

Wiltshire and Swindon

Proposed Submission Draft Waste Site Allocations Development Plan Document

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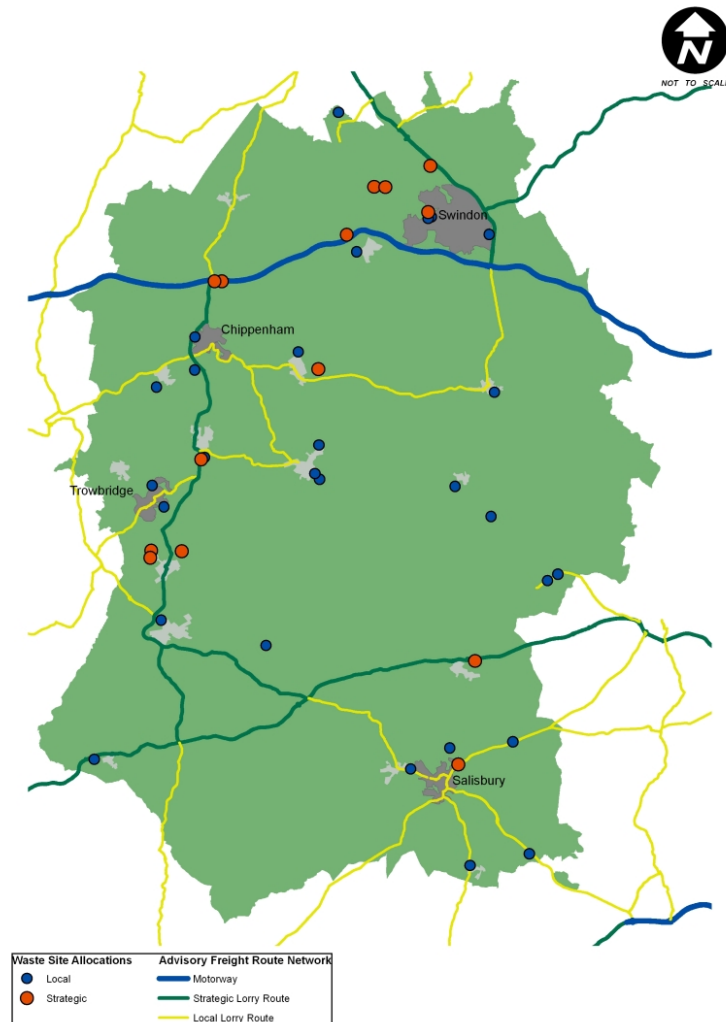
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1 Introduction

1.1 The submission draft Waste Site Allocations Development Plan Document (DPD) is the third in a series of documents designed to guide the use of land within Wiltshire and Swindon for waste management development. Once adopted, it will form part of both Wiltshire and Swindon's Local Development Frameworks and, as such, should be read within the context of the wider development plan for the areas. This document takes its lead from the policy framework set out in the adopted Waste Core Strategy and Waste Development Control Policies DPDs⁽¹⁾ It provides a spatial representation of the principles set out in these documents by presenting what Wiltshire Council and Swindon Borough Council consider to be a sound framework of local and strategic sites suitable to meet future waste management needs in Wiltshire and Swindon up to 2026.

1.2 The sites contained in this document are classed as either strategic or local and comprise:

- i. Site specific allocations; or
- ii. Areas of search - e.g. land allocated in the development plan for employment uses or existing industrial areas within which waste uses could be accommodated.



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1 The Waste Core Strategy sets out the strategic planning policy framework for waste management until 2026 and the Waste Development Control Policies contains a series of policies for determining proposals for waste management development within Wiltshire and Swindon.

1.3 In recognition of the need to be flexible and responsive to change, sufficient sites have been included to provide room for certain waste management types to grow as an alternative to use of primary resources or landfill, thus encouraging waste to be driven up the waste hierarchy.

1.4 Although in principle the Councils will be supportive of applications for appropriate waste management facilities within the locations set out in this document, it should not be viewed as a guarantee that development will be permitted. Conversely, proposals for waste management development on sites not included within this document will still be considered on their own merits, if they demonstrate that they are in keeping with national policy and the policies of the development plan.

The evidence base

1.5 A significant amount of evidence has been gathered to establish whether, in principle, the sites contained within this document are suitable for waste development. Clearly, the evidence used to support a site allocation in the development plan will not be as detailed as expected for a planning application.

1.6 Therefore, further detailed and up to date evidence will be required to support a planning application for waste management uses. For this reason, the Councils have, for each site identified within this document, included a table highlighting particular issues to be addressed at the planning application stage. This will also assist applicants in meeting the requirements of Policy WDC2 of the Waste Development Control Policies DPD.

1.7 The evidence base to support this document comprises:

- Consultation output report (detailing the consultation and evidence gathering work undertaken since 2006);
- Initial site appraisal matrices completed by officers to highlight key issues;
- Waste Site Allocations Site Survey Report, May 2010, undertaken by external consultants (Atkins);
- Waste Capacity Report (updating the evidence used to estimate the need for waste management facilities in Wiltshire and Swindon);
- Sequential test for flood risk assessment;
- Ecological Assessment report;
- Sustainability Appraisal (incorporating Strategic Environmental Assessment) report (including Cumulative Effects Assessment); and
- Habitats Regulation Assessment report.

1.8 The Councils will keep the evidence base up-to-date through constant monitoring and review.

Site selection and appraisal

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

- The formerly adopted waste local plan (WLP) preferred areas;
- Sites placed in 'reserve' following previous site appraisal processes;
- Site suggestions made through a site assessment survey with waste management operators;
- Site suggestions made through Plan area wide leafleting campaign;
- Sites suggested by the Wiltshire and Swindon waste development forum;

- Sites identified by the Councils through examination of existing waste management facilities and minerals workings sites lists;
- Sites identified by the Councils through examination of district and the borough local plans; and
- Sites identified through examination of the key industrial and employment areas in the Plan area.

- 1.10** All of the sites listed for appraisal were visited and where appropriate assessed against criteria within a site appraisal matrix.
- 1.11** The site appraisal process involved seven meetings with the Wiltshire and Swindon Waste Development Forum, a stakeholder group of over 160 organisations with an interest in planning for future waste development. The meetings with the Forum produced a detailed report, prepared by the appointed facilitators that documented the Forums conclusions from their discussions on each of the sites appraised. The outcomes of this process were used to inform the draft site allocations presented in an Issues and Options (I&O) report published for consultation in March 2006. This report contained a list of 57 sites that were deemed potentially suitable by the Councils for future waste management development.
- 1.12** Following the consultation on issues and options in March 2006, a combination of a change in regulations (2008)⁽²⁾ and a decision to concentrate resources on the production of the Waste Core Strategy and Development Control Policies DPDs meant that work on the Site Allocations DPD ceased between August 2006 and May 2009.
- 1.13** The Waste Core Strategy and Development Control Policies DPDs were adopted in July and September 2009 respectively. To augment the work previously undertaken in 2005/06, the Councils prepared and consulted on a revised waste site appraisal methodology in the summer of 2009. The intention of the revised methodology was to incorporate SA/SEA objectives and re-appraise sites contained in the I&O report. The revised methodology also sought to appraise any new sites that had been put forwards for consideration since 2006.
- 1.14** Between September 2009 and May 2010, 58 sites were appraised using the revised methodology, including 48 sites contained in the I&O report. Of these 58 sites, 52 sites were included in the Waste Site Allocations Additional Informal Consultation document which took place between January and March 2010 to refresh the work undertaken in 2006.
- 1.15** In early 2010 the Councils appointed consultants to undertake detailed assessments to establish and consider the potential planning and environmental constraints for the 52 waste sites which had been appraised. The results of the detailed assessments and the representations made on the additional consultation have informed the sites contained within this document.
- 1.16** As a result of this process (which fully integrates sustainability appraisal) a total of 43 sites are considered to be suitable to accommodate future waste management uses by the Councils.

Strategic and local sites

- 1.17** Within this document the Councils refer to strategic and local scale sites. Strategic waste management facilities are large and/or more specialist facilities that will operate in a wider 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:

- Waste treatment facilities such as energy from waste, mechanical biological treatment, pyrolysis, gasification, anaerobic digestion and in-vessel composting;
- Strategic materials recovery facilities (MRFs) e.g. collecting, separating, sorting and bulking a wide range of waste materials prior to transfer (includes waste from black box collections) received from a wide area;
- Strategic composting facilities; e.g. on large waste management sites receiving inputs from a wide area; and
- Landfill / landraise facilities.

1.18 It is expected that strategic facilities will serve either large areas of the County and Borough, the whole Plan area, or areas of Wiltshire and Swindon and surrounding local authorities. Such sites will have characteristics that will prevent them from being accommodated on small and/or sensitive sites and locations in the County and the Borough.

1.19 Where these specialist or strategic sites cannot adequately meet smaller-scale local needs, it will be more appropriate for similar waste management operations to be undertaken at a smaller, more localised scale. These facilities are just as essential, helping to provide local solutions for collecting, sorting, bulking, transferring and treating wastes as well as complementing the County, Borough and regional level solutions provided by strategic waste management facilities.

1.20 Local waste management facilities will be expected to handle waste sourced from a limited geographical catchment. They are generally considered to include:

- Household recycling centres - public facilities, where household waste can be taken for recycling;
- Local recycling facilities, e.g. collecting, storing and bulking particular waste materials prior to transfer (can also include metal recycling, car de-pollution and WEEE facilities);
- Local scale materials recovery facilities - as strategic but receives waste from a limited geographical area;
- Waste transfer stations, where waste is deposited, stored and then transferred in larger loads to a waste treatment or disposal facility;
- Inert waste recycling and transfer facilities e.g. the sorting, screening or crushing of inert material prior to transfer; and
- Local scale composting e.g. on farms or small waste management sites receiving inputs from limited sources.

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

1.22 Strategic facilities will be located to principally serve the towns of Swindon, Chippenham, Trowbridge and Salisbury and thereby offer additional capacity to manage waste arisings from these areas and their associated catchment. In this sense they will practically serve larger areas of the County and the Borough.

Where should new waste management facilities be located?

1.23 The Waste Core Strategy sets out the commitment to locate strategic facilities as close as practicable (within 16 km) of the towns of Swindon, Chippenham, Trowbridge and the city of Salisbury, but not within designated Areas of Outstanding Natural Beauty (AONBs). The Councils consider that local scale facilities can be located within suitable locations outside of these catchment areas, including within AONBs, but only where they are appropriate to serve local needs.

