference for 'elimination' over other forms of waste management; the hierarchy is not intended to bar all other forms of waste management. Presently recycling remains a relevant form of waste management which, in the hierarchy, is preferable to landfill and land-raise.



Traffic & Highway Safety

Policy WCS2 ('Future Waste Site Locations') of the Wiltshire & Swindon Waste Core Strategy 2009 states that in the interests of achieving the objectives of sustainable development, priority will be given to proposals for new waste management development that demonstrate a commitment to utilising the most appropriate haulage routes within and around the Plan area and implement sustainable modes and methods for transporting waste materials.

Policy WDC1 ('Key criteria for ensuring sustainable waste management development') of the Wiltshire & Swindon Waste Development Control Policies DPD 2009 sets out key criteria for assessing planning applications for waste development, this including the need for the impact of transporting waste to and from sites to be minimised. Policy WDC2 ('Managing the impact of waste management') has a similar requirement. More specifically Policy WDC11 states the following:

Waste management development will be permitted where it is demonstrated that the proposals facilitate sustainable transport by (where they are relevant to the development):

- *Minimising transportation distances*
- *Maximising the use of rail or water to transport waste where practicable*
- *Minimising the production of carbon emissions*
- *Ensuring a proposal has direct access or suitable links with the Wiltshire HGV Route Network or Primary Route Network*
- *Establishing waste site transport plans*
- *Mitigating or compensating for any adverse impact on the safety, capacity and use of a highway network.*

The Wiltshire Core Strategy contains similar general transport policies.

The planning application is accompanied by a Transport Statement. This begins with an assessment of 'baseline conditions' for the permitted Resource Recovery Centre (RRC) comprising the mechanical biological treatment facility (handling 90,000 tonnes pa of waste material), a household recycling centre and a depot. Predictions set out in Transport Statements which accompanied the earlier planning applications for the various elements of the RRC, and which were accepted in the final grants of planning permission, have been used in the baseline assessment. The results of the baseline assessment are that on weekdays the permitted RRC, if fully built out as approved, would have attracted 520 daily vehicle movements, 96 of which would have been HGVs. At weekends the RRC was expected to attract some 1,220 daily trips (notably in view of the household recycling centre element), including 96 HGVs.

The current application proposes to change the nature of the uses on the site by replacing the permitted household recycling centre with the Waste Management Facility, and by enlarging the HGV depot. The MBT will continue to operate as already approved. Factoring these changes into the assessment the Transport Statement predicts that on weekdays there would be an additional 24 HGV movements over the day compared with the baseline scenario¹, but a net decrease in overall traffic of some 222 daily movements (primarily in

¹ The collection vehicles are assumed to complete an average of 1.5 rounds per day, which means 24 HGVS based at the depot will carry out 36 rounds, generating 72 HGV movements per day. However the baseline position (depot element already consented) is 50 daily HGV movements, therefore the proposed change to the depot in the current application generates 22 (72-50) additional HGV movements. The WTS removal of material is attributed 8 HGV movements per day, which generates the total 30 additional HGV movements referenced in Table 10 (right hand column 2nd row).

view of the removal of the household recycling centre element). At weekends there would be a predicted net decrease of 922 movements a day compared with the baseline scenario (this assuming refuse collection vehicles would operate at the same rates as on weekdays, which is unlikely).

Tables taken from the Transport Statement which set out the 'baseline' and now 'proposed' scenarios are reproduced below (weekday followed by weekend) –

Scenario	Arrive		Depart		Total	
	Car/LV	HGV	Car/LV	HGV	Car/LV	HGV
Baseline (RRC + Expanded MBT)	212	48	212	48	424	96
WTS + Vehicle Depot	+30	+15	+30	+15	+60	+30
HRC (Not Built)	-153	-3	-153	-3	-306	-6
Total (by Type)	89	60	89	60	178	120
Total (All Veh's)	149		149		298	
Change (All Veh's)	-111		-111		-222	

Table 10: Change in Weekday Daily Trips from WTC + Expanded Vehicle Depot - HRC

Vehicle Type	Arrive		Depart		Total	
	Car/LV	HGV	Car/LV	HGV	Car/LV	HGV
Baseline (RRC + Expanded MBT)	562	48	562	48	1124	96
WTS + Vehicle Depot	+30	+15	+30	+15	+60	+30
HRC (Not Built)	-503	-3	-503	-3	-1006	-6
Total (by Type)	89	60	89	60	178	120
Total (All Veh's)	149		149		298	
Change (All Veh's)	-461		-461		-922	

Table 11: Change in Weekend Daily Trips from WTC + Expanded Vehicle Depot - HRC

[Where 'RRC + Expanded MBT' is the permitted development (including household recycling centre and depot); 'WTS + Vehicle Depot' is the current proposal (the proposed Waste Management Facility (Waste Transfer Station) and enlarged HGV depot); and 'HRC (not built)' is the household recycling centre].