The need for additional waste management sites to 2026

- 1.24** The draft Regional Strategy (RS) for the South West sets out the sub-regional apportionments for waste recovery, recycling and landfill for municipal and industrial and commercial waste for each planning authority. As part of the production of the Waste Core Strategy, the sub-regional apportionments were compared against the estimated operational capacities of existing waste management sites across the Plan area. This highlighted a notional ‘capacity gap’ for the period up to 2026 that the Waste Site Allocations DPD would need to address.
- 1.25** In July 2010 the government announced its intention to revoke Regional Strategies (RS). Despite this, the government has advised that the evidence which informed the preparation of the revoked RSs can still be used as material consideration in the preparation of DPDs and local decision making⁽³⁾. With this in mind, the Councils have continued to rely on the capacity projections set out in the adopted Waste Core Strategy.
- 1.26** Policy WCS3 of the Wiltshire and Swindon Waste Core Strategy identifies a need to deliver the following capacities through the Waste Site Allocations DPD:

Table 1.1 Capacity allocated within the Waste Core Strategy Policy WCS3 to be delivered in the Waste Site Allocations DPD

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

- 1.27** The requirements set out in Policy WCS3 were established using a base date of 2006. Since then a number of waste management facilities have been permitted increasing the existing capacity for the Plan area⁽⁴⁾. Table 1.2 illustrates the changes to the capacity gap as identified through annual monitoring of planning applications and Table 1.3 shows the revised capacity gap figures that the Councils need to provide for.

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

4 See the Waste Site Allocations DPD: Waste Capacity Gap Report for details

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

Waste stream	Type of facility	Capacity
Municipal	Waste Treatment	60,000 tpa (in Wiltshire of which only 38,000 tpa of biodegradable waste diverted from landfill)
	Outdoor Composting	35,050 tpa
	Recycling	38,000 tpa
Industrial and Commercial	Waste Treatment	122,000 tpa
	Recycling	91,538 tpa
	Landfill	604,867 cubic metres
Inert	Recycling / Transfer	96,730 tpa
	Landfill	988,000 cubic metres

Table 1.3 Overall remaining capacity to be delivered by the Waste Site Allocations DPD

Waste stream	Capacity to be delivered
Municipal	<ul style="list-style-type: none"> • 16,000 tonnes per annum of treatment capacity for municipal waste management for Swindon; • A household recycling centre and a material recovery facility for the management of Wiltshire's municipal waste; and • Suitable municipal waste management facilities in Swindon to achieve the target of 50% recycling by 2010 and to meet the objectives of the Swindon municipal waste strategy.
Industrial and Commercial	<ul style="list-style-type: none"> • 311,003 cubic metres of void space capacity for the management of industrial and commercial waste; • 128,000 tonnes per annum of treatment capacity for industrial and commercial waste management for Wiltshire and Swindon; and • 58,462 tonnes per annum of recycling capacity for industrial and commercial waste management for Wiltshire and Swindon.
Inert	<ul style="list-style-type: none"> • 0 cubic metres of void space capacity for the management of inert waste; and • 0 tonnes per annum of transfer capacity for the management of inert waste in Wiltshire and Swindon.

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

Site profiles and maps

- 1.29** Each site inset map included in the document is accompanied by a table providing a brief description of the site and highlights issues that the Councils consider should be given detailed consideration and are likely to need addressing at the planning application stage. The list should not be seen as exhaustive, particularly as circumstances will change over time and the exact details of specific proposals that will come forward in the future are not known.
- 1.30** The site inset maps illustrate the site boundary that will be safeguarded for waste management purposes. Where the site is an employment allocation or industrial estate the site will be safeguarded in line with policy WCS4 of the Waste Core Strategy.

Monitoring

- 1.31** The preparation of the Waste Site Allocations DPD has been informed by a supporting evidence base. The sites contained within the DPD must be monitored and reviewed to ensure that the document responds to changing needs and circumstances and any other factors affecting the deliverability of the sites contained within it. Policy WCS7 in the Waste Core Strategy sets out the Councils commitment to delivering a 'plan, monitor and manage' approach to both implementing and reviewing proposals for sustainable waste management. In line with this, the Councils have prepared a monitoring framework for the Waste Site Allocations DPD.
- 1.32** The monitoring framework prepared by the Councils comprises a set of indicators and targets. These are consistent with statutory indicators, those included in the Councils Annual Monitoring Report (AMR) and the Sustainability Appraisal which support the Waste Site Allocations DPD.
- 1.33** The information on monitoring of the site allocations will be reported in the Councils AMR. Site allocations related monitoring indicators set out in the adopted Waste Core Strategy are shown in Table 1.4. Additional indicators which have been prepared as part of this Site Allocations DPD are set out in Table 1.5.

Table 1.4 Monitoring indicators set out in the Waste Core Strategy

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

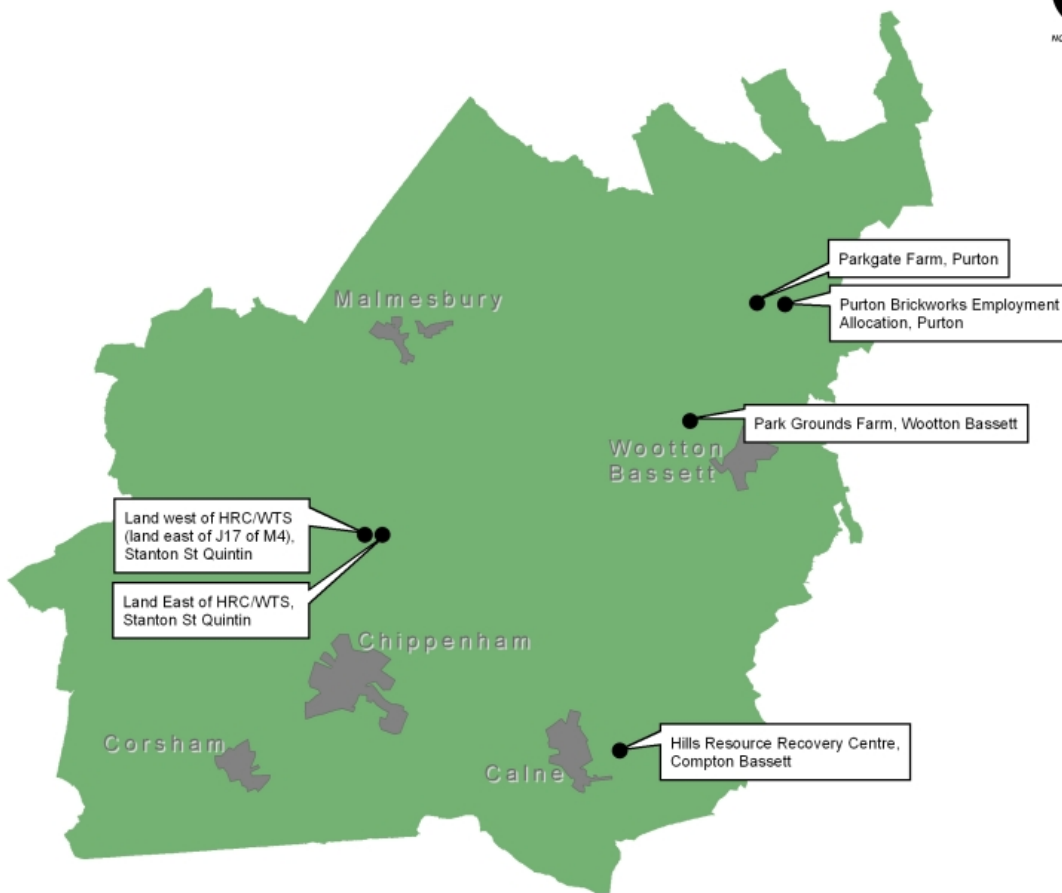
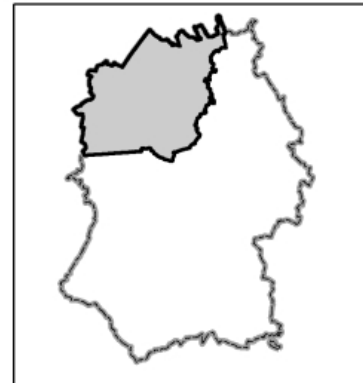
Table 1.5 Monitoring indicators for the Waste Site Allocations