To conclude on this, the proposed development is predicted to bring about a significant reduction in traffic in general on the local highway network relative to the level of traffic previously accepted in connection with the combined mechanical biological treatment facility, the household recycling centre and the smaller vehicle depot. Although HGV movements would increase in the new proposal, this increase is considered to be slight (amounting to on average c. 1.8 additional HGV movements per hour in each week-day) and would be 'read' in the context of an industrial estate with access from a Strategic Lorry Route (A350); and this increase is in any event insignificant when compared with the overall reduction in the previously permitted, and so accepted, total vehicle movements. It follows that a general objection to the proposal based on additional traffic generation would be very difficult to sustain in these circumstances.

Traffic routing –

The planning permission for the RRC (W/07/09004/WCM) is subject to a planning condition requiring a Transport Plan to be provided and implemented, this defining the routing of HGVs to and from the site and related monitoring arrangements. The approved Plan requires HGVs removing the products from the MBT facility (and the wastes and recyclables

which would have been collected at the HRC) to access the site from the north (A350) using the Link Road through the West Wiltshire Trading Estate and Stephenson Road and then the Northacre Industrial Estate; this is also the return route. Specifically Hawkridge Road, The Ham, Brook Lane and Storridge Road are excluded from use by related HGVs. RCVs and 'Kerbsiders' are only able to use these roads when operating in the roads and/or when travelling to collection routes to the east. The approved Plan is attached as annex 1 to this report.

So, on traffic routing this approved Transport Plan places HGVs on the most suitable routes – notably the A350 which is a Strategic Lorry Route. More generally, annual HGV mileages would reduce through providing this facility close to the waste catchment area it serves. Both the Transport Plan and this locational consideration achieve the requirements of Policy WDC1. A condition, requiring an updated Transport Plan along the lines of the approved Plan is recommended.

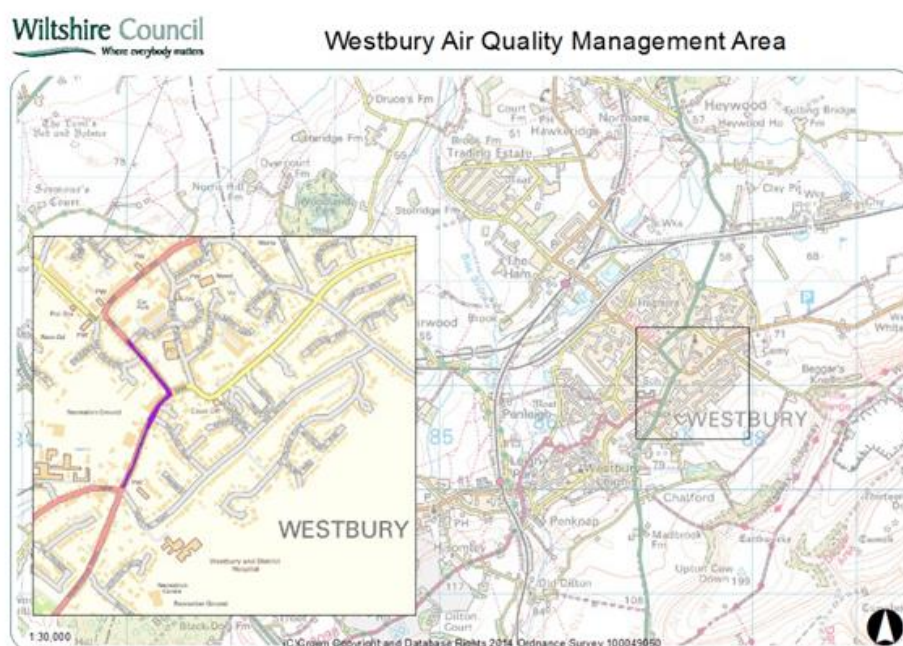
Westbury Air Quality Management Area –

Core Policy 55 relating to air quality requires development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality, to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity. Mitigation measures may include possible traffic management or highway improvements, abatement technology, traffic routing and site management, and where appropriate contributions.

The Air Quality Strategy for Wiltshire 2011-2015 states the following:

Air quality in Wiltshire is predominantly good with the majority of the County having clean unpolluted air. There are however a small number of locations where the combination of traffic, road layout and geography has resulted in exceedences of the annual average for nitrogen dioxide (NO2) and fine particulates (PM10).

These locations include parts of the A350 where it passes through Westbury, as indicated on the following plan:



Notwithstanding the conclusions already set out relating to predicted reductions in overall traffic compared with the development already permitted at the site, the proposal would generate traffic, including additional HGV traffic, and inevitably some of this traffic would pass through the Westbury AQMA.

In response to this situation the Planning Statement accompanying the application makes the following comments:

“It is recognised that traffic levels in Westbury are a sensitive local issue. The proposed building operating alongside the permitted vehicle depot will not increase related vehicles in the Westbury AQMA. As an example, a collection vehicle currently leaves Lower Compton near Calne early in the morning, passes through the Westbury AQMA, collects from households in and around Warminster before taking its full load of recyclables back to Lower Compton, passing through the AQMA in Westbury.

When the Northacre vehicle depot is operational and the waste management building is open, the same vehicle will leave Northacre, pass through the Westbury AQMA, collect from households in and around Warminster before taking its full load of recyclables back to Northacre, passing through the AQMA in Westbury. There is no change to the number of vehicles passing through Westbury associated with household waste collection as a result of this proposal.

As a second example, a vehicle collecting green waste leaves Lower Compton currently, goes to Trowbridge and collects from households there and when it is full it travels back to Lower Compton. When the Northacre vehicle depot is operational and waste management building available, the same vehicle will leave Northacre, travel to Trowbridge north on the A350, collect from households in and around Trowbridge before taking its full load of green waste back to Northacre, without encroaching on the Westbury AQMA.

Materials removed from the site will travel north on the A350, the majority either to the green waste composting operation or to the Materials Recycling Facility. The use of the consented vehicle depot, along with the proposed waste facility this application seeks consent for, will significantly reduce the miles the collection vehicles travel by providing a local bulking point for the household recyclable materials. Evidence of this mileage saving has been arrived at during the planning process for the new round designs in the west of the County, which showed a reduction of 3 HGVs from the original outline planning, which assumed all garden waste and recycle being transported to Lower Compton on the collection vehicles”.

Having regard to this – specifically, how the collection vehicles are proposed to operate – and the proposed Transport Plan to manage HGV routing, it is concluded that there would be a no worse than neutral impact on the Westbury AQMA and that the proposal is acceptable in general in highway terms.

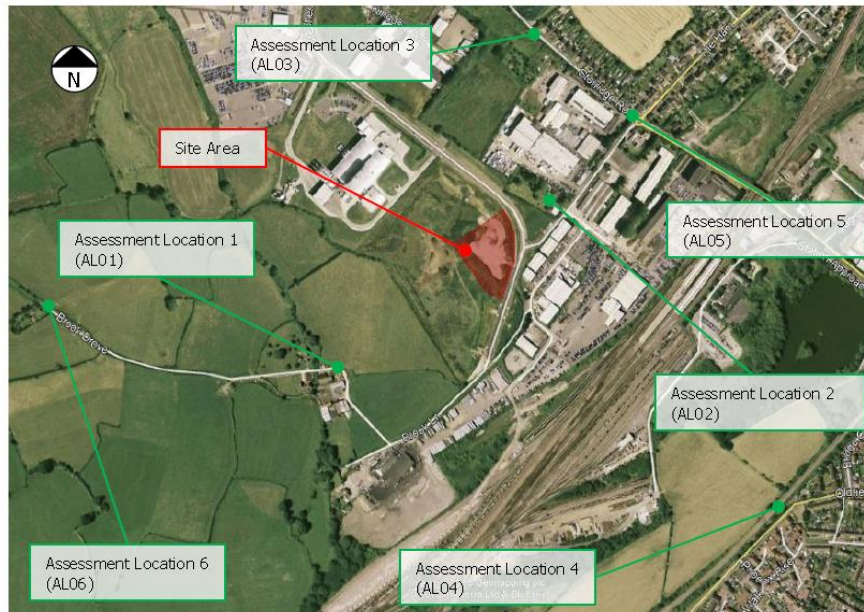
Residential Amenity (including the effects of noise, odours, flies, etc.)