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

2 North Wiltshire

2.1 Strategic sites

North Wiltshire Strategic Sites

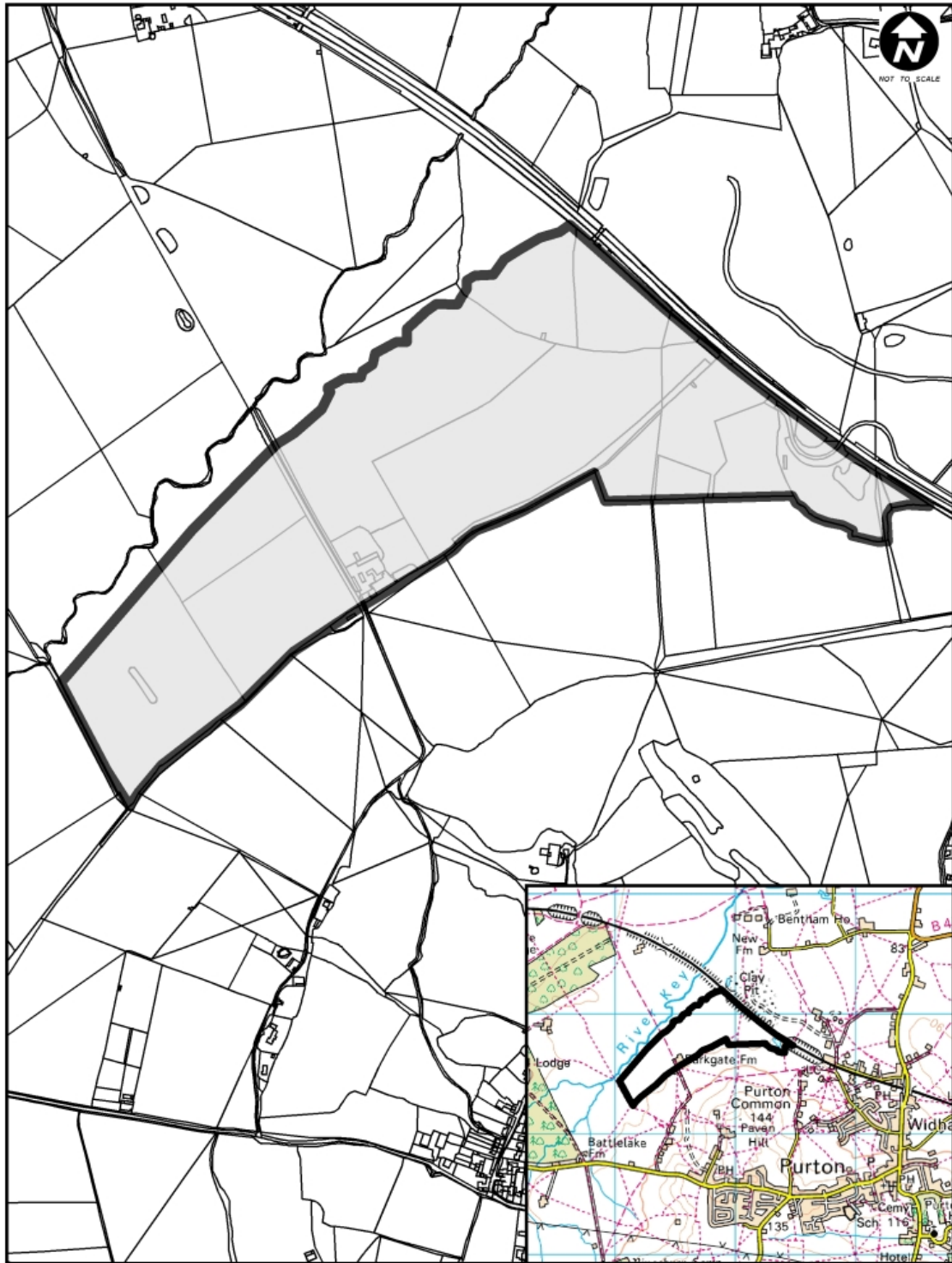


Key

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

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Parkgate Farm, Purton



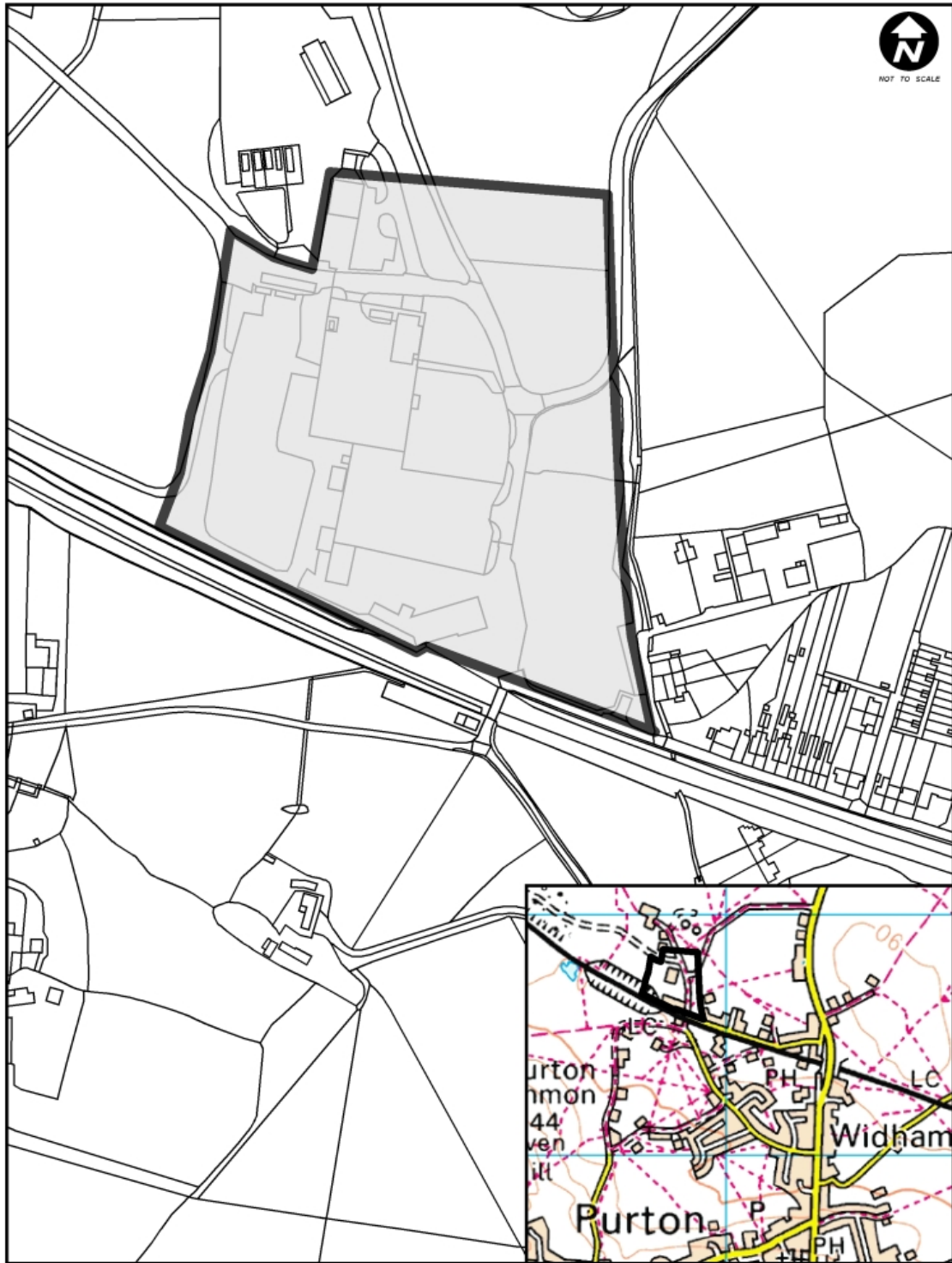
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Table 2.1 Parkgate Farm, Purton

Parkgate Farm, Purton	
Potential use/s	Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer and Waste Treatment.
Grid reference	407675 188866
Current use/s	The site operates as a strategic landfill for hazardous and non-hazardous waste. Permission has also been granted for a composting facility and a tyre shredding/recycling facility. A Household Recycling Centre is located on the adjacent Purton Brickworks Employment Allocation.
Description of site	The site is located approximately 1km to the north west of Purton. A railway line runs immediately adjacent to the northern boundary. The River Key travels along the northern edge of the site. A number of Public Rights of Way run through the site.
Size of site	43.6 ha
Planning context	The site is not allocated in the adopted North Wiltshire Local Plan although there is an existing employment allocation a short distance to the west of the site, on the north side of the railway line.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The ecology of the area will need extensive Phase I extended habitat survey work prior to planning application especially in respect of European protected species.
Historic environment and cultural heritage	An archaeological survey may be required as a Scheduled Monument is located approximately 500m south of the site.
Human health and amenity	Mitigation for any dust, odour and bio-aerosols will be required to minimise impacts on sensitive receptors. Detailed assessment will be required if the development is within 250m of any residential premises or 500m of any other receptors. Any assessment should account for the influence of Paven Hill (to the south) on local air flows. Potential impacts on noise, vibration and nuisance levels will also need to be investigated. Any development will need to safeguard Public Rights of Way.
Landscape, townscape and visual	The design of any major buildings is a key consideration. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting will be required.
Traffic and transportation	Proposals for waste development will need to ensure that there are no significant adverse impacts on sensitive receptors (particularly Cricklade village) and the highway network. Access arrangements will also need to be investigated. Mitigation may be required at the Cricklade Road/B4553 Packhorse Lane junction to improve visibility and safety. A Transport

Parkgate Farm, Purton	
	Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site borders areas of Flood Zone 2 and 3 associated with the River Key which follows the north western boundary of the site. The minor aquifer of low vulnerability on the western side is shallow. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. There is a risk from fluvial flooding and also risk of changing surface water runoff causing pluvial flooding. The shallow aquifer means there is a risk of groundwater flooding. Flooding could interrupt site operations and cause pollution to spread from the site. Further investigation should be carried out to assess the true nature of this risk. Proposals should consider mitigation such as a surface water drainage scheme and Sustainable Drainage Systems (SuDS) within site design to control runoff. A Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	Any new facilities must not prejudice the existing waste operations already permitted within the site boundary. Site falls within the MOD statutory safeguarding zones - RAF Lyneham and RAF Fairford Statutory Birdstrike Safeguarding Zone.
Cumulative effects	Potential for impacts on air quality, human health and amenity, traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Purton Brickworks Employment Allocation, Purton



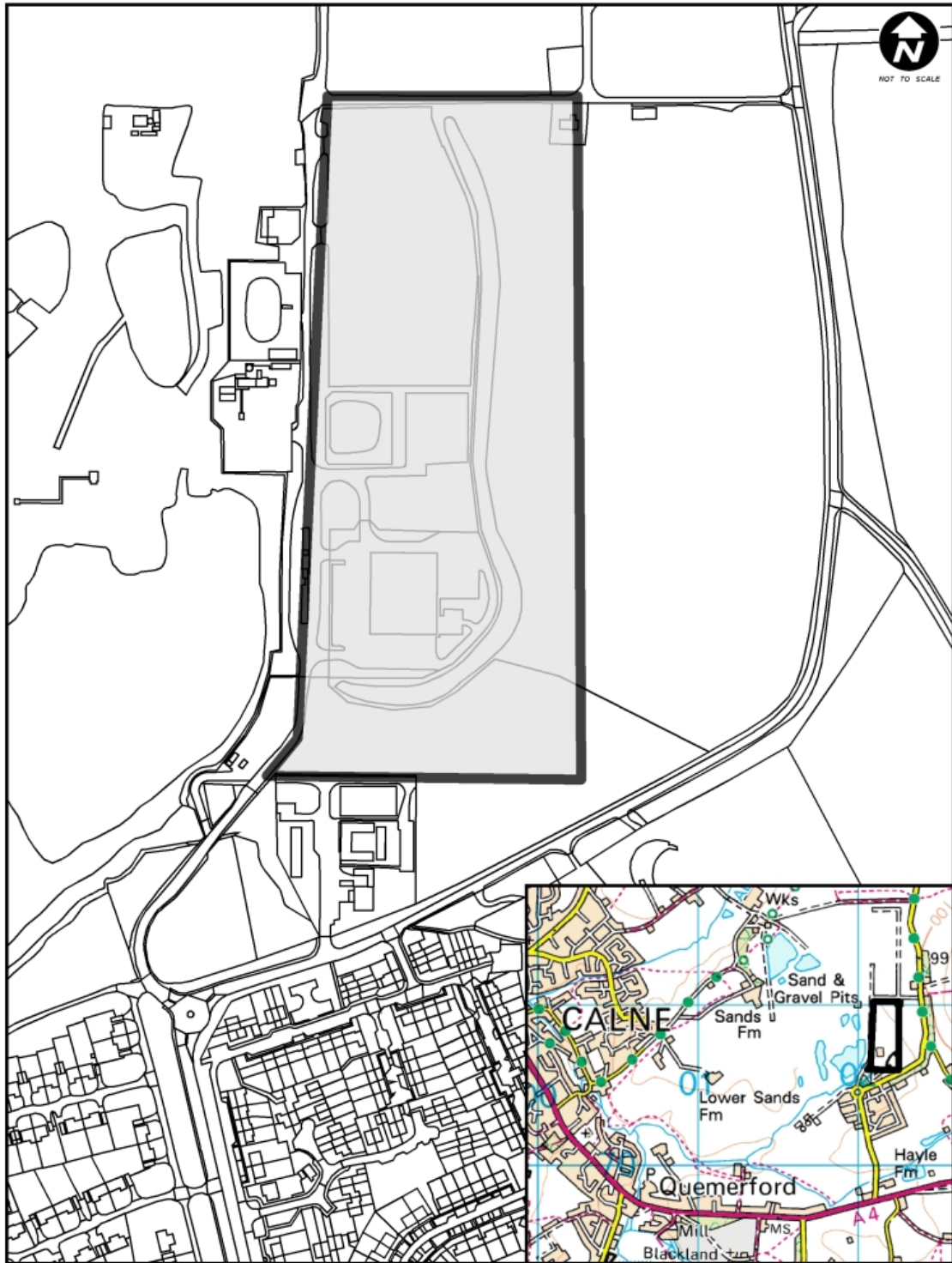
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Table 2.2 Purton Brickworks Employment Allocation, Purton