Policy WDC2 ('Managing the Impact of Waste Management') of the Wiltshire & Swindon Waste Development Control Policies DPD states that proposals for waste management development in Wiltshire and Swindon will be permitted where it can be demonstrated that the proposal avoids, adequately mitigates against, or compensates for significant adverse impacts relating to, notably here, amenity and noise emissions. Core Policy 57 of the Wiltshire Core Strategy sets out similar criteria to safeguard residential amenity.

Noise –

The application is accompanied by a ‘Noise Assessment for Planning’ which considers the potential noise impact of the proposed development on the nearest noise-sensitive locations.

A noise survey was carried out between 21 February and 7 March 2018 to quantify the existing baseline noise climate, this including both short term, attended and longer term, unattended monitoring. The monitoring locations are indicated on the following aerial photograph provided as part of the noise assessment:



Noise Assessment Locations

The outcome of the baseline survey is that the noise climate of the area is governed by road traffic noise and industrial activities in the surrounding industrial estate, including HGV movements (with occurrences of accelerating and braking). Low level plant noise is audible from various commercial/industrial premises including the dairy facility, the existing MBT facility and other units in the Brook Lane / Stephenson Road area. Train noise is also apparent, but not dominant. A general uplift in the background sound level begins around 07:00 with more plant noise becoming audible. Each noise monitoring location generated its own particular local sounds.

For the proposed development the Noise Assessment provides predictions of expected noise levels based on the intended manner of operation of the site and established noise data for the vehicles and activities taking place. Noise sources are indicated to be on-site vehicle movements, internal recycling activities and the odour control plant. For each of these the Noise Assessment sets out the modus operandi as follows

“..... the facility would accommodate 24 HGVs, though would include provision for up to 30 HGV parking spaces. The refuse collection vehicles would leave the site around 06:30 in the morning to begin collections from around west Wiltshire. Depending on the route, these vehicles would be expected to return to the WTS facility around mid-morning then leave on another waste collection run, returning to the site between 14:00 and 16:00hrs. The vehicles would then be parked up for the day. From 16:00hrs activities are generally related to bulking up and housekeeping within the WTS building.”

Given the variation in waste collection routes, it is unlikely that all collection vehicles would return to the site at the same time. It is considered more likely that vehicles would return sporadically throughout the operational hours. To that end, it is assumed that approximately 1/3rd of the vehicles would return to the facility during a typical assessment hour i.e. eight vehicles in one hour.

The bulked-up waste would be exported from site by means of bulk haulage vehicles. This would require up to four HGVs per day. The facility would not receive all four bulk HGVs in any one hour therefore a typical assessment would include one bulk HGV in an assessment hour. While the waste is being loaded in to the bulk haulage HGV, no other waste collection vehicles would be operating in the WTS hall.

In addition to the above, a shovel loader would be active within the WTS building, bulking up materials and loading up bulk haulage HGVs. The shovel loader would be active at various times throughout the operational hours. In reality the shovel loader is unlikely to be active for a full hour and is more likely to operate for short periods, totalling approximately 15minutes in the hour, which is equivalent to an on-time of 25%.

Once the vehicles have progressed through the site, to the WTS building, the waste materials are tipped from the vehicles into the appropriate bay before the vehicles move off, exiting the building via the roller shutter doors in the southern façade.

The loudest activity within the WTS building is likely to be the tipping of glass waste on to the floor of the glass bay. This activity is a short duration, high noise level event, typically lasting between 20 and 90 seconds depending on the volume of glass being tipped. At various points throughout the day the glass would be bulked up within the glass bay by the shovel loader as a means of increasing the volume of glass stored in the bays. This activity is effectively house-keeping within the WTS to keep the glass from spilling out of the designated bays. The glass would eventually be transferred to the bulk haulage vehicle for onward transport. Both the bulking up and loading of the bulk hauler generate similar noise levels to the glass tipping events

The main WTS building is to be a steel frame construction with an external cladding. It is recommended that the cladding be an internally lined profiled steel product that provide a minimum of 38dB Rw sound insulation.