Purton Brickworks Employment Allocation, Purton	
Potential use/s	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
Grid reference	408777 188722
Current use/s	The site is covered by an employment allocation in the North Wiltshire Local Plan and accommodates a Household Recycling Centre. The site comprises several industrial and commercial compounds, with a mix of building style from large industrial sheds and temporary cabins to brick construction offices.
Description of site	The site is located approximately 1km north of Purton. A railway line forms the southern boundary of the site. Immediately to the west of the site is Purton landfill. There is a Public Right of Way running north-south through the site, with several side routes leading off in various directions.
Size of site	5 ha
Planning context	The site is allocated for employment in the North Wiltshire Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	An extended Phase I habitat survey, with particular reference to reptiles and badgers will be required to inform the planning decision.
Historic environment and cultural heritage	An archaeological survey may be required as a Scheduled Monument is located approximately 650m south west of the site.
Human health and amenity	<p>Noise is a concern on the site. It is considered that the site is unlikely to be able to support all of the proposed uses simultaneously. However with careful siting and use of mitigation measures the site is considered suitable for limited intensification of use i.e. only one of the possible uses. Acoustic screening in the form of bunds, buildings or fences may be required on the eastern and southern boundaries of the site.</p> <p>Measures to control emissions dust, odour and bioaerosols will be required. Detailed assessment at properties surrounding the site will also need to be undertaken to support a planning application.</p> <p>Any development will need to safeguard Public Rights of Way.</p>
Landscape, townscape and visual	Visual impacts, on surrounding residences and farms are a key concern, mitigation through sensitive site planning with low, single or double storey facilities in keeping with the rural style, along with suitable screening will be required.
Traffic and transportation	Proposals for waste development will need to ensure that there are no significant adverse impacts on sensitive receptors (particularly Cricklade village) and the highway network. Access arrangements will need to be investigated. Mitigation may be required at the Cricklade Road/B4553 Packhorse Lane junction to improve visibility and safety. A Transport

Purton Brickworks Employment Allocation, Purton	
	Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site is in Flood Zone 1 and is on unproductive strata (non-aquifer). There are proximate surface water features and potentially contaminating land uses on site. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. There is no risk of fluvial flooding but the potential for pluvial flooding should be investigated. Any increase in surface water discharge following development of the site must be managed within the site and limited to no greater than existing rates. Opportunities to reduce run-off from the site should be sought, for example by the reduction of impermeable areas. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment, Surface Water Management Plan and Contamination Assessment will be required to support a planning application.
Any other issues or comments	Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary. Site falls within the MOD statutory safeguarding zones - RAF Lyneham and RAF Fairford Statutory Birdstrike Safeguarding Zone.
Cumulative effects	Potential for impacts on air quality, human health and amenity, traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Hills Resource Recovery Centre, Compton Bassett



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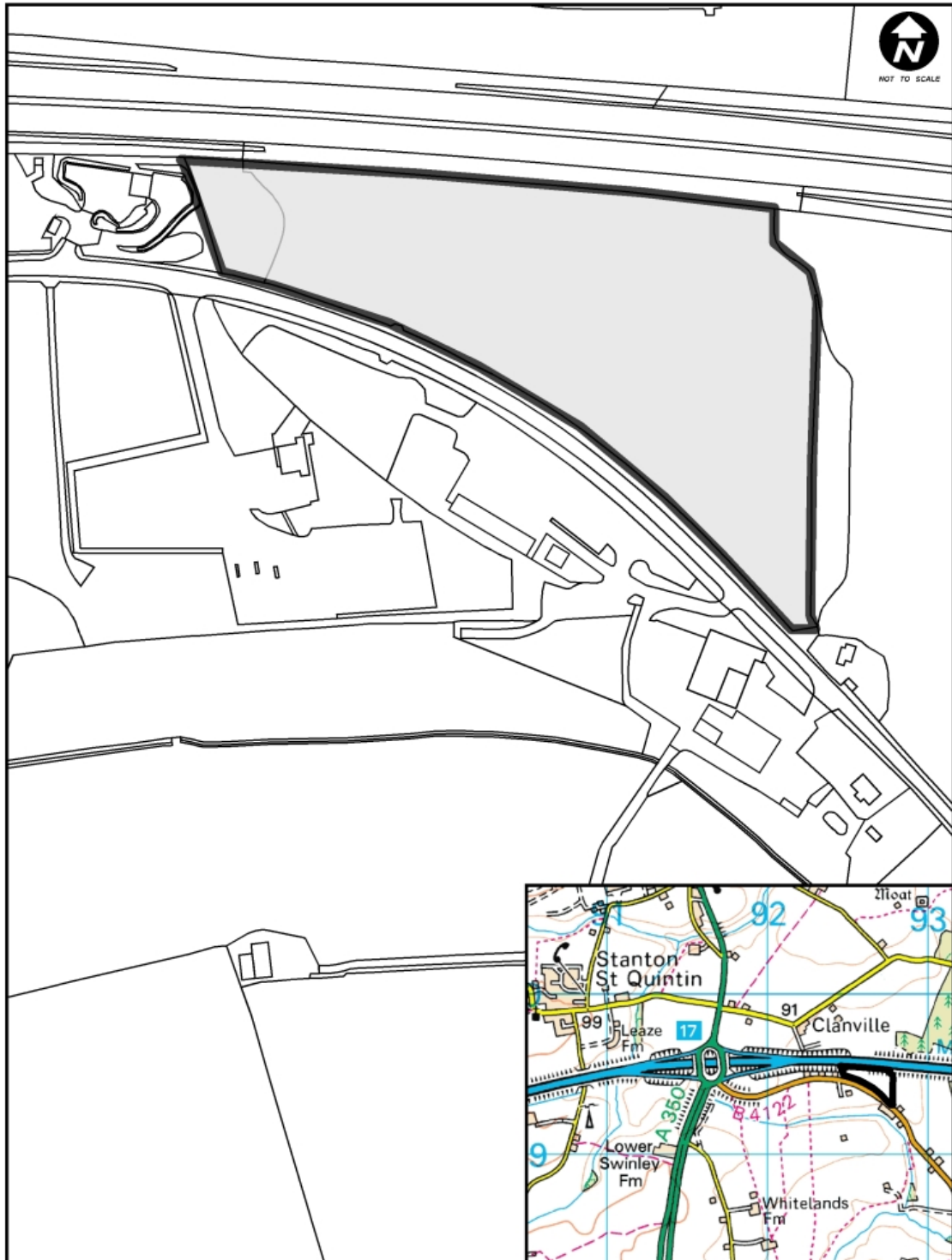
Table 2.3 Hills Resource Recovery Centre, Compton Bassett

Hills Resource Recovery Centre, Compton Bassett	
Potential use/s	Waste Treatment (excluding Energy from Waste)
Grid reference	402156 170841
Current use/s	The site is located within an operational waste management facility which includes non-hazardous landfill, landfill gas electricity generation, household recycling centre, consolidated composting operations, materials recovery facility and a skip waste recycling operation.
Description of site	The site is located approximately 1.25km east of Calne and approximately 1km north of the A4. Access to the site is via a single two lane carriageway road which forms the minor arm of a ghost island priority junction with the A4. Site buildings consist of large scale industrial sheds, temporary site offices and landfill associated plant and machinery. A small cluster of residential properties are located to the south of the site off Spreckly Road, as well as a few scattered residential properties to the east along Spreckly Road including the Old Camp Farm to the northeast corner of the site. A Sustrans National Cycle Route runs in proximity to the eastern border of the site.
Size of site	7.1 ha
Planning context	The site is not allocated in the adopted North Wiltshire Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	Old Camp Sandpit RIGS is approximately 160m west of the site. In ecological terms the location of the waste facility must not impact on current or previous mitigation measures or enhancements such as the planting that was part of previous planning permissions. Site level survey will be required to inform the planning application especially in respect of badgers and great crested newts which are both found in substantial numbers in close proximity to the site. The proposed waste site should be contained as far as possible within the existing buildings and hard standing area to avoid further land take. Substantial mitigation and enhancement will be required to offset the cumulative impacts of the sites.
Human health and amenity	Noise impacts from any additional facility is a concern. Acoustic screening in the form of bunds, buildings or fences may be required on the north east and southern boundaries. Any waste treatment facility should be sited as far away from residential properties as practical and by at least 150m. Mitigation for litter, dust, bioaerosols and odour is recommended. Detailed assessment will need to be undertaken to examine the impacts of bioaerosols if the waste treatment facility is an open process. Any development will need to safeguard Public Rights of Way.
Landscape, townscape and visual	A full landscape and visual impact assessment will be required to determine the full impacts on local residences and the nearby North Wessex Downs AONB. Any landscape and visual impacts from a treatment facility will need to be mitigated through sensitive site planning and screen planting.

Hills Resource Recovery Centre, Compton Bassett

<p>Traffic and transportation</p>	<p>It is recommended that improvements be made to the site access road in the form of increased width if possible, or a more sufficient access management plan for the access road. The level of mitigation required is dependent upon an anticipated increase in traffic using the site and planning/third party land constraints. It is also recommended that the existing speed bump on the access road is removed to minimise the impact of noise and vibration on local residents. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
<p>Water environment</p>	<p>The site falls predominantly in Flood Zone 1, but the southern fringe enters Flood Zone 2. There is a risk from fluvial flooding and also risk of changing surface water runoff causing pluvial flooding. Flooding could interrupt site operations and cause pollution to spread from the site. Proposals should consider mitigation such as surface water drainage schemes and SuDS within site design to control runoff. It may be advisable for any site layout to avoid locating buildings/equipment in the site's southern fringe. A Flood Risk Assessment will be required. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area.</p>
<p>Any other issues or comments</p>	<p>The site is in proximity to Sands Farm quarry and landfill. Account should be taken of the combined impacts of operations on both sites upon the locality.</p> <p>This site falls within the MOD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone.</p>
<p>Cumulative effects</p>	<p>No cumulative effects identified at the plan-making stage.</p>
<p>Links to the Waste Core Strategy</p>	<p>Site is located within 16km of Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>

Land East of HRC/WTS, Stanton St Quintin



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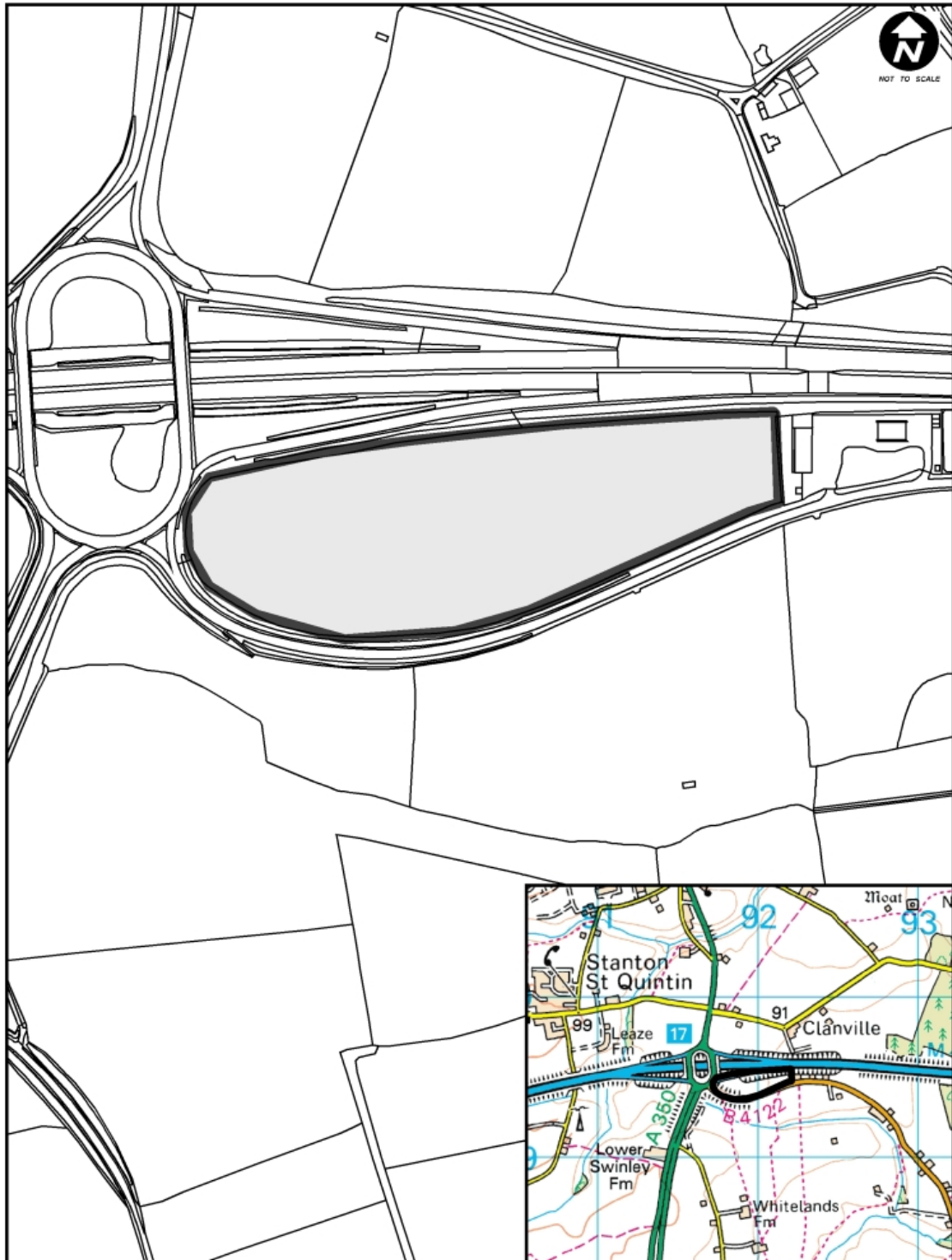
Table 2.4 Land East of HRC/WTS, Stanton St Quintin

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

East of HRC/WTS, Stanton St Quintin

	using traditional building materials where possible. A full assessment will need to support a planning application.
Traffic and transportation	A new priority access junction with a ghost island right turn lane is recommended to provide access to the site. A formal access design will be required when submitting a planning application. The design will require a capacity assessment to be carried out. A Transport Assessment, including a capacity assessment on the nearby M4 Junction 17, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site is in Flood Zone 1 and is on unproductive strata (non-aquifer). There is a low risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. A Flood Risk Assessment will be required to support a planning application. Proposals should consider mitigation in the form of SuDS within site design, infiltration devices and Surface Water Management Plan.
Any other issues or comments	Account should be taken of the combined impacts of operations on this site and other existing/proposed waste sites/depots in the locality.
Cumulative effects	Potential for impacts on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Land West of HRC/WTS, Stanton St Quintin



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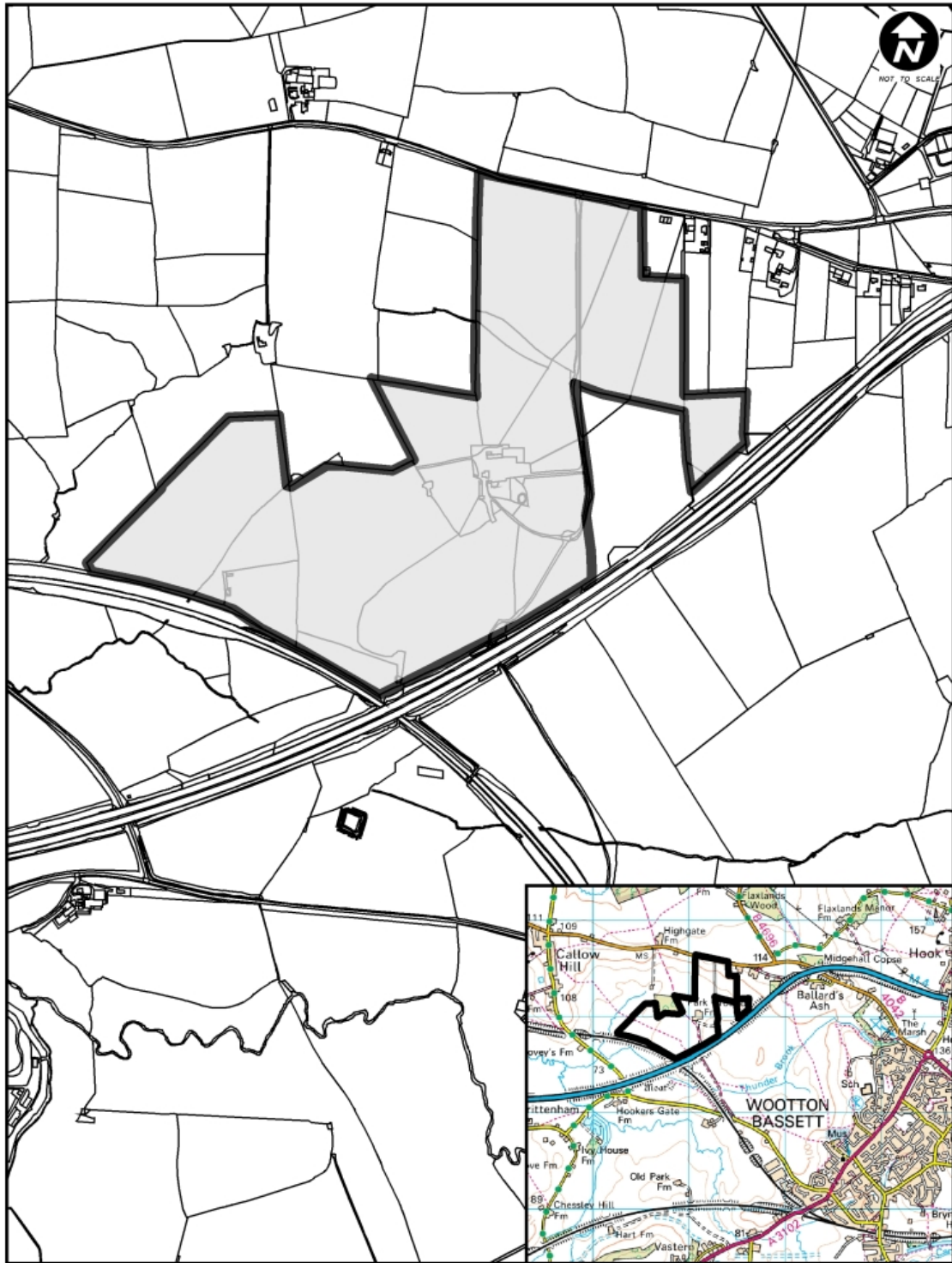
Table 2.5 Land West of HRC/WTS, Stanton St Quintin

Land West of HRC/WTS, Stanton St Quinton	
Potential use/s	Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer and Waste Treatment.
Grid reference	391965 179461
Current use/s	The site is currently agricultural land (pasture). The Highways Agency depot and existing Household Recycling Centre and Waste Transfer Station is immediately east of the site.
Description of site	The site is located approximately 0.9 km south east of Stanton St Quintin immediately to the south of the M4 (Junction 17) on the B4122 (a busy commuter road). The northern boundary of the site is formed by the slip road of the M4, the southern boundary by a semi mature hedgerow and the B4122 and the western extent by the motorway junction and an immature hedgerow. The site is a medium scale field which is domed and at its highest point shares the same elevation to the adjacent motorway junction. The ground falls away to the south.
Size of site	6.4 ha
Planning context	The site is not allocated in the adopted North Wiltshire Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The location and proximity of the site to the motorway means that the land serves as important wildlife commuting corridors into adjacent habitat areas and the wider landscape. All tree lines and hedgerows within and bordering the site are retained within the development. Site level survey will be necessary to inform the planning application and in particular this should include an extended Phase I habitat survey and surveys for bats, badgers, great crested newts and farmland/arable/ground nesting birds (there are numerous records of all these species in close proximity to the site). There is another waste allocation within 500m of this site. Some significant habitat enhancement may be required for the two sites to ensure that the overall cumulative impact of the sites is mitigated for in relation to the surrounding habitat. Appropriate enhancement for biodiversity in relation to this site allocation would include additional planting along the northern and western boundaries with native trees and shrubs, to increase connectivity.
Landscape, townscape and visual	The isolated and enclosed setting of the site means it has capacity to accommodate change however mitigation will be required to reduce the visual impacts on users travelling along the M4. Mitigation could include the use of native and evergreen hedgerows and trees and native woodland planting to site boundaries to screen views into the site and strengthen rural character. Any site buildings will need to be in keeping with the local building vernacular, using traditional building materials where possible. A full assessment will need to support a planning application.
Traffic and transportation	There is currently no vehicular access into the site. The most suitable location for a new site access would be located towards the south east side of the site, onto the B4122, which is approximately 6.4m wide and has a speed limit of 60mph. This access would be approximately 260m west of the existing access into the Household Recycling Centre and would provide an ideal