The roof would be constructed of a similar single skin cladding product though would include approximately 15% roof lights, which are assumed to be constructed of polycarbonate.

The access doors on the south eastern façade are understood to be standard roller shutter doors which would afford 18dB Rw. On the north western façade, it is recommended that the roller shutter doors be upgraded to provide 30dB Rw. As far as possible the doors would remain closed to minimise the egress of odour and noise.

Activities within the Waste Transfer station would be limited to the hours detailed
above. Activities would generally be expected to be completed by 16:00hrs however during periods of adverse weather or following a bank holiday closure (Christmas day, boxing day and New Year's Day) there may be recourse to operate until 20:00. Activities within the building would not commence before 07:00hrs.

The odour control plant is to be located in a specific plantroom located on the south eastern façade of the WTS building. The building is assumed to be a similar steel frame construction with an external cladding.”

Applying the noise data to these operations, and comparing the outcomes with the baseline survey information, the Noise Assessment concludes that noise from the proposed waste transfer station would not exceed the existing daytime background sound level at any of the identified receptor locations. This is indicative of the proposal's new 'sound source' having a low noise impact. In view of there being no night-time operation (other than the odour control plant, which would be contained in a purpose-built plantroom anyway), the sound source would, again, have a low noise impact during the night.

In terms of the potential cumulative impact with other operations at the Northacre Resource Recovery Centre, the MBT is already operational and so is accounted for in the background survey data. An ATT has already been approved, and applying its predicted noise generation to the data, the Noise Assessment concludes that, broadly speaking (see next paragraph), the cumulative noise generated by all of the operational facilities would fall below the existing background sound level.

The one exception to this would be at the closest receptor location (identified as AL02 – Brookfield and Crosslands) where the cumulative noise level would be +4dB above the existing background level. The Noise Assessment deems this to be acceptable in any event, this in view of an ATT facility already having consent and so changing the future daytime background noise climate, and because the cumulative noise level in absolute terms is not overly high anyway. These assumptions are agreed, particularly as Brookfield and Crosslands are situated within the designated industrial area already and so are affected by HGV movements, etc.. More particularly, the noise level would fall below the level at which the World Health Organisation indicates 'moderate annoyance, would occur in outdoor living spaces'.

Odours and flies –

A number of representations have referred to the potential for stored waste materials to smell and/or attract flies. In response to this the applicant's agent has provided the following comments:

"The proposal doesn't involve residual household waste, the recyclable materials have a lower potential to generate odours and flies than the waste streams at the MBT. The simplest control measure for potential amenity issues of flies and odour is keeping the residency time in the building as short as possible and general good housekeeping; however the intention is also to use an odour control system in the building which will be similar to that installed at the Amesbury MRF / WTS which does accept the full range of wastes including residual household waste. The ATS Jetflo system in Amesbury uses conditioned air directed around the building and a carbon filtration system for "cleaning" the air. Amesbury is located with a number of close neighbours including a Tesco superstore and as far as I am aware is not generating any substantive complaints about amenity issues.

The operation will be covered by an Environmental Permit. Additionally the EA will require an Environmental Management Plan to be in place which would include the measures to be taken in the event that an issue did arise, such as removal of any particularly odorous material or something generating unusual levels of flies was put in the recyclables collected from householders".

Control of odours and flies is principally a matter for good site management, and it cannot be assumed that there would not be good management in this case. But in any event this site is not intended to routinely handle the usual types of waste which might normally be expected to generate these problems, and odour control equipment would be provided anyway. National Planning Policy states that 'When determining waste planning applications,

waste planning authorities should: ...concern themselves with implementing the planning strategy in the Local Plan and not with the control of processes which are a matter for the pollution control authorities. Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced'. The Environment Agency has advised that when issuing an Environmental Permit for this site it will require the operator to take all appropriate measures to prevent or minimise the emission of offensive odours, flies and vermin. It follows that concerns in relation to potential odours and flies would not amount to a sustainable reason for refusing planning permission. For similar reasons the risks of fires at the site cannot amount to a planning reason for refusal. Noise levels from operation of the odour control equipment can be a matter for conditions.