Land West of HRC/WTS, Stanton St Quinton

	<p>location in terms of providing suitable visibility from access onto and leaving the site. It is recommended that the proposed access takes the form of a ghost island right turn to prevent any delays caused by right turners into the site and improve safety. A Transport Assessment, including a capacity assessment on the nearby M4 Junction 17, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
Water environment	A Flood Risk Assessment will be required to support a planning application.
Any other issues or comments	<p>Account should be taken of the combined impacts of operations on this site and other waste sites/depots in the locality.</p> <p>This site falls within the MOD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone.</p>
Cumulative effects	Potential for impacts on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Park Grounds Farm, Wootton Bassett



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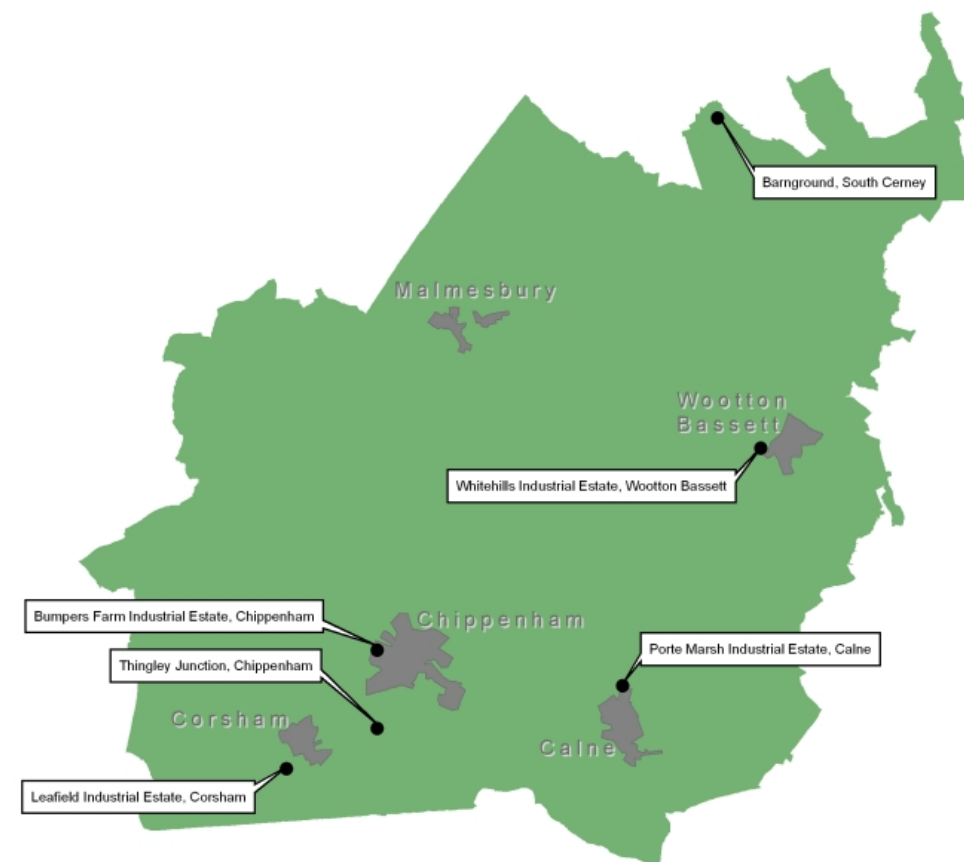
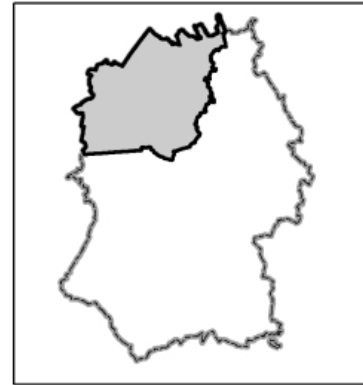
Table 2.6 Park Grounds Farm, Wootton Bassett

Park Grounds Farm, Wootton Bassett	
Potential use/s	Landfill/raise extension and Waste Treatment.
Grid reference	405054 183946
Current use/s	The current site operates as a waste management facility, with landraise, composting and recycling facilities. A pyrolysis plant to recover energy from waste wood has gained planning permission, but is not currently operational.
Description of site	The site is located approximately 1.5km north west of Wootton Bassett. The proposed site comprises agricultural land with large fields bounded by low hedgerows rising to the north, allowing views throughout the site. There is an existing landraise within the site. The site is accessed from the north of the site via the B4042 which forms the northern boundary of the site. Highgate Farm and several properties run along the B4042. A field and residential properties are located to the east of the site. The southern boundary is formed by the M4 and a railway line. A former landfill site is located to the south of the railway, between the site and the M4. Agricultural fields are located to the west of the site. Two Public Rights of Way cross the site.
Size of site	59.6 ha
Planning context	The site is not allocated in the adopted North Wiltshire Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is located immediately adjacent to Callow Hill Farm Meadow County Wildlife Site and Witybed, Wootton Bassett County Wildlife Site. Both of these sites have been treated with due care during existing permissions by ensuring that ground and surface water issues do not result in changes to the environmental conditions within the designated sites. Any further development of the existing site must not impact on the nearby County Wildlife Sites or on current mitigation strategy for extant permission; this includes lighting constraints for bats, habitat creation and enhancement for great crested newts and habitat management for great crested newts.
Historic environment and cultural heritage	Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological field surveys will need to be undertaken to assess the nature, extent and significance of any surviving remains. The two archaeological sites recorded in the western part of the site should be subject to archaeological evaluation in advance of any proposed land extraction in this area. Further mitigation may be required depending on the outcome of the evaluation.
Human health and amenity	<p>Potential noise impacts on surrounding residences. Acoustic screening in the form of bunds, buildings or fences may be required on all but the southern boundary. The site should be located a minimum of 150m from any residential dwellings.</p> <p>Air quality risks for the intended use are low to high without mitigation. Mitigation for dust, odour and bioaerosols is required. Detailed assessment is recommended for bioaerosols and odour if the layout of the site is to include</p>

Park Grounds Farm, Wootton Bassett	
	<p>facilities within 250m of sensitive receptors. Given the size of the site, there is potential for these activities to be located beyond 250m through sensitive site planning.</p> <p>Any development will need to safeguard Public Rights of Way.</p>
Landscape, townscape and visual	<p>Proximity to the M4 and the composting centre to the south of the site degrades the landscape character of the area. Sensitive site planning (facilities to be located to the base of the ridge adjacent to Park Grounds Farm) and use of native and evergreen hedgerows and screen planting will improve the site enclosure. This will allow the site to accommodate change while minimising adverse landscape and visual impacts of development. Any waste facilities should be in keeping with the local vernacular/agricultural style.</p>
Traffic and transportation	<p>Site is in a good location for access to the HGV Route Network although vehicles will have to pass a number of residential dwellings and the impact of additional HGV trips will have to be assessed. The potential impact on the SRN and traffic issues at M4 J16 will also need to be considered. The site access is suitable to provide good visibility at the access to the site but may need to be upgraded. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
Water environment	<p>There are surface water courses in proximity to the site and an investigation into risk of contamination will be required to support a planning application. It is recommended that a strip of land at least 8 metres wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area.</p> <p>Further assessment in the form of a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency will be required to support a planning application. Appropriate mitigation will be essential.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>Site falls within the MOD statutory safeguarding zones - RAF Lyneham Statutory Birdstrike and Safeguarding Zone.</p>
Cumulative effects	<p>No cumulative effects identified at the plan-making stage.</p>
Links to the Waste Core Strategy	<p>Site is located within 16km of Chippenham and Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>

2.2 Local sites

North Wiltshire Local Sites

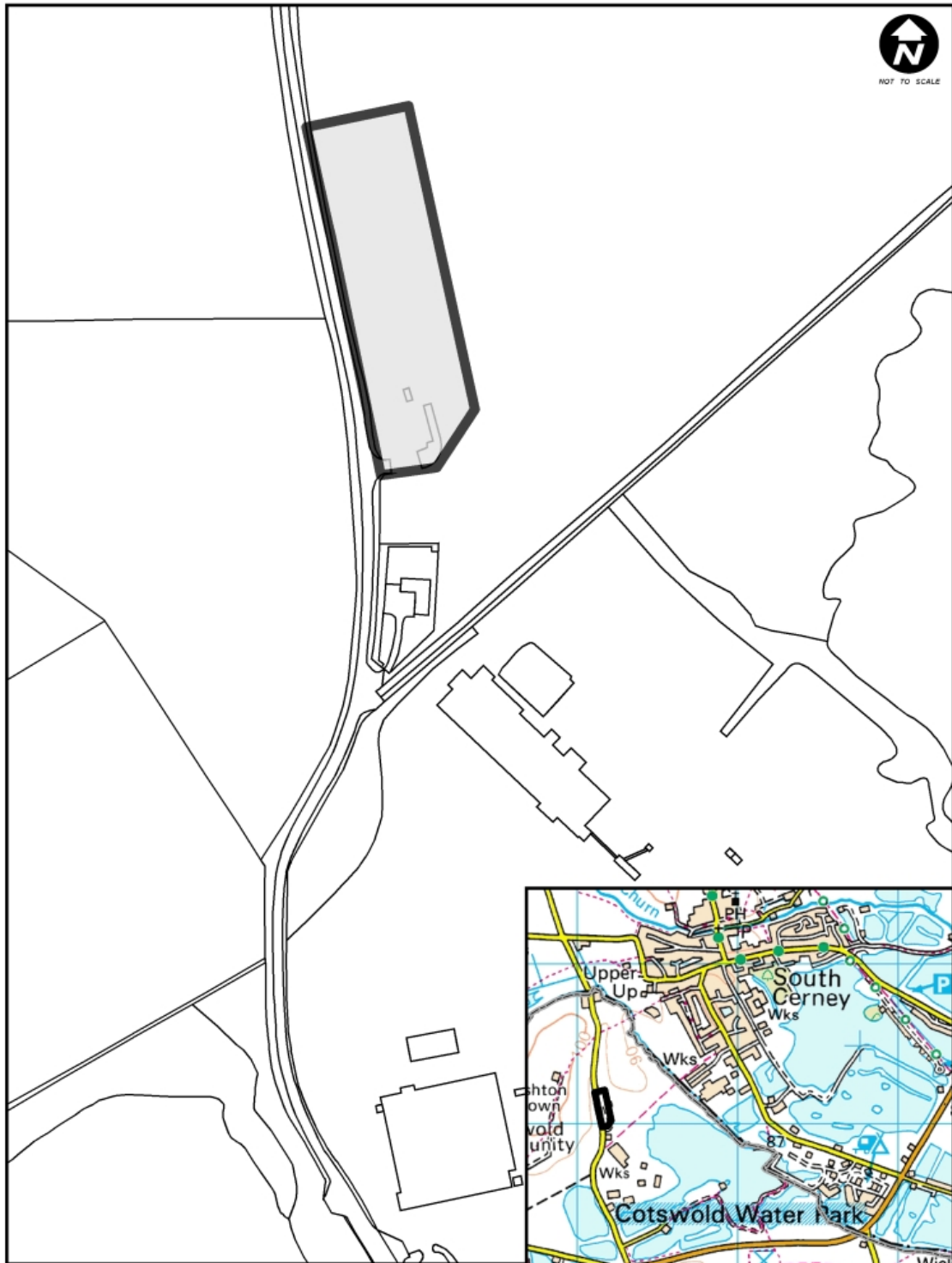


Key

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

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Barnground, South Cerney



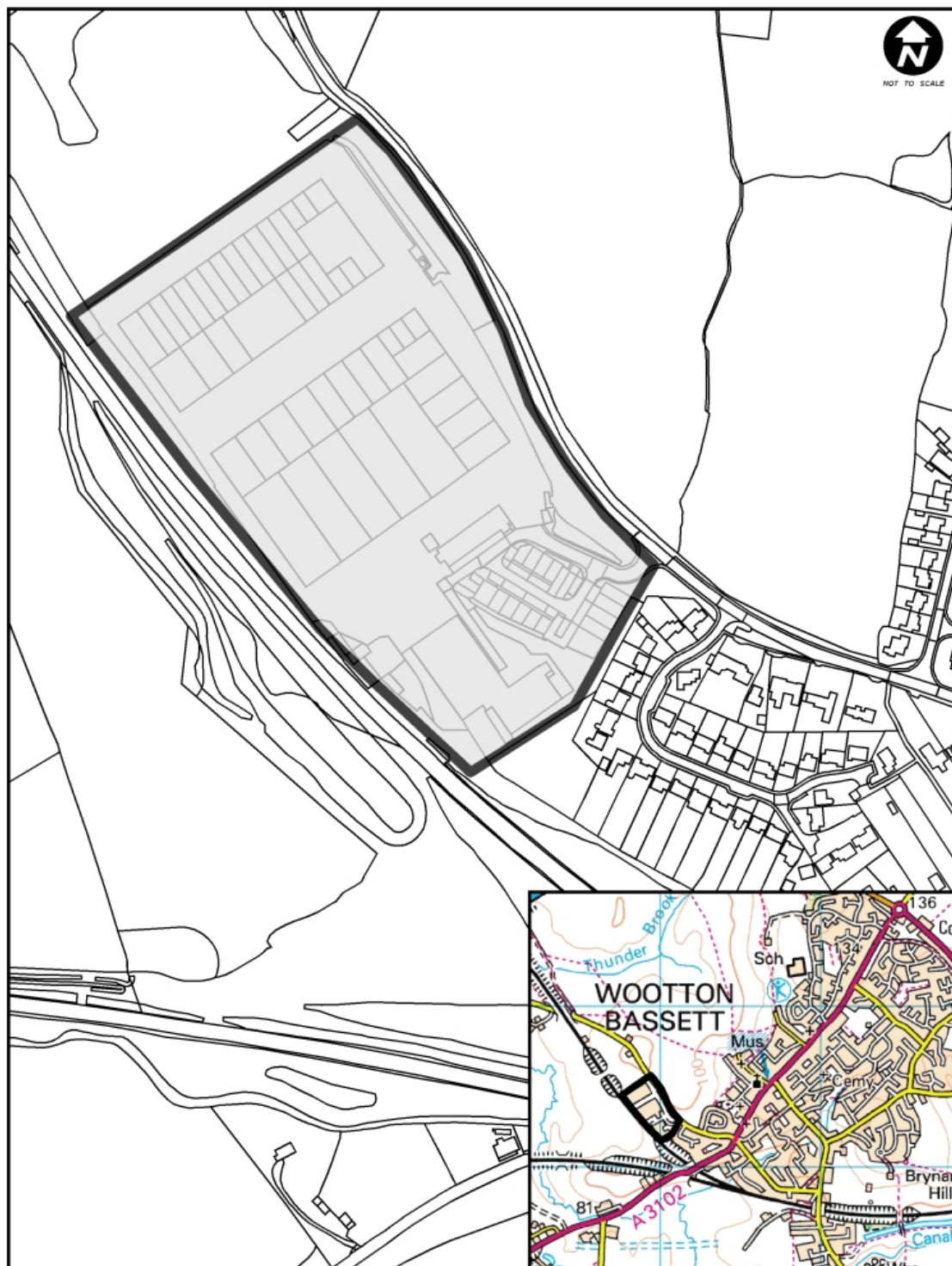
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Table 2.7 Barnground, South Cerney

Barnground, South Cerney	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	404164 196088
Current use/s	The site is a former mineral processing site located on the former access track to the restored landfill (industrial and commercial waste) and is bounded by low hedgerows with hedgerow trees. The site is currently agricultural land (pasture) used for grazing sheep.
Description of site	The site is located approximately 0.6 km south east of South Cerney. It is currently accessed from an unclassified road called Ashton Road which meets the Cotswold Waterpark Spine Road approximately 750m south of the proposed site. The site is approximately 5km from the nearest A419 junction to the east, which is accessed via the B4696. To the north and east of the site is the restored former landfill beyond which lies, a school and residential areas to the north east and one of the Cotswold Water Park lakes to the east, used for water sports. A house/office and a cement manufacturing works are located to the south of the site. The western boundary is formed by Ashton Road beyond which lies agricultural grazing land and the Cotswold Community sharp sand and gravel quarry.
Size of site	1.4 ha
Planning context	The site is not allocated in the adopted North Wiltshire Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	A site level survey will be required to inform a planning application and should include a Phase I habitat survey plus surveys for badgers, reptiles and commuting bats.
Human health and amenity	Potential for noise impacts. Acoustic screening in the form of bunds, buildings or fences may be required on the southern boundary if the nearest non residential building is converted into residential use.
Landscape, townscape and visual	Visual impacts on surrounding residences and farms should be mitigated through sensitive site planning (facilities to be located to the south adjacent to the cement works) and screen planting. The use of native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and strengthen rural character. Where possible, site buildings should be in keeping with the local vernacular/architectural style.
Traffic and transportation	It is recommended that improvements be made to the site access in terms of a ghost island right turn lane. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	Site is on a minor aquifer and is in a Source Protection Zone 2. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. There is potential for contamination issues from past

Barnground, South Cerney	
	<p>activities. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Proposals should consider mitigation such as SuDS within site design and infiltration devices.</p> <p>There is no foul sewer connection to this site, so any drainage from waste handling/storage areas would have to be contained in a sealed tank then taken off-site for disposal.</p> <p>Further assessment in the form of a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	This site falls within the MOD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.
Cumulative effects	No cumulative effects identified at the plan-making stage.
Links to the Waste Core Strategy	Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Whitehills Industrial Estate, Wootton Bassett



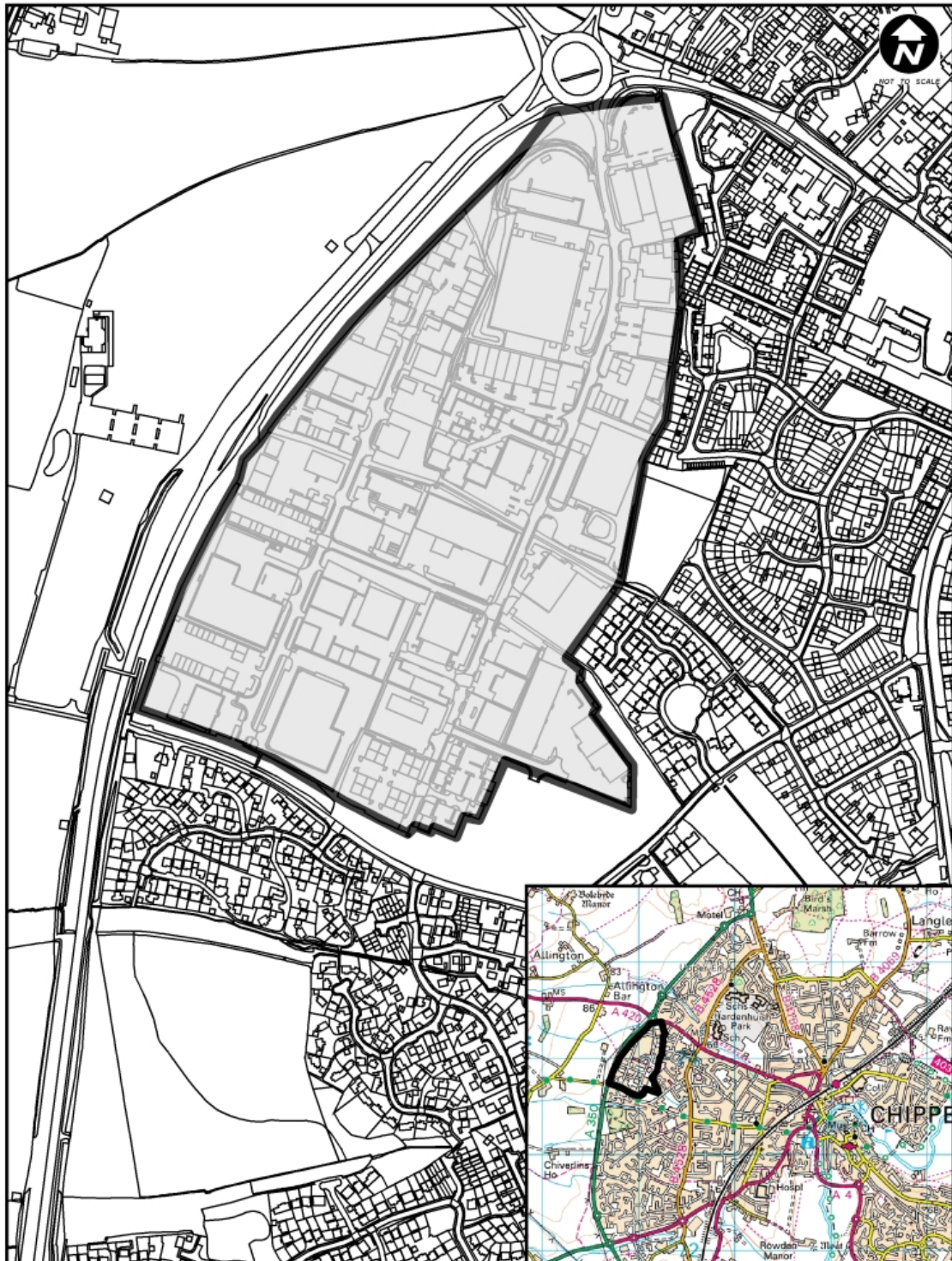
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Table 2.8 Whitehills Industrial Estate, Wootton Bassett

Whitehills Industrial Estate, Wootton Bassett	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	405929 182302
Current use/s	The site is an existing industrial estate with office, general industrial and warehousing uses.
Description of site	The site is located on the south western fringe of Wootton Bassett. The site is currently accessed from a priority junction with Whitehill Lane. Whitehill Lane itself forms the minor arm of a priority junction with the High Street (A3102). The site is approximately 5km from J16 of the M4. The north eastern boundary of the site is formed by Whitehill Lane and the south eastern boundary is formed by the residential settlement located along Whitehill Lane on the east of the site. The south western boundary is delineated by a railway and to the north west of the site is scrub land and fields.
Size of site	7.3 ha
Planning context	The site is not allocated in the adopted North Wiltshire Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	A site level survey will be required in order to design appropriate enhancement for biodiversity relative to the existing surrounding habitat features. There are existing records of badgers on land to the north west of the site and if construction or other physical change is to be undertaken near the boundary of the existing hard standing, it would be prudent to check for badger activity within 30m of the site boundary so that necessary actions can be taken to avoid harming badgers or destroying their setts.
Human health and amenity	Potential for noise impacts. Acoustic screening in the form of bunds, buildings or fences may be required depending on the sitting of the facilities. The facilities should be sited as far away from the south eastern boundary as practical and by at least 150m.
Landscape, townscape and visual	Visual impacts on surrounding residences and farms should be mitigated through sensitive site planning and screen planting, as well as the creation of vegetated earth bunds to the north and west boundaries. The use of native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and strengthen rural character. Where possible, site buildings should be in keeping with the local vernacular/architectural style.
Traffic and transportation	The environmental impact associated with an increased number of HGVs, as well as access to the site via the Whitehill Lane/Bath Road junction is an area for concern. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	There are surface water features in proximity to the site. A Flood Risk Assessment will be required to support a planning application.