Landscape / Visual Impact

In view of the site's location within an established industrial estate where other bigger factory-type buildings already exist, and in view of the planned margins between the proposed buildings and the edges of the site to accommodate landscaping, it is not considered that there would be any adverse impacts on visual amenity or the more distant natural landscape. Within their context the proposed buildings are not disproportionately large (the maximum height of the Waste Transfer Station building – the largest building - would be 10.6m) which is significantly lower than the MBT and the nearby dairy factory.

Heritage Assets

The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty upon local planning authorities in determining applications for development affecting listed buildings to have special regard to the desirability of preserving the special interest and setting of the listed building.

Core Policy 58 (ensuring the conservation of the historic environment) of the Wiltshire Core Strategy states that new development should protect, conserve and where possible enhance the historic environment.

Paragraph 132 of the NPPF states that when considering the impact of proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation; and the more important the asset, the greater the weight should be. Substantial harm to or loss of designated heritage assets of the highest significance should be wholly exceptional.

Paragraph 133 states that where a proposed development would lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that, in particular, the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss. Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. Paragraph 135 continues that the effect of an application on the significance of a non-designated heritage asset should be taken into account and a balanced judgment made.

To the west of the site is Brook Farm where Brook Farm House is a grade II listed building. In view of the separation between Brook Farm House and the site, the lack of inter-visibility with the site (not least in view of the intervening MBT), and the intimate setting of the farm house in any event, it is considered that the impact of the proposed development on this asset would be neutral.

Beyond Brook Farm is a sizeable Scheduled Monument titled "Medieval settlement and associated field systems west of Brook Farm". As with Brook Farm, the separation and lack of visibility from the application site ensure a neutral impact only. Other important heritage assets further afield, such as the Westbury White Horse and the Westbury Conservation Area, would not be affected by the proposal.

Drainage

The application site lies within Flood Zone 1 and so has a low probability (less than 1 in 1,000 annual probability) of river [or sea] flooding.

The Northacre Industrial Estate was designed with a surface water drainage system to cope with all developments within it, and the proposal would connect to this. The operations on the site would have their own contained drainage as well, and would conform to standard requirements in terms of interceptors and flow discharge rates. It follows that there are no surface water drainage issues arising.

Foul water would discharge to mains, and there is no objection to this from Wessex Water. This is subject to no surface water connections to the foul system.

Conclusion

In view of the application site lying within an industrial estate which is designated as a Strategic Scale Waste Site in the Wiltshire & Swindon Waste Site Allocations Local Plan, there can be no objection to the principle of a 'local' waste transfer station here. Indeed, it is logical to contain such a facility on a site adjacent to another now established waste processing facility – namely the Mechanical Biological Treatment operation. Wiltshire Council's wider strategic decision to not provide a Household Recycling Centre on the site does not amount to a reason for refusing planning permission.

In terms of the detail, it has been demonstrated through this application that there would be no adverse impacts on matters of acknowledged importance – notably, the capacity of the highway network, the amenities of neighbours and the wider Westbury community, the wider landscape, heritage assets and drainage.

The recommendation is to, therefore, grant planning permission subject to conditions.

RECOMMENDATION

To grant planning permission subject to the following conditions -

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:
 - 18616-500-02 (red edged site plan) dated 03/2018
 - site-extent_1734-planning.dwg dated 20/04/2018
 - site-planning_1734-planning.dwg dated 08/04/2018
 - WMB_1734-planning.dwg dated 09/04/2018
 - OWB_1734-planning.dwg dated 09/04/2018

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

- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission. 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.

- 3 The Waste Management Building element of the development hereby approved shall be used for the unloading, storage and re-loading of recyclable waste materials (mainly paper, cans, plastics, cardboard, green waste and glass) and for the storage of material from the MBT facility only, and it shall not be used for the unloading, storage and re-loading of any other form of waste.

Un-loading, storage and re-loading of the above permitted waste shall take place inside the Waste Management Building only, and shall not take place at, on or over any other parts of the application site.

REASON: To comply with the terms of the planning application and its justification, and to ensure the amenities of the wider environment are safeguarded.

- 4 The total tonnage of waste material imported to the Waste Management Building shall not exceed 25,000 tonnes in any twelve month period.

REASON: To ensure that the development substantially accords with the terms of the Transport Statement and Noise Assessment which accompany the planning application, and there conclusions that this scale of operation would not cause harm to highway safety and/or amenity.

- 5 A record of the quantity (in tonnes) of waste materials delivered to the Waste Management Building and all the waste and waste-derived products despatched from the site shall be maintained by the operator of the site 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.

- 6 The operational hours of the Waste Management Building shall be limited to the following:

Monday to Friday: 07:00 to 20:00

Saturday: 07:00 to 13:00 (extending to 20:00 after bank holidays)

Saturdays (waste from HRCs only): 13:00 to 20:00

Sundays (waste from HRCs only): 07:00 to 18:00

Bank Holidays: 07:00 to 20:00

The shall be no operation of the Waste Management Building on Christmas Day, Boxing Day or New Years Day.

REASON: To safeguard the amenities of the wider area.

- 7 Prior to first operation of the Waste Management Building a Transport Plan for the routing of HGVs to and from the site (broadly in line with the 'Existing Travel Plan' at Appendix 2 to the Transport Statement accompanying the planning application) shall be submitted to the submitted to the local planning authority for approval in writing. The Transport Plan shall include details of implementation and monitoring and shall be implemented in accordance with the approval thereafter. 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 these results.

REASON: To manage the routing of HGV traffic in the interests of protecting the amenities of the wider area.

- 8 The Waste Management Building shall not first operate until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include :-

- location and current canopy spread of all existing trees and hedgerows on the land;
- full details of any to be retained, together with measures for their protection in the course of development;
- a detailed planting specification showing all plant species, supply and planting
- sizes and planting densities; finished levels and contours;
- means of enclosure;
- all hard and soft surfacing materials.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before the development becomes operational in order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

- 9 All soft and hard landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following approval of the landscaping scheme; 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, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

- 10 No part of the development hereby permitted shall be brought into use until the access, turning area and parking spaces serving that part have been completed in accordance with the details shown on the approved plans. The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.

- 11 No external lighting shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage spillage in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication "Guidance Notes for the Reduction of Obtrusive Light" (ILE, 2005)", have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

- 12 There shall be no surface water discharge connection to the foul water network.

REASON: To safeguard the integrity of the foul water network and prevent flooding.

13 No development hereby approved shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the local planning authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting during construction. The plan should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison
- Arrangements for liaison with the Council's Public Protection Team
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:
08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays.
- Construction deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Control measures for dust and other air-borne pollutants.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.
- Construction traffic routes.

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

14 No part of the development shall be brought into use until a Green Travel Plan has been submitted to and approved in writing by the Local Planning Authority. 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.

The Travel Plan shall include provision for car sharing and for ultra low energy vehicle infrastructure (electric vehicle charging points).

REASON: In the interests of air quality and reducing vehicular traffic to the development.

15 Within 3 months of the waste management building hereby approved becoming first operational (including operation of the odour control plant) a noise assessment shall be carried out by an independent consultant to confirm compliance with the noise predictions set out in the 'Noise Assessment for Planning' by iON Acoustics Ltd dated 09/04/2018. The outcomes of the noise assessment shall be provided in writing to the local planning authority for agreement in writing no later than 1 month after the initial 3 month period. In the event that the noise assessment finds that the noise predictions have been exceeded then details of additional mitigation measures shall be provided as part of the noise assessment together with a timeframe for installation. The additional mitigation shall then be installed in accordance with the agreed noise assessment and retained and maintained thereafter.

REASON: To protect local amenity from the adverse effects of noise.

- 16 Prior to the waste management building hereby approved becoming first operational an odour management plan (for the management of odours, should they arise) and a pest management plan (for the management of flies, vermin, etc., should they arise) shall be submitted to the local planning authority for approval in writing. Thereafter, the approved plans shall be implemented as approved, if/as necessary.

REASON: To safeguard amenity.

- 17 INFORMATIVE: This activity will require a Permit under the Environmental Permitting Regulations 2010 (as amended) to operate. Should the applicant wish to apply for a permit they are advised to visit our website at <https://www.gov.uk/guidance/check-if-you-need-an-environmental-permit> to help decide what sort of permit is required. Any successfully determined environmental permit application will not consider the following, which are all considered as part of the planning permission –

- Alternative locations and sizes for this proposed facility
- Operational hours
- The transport of waste to and from the site or vehicles
- Traffic, access and road safety issues
- Visual impacts
- Construction materials used in building