Whitehills Industrial Estate, Wootton Bassett	
Any other issues or comments	<p>Any new facilities must not prejudice the existing uses already permitted within the site boundary.</p> <p>This site falls within the MOD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone.</p>
Cumulative effects	No cumulative effects identified at the plan-making stage.
Links to the Waste Core Strategy	Site is located within 16km of Chippenham and Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Bumpers Farm Industrial Estate, Chippenham



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Table 2.9 Bumpers Farm Industrial Estate, Chippenham

Bumpers Farm Industrial Estate, Chippenham	
Potential use/s	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	389936 173889
Current use/s	The site is an existing industrial estate comprising of variety of employment and retail uses.
Description of site	The site is located on the western fringe of Chippenham. The existing access to the site is via a direct connection to the A350/A420 roundabout which provides good access to the M4 (approximately 5.5km north of the site). The site is flanked by residential properties to the east on Longstone Road and to the south beyond Frogwell. The western boundary of the site is delineated by the A350 which is screened with a bund and tree planting. Beyond the A350 Chippenham Rugby Union Football Club is located. St Peters church and school is located to the south west of the site. A Public Right of Way runs through the site.
Size of site	25.9 ha
Planning context	The site is not allocated in the adopted North Wiltshire Local Plan although a residential allocation is situated adjacent to the north eastern boundary of the site. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified land approximately 200m to the east of the site for residential development.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	A site level survey will be required in order to design appropriate enhancement for biodiversity relative to the existing surrounding habitat features.
Human health and amenity	<p>Potential for noise impacts. Acoustic screening in the form of bunds, buildings or fences may be required depending on the location of a waste facility. Facilities should be sited as far away from the southern and eastern boundary as practical (i.e. towards the mid west part of the site) and at a minimum distance of 150m from any dwelling.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Dust and odour control measures will be required but detailed assessment is not necessary.</p> <p>Any development will need to safeguard Public Rights of Way.</p>
Traffic and transportation	Capacity/impact assessments of the local and strategic (A350 and M4 motorway) highway network will be required. A capacity assessment of the site access roundabout will be needed to confirm that the M4 J17 can accommodate the proposed traffic volumes. Consideration will also need to be given to the existence of on-street parking along the access road which prohibits two HGVs to pass unopposed. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.

Bumpers Farm Industrial Estate, Chippenham

Water environment	<p>The site lies on minor aquifer and is in a Source Protection Zone 2. The site's eastern boundary adjoins an ordinary watercourse. It is recommended that a strip of land at least 8m wide adjacent to the watercourse/culvert along the site's boundary should be left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. Ground levels should not be raised within this area. Proposals should consider mitigation such as SuDS within site design, infiltration devices and Surface Water Management Plan.</p> <p>Flood Risk Assessment and an investigation into risk of contamination and hydrological survey to anticipate whether works may penetrate the natural winter water table will be required to support a planning application.</p>
Any other issues or comments	Any new facilities must not prejudice the existing uses already permitted within the site boundary.
Cumulative effects	Potential for impacts on traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Thingley Junction, Chippenham



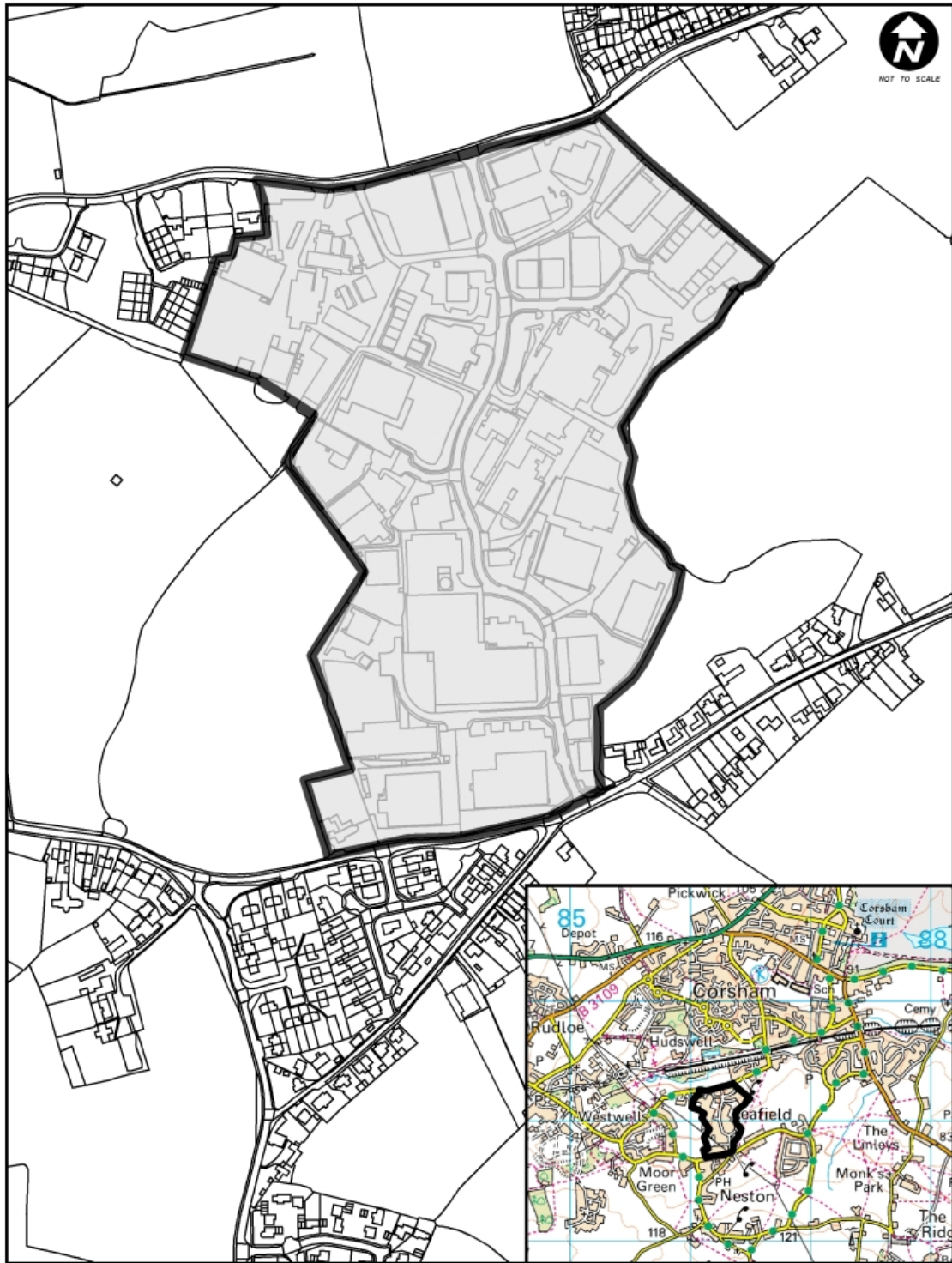
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Table 2.10 Thingley Junction, Chippenham

Thingley Junction, Chippenham	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	390092 170726
Current use/s	The site is a Brownfield site comprising former sidings and open storage land used for stocking ballast and railway track.
Description of site	The site is located approximately 1.5km south west of Chippenham. An unclassified road links the site to the A4 to the north west and a very narrow road provides access to the A350 to the south east. The northern boundary is formed by a traveller's site. The eastern boundary is delineated by a slightly elevated Chippenham-Bath railway line beyond which is restored landfill site. The south western boundary is formed by the abutment of a railway bridge and the north western boundary is a tree belt adjacent to an unclassified road. There are a number of scattered dwellings and farm buildings to the west of the site.
Size	7.1 ha
Planning context	The site is not allocated in the adopted North Wiltshire Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	There are existing Great Crested Newt (GCN) records within 350m of the site and several records of some of the rarer butterfly species. A full ecological survey will be required to inform any future planning application and this should be a full Phase I survey with additional reptile and GCN surveys (if no water body exists within 500m, a habitat suitability index for GCNs should be drawn up). An invertebrate survey will also be required. Enhancement of the site boundaries with additional planting should complement the current ecology of the site. Proposals for site enhancement should aim to help meet targets in the Wiltshire Biodiversity Action Plan, particularly within the "Batscapes" project that is part of the bat species action plan.
Human health and amenity	There is potential for impacts in relation to noise. Acoustic screening in the form of bunds, buildings or fences may be required. The facilities should be sited as far away from the northern boundary as possible and by at least 125m. Air quality risks for the intended use are low to moderate without mitigation. Dust and odour control measures will be required but detailed assessment is not necessary.
Landscape, townscape and visual	Potential for landscape and visual impacts on local receptors due to the open nature of the site. Visual impacts should be mitigated through facility design and screen planting. The use of native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and minimise impact on the surrounding area. Where possible, site buildings should be small to medium scale, in keeping with an agricultural style.

Thingley Junction, Chippenham	
Traffic and transportation	Extensive physical works to the site access will need to be carried out. Some local widening will be required along the unnamed road linking the site to the A4. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site lies on a minor aquifer and is in Source Protection Zone 2. There is a low risk of fluvial flooding but potential for pluvial flood risk and flood risk from groundwater. There is potential for impacts in relation to the water environment and contaminated land as a result of extensive past and present industrial use of the site including landfilling. The public water supply associated with the Source Protection Zone should be safeguarded. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Further assessment and work required include a Flood Risk Assessment, Surface Water Management Plan and Contamination Assessment.
Cumulative effects	Potential for impacts on traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Leaffield Industrial Estate, Corsham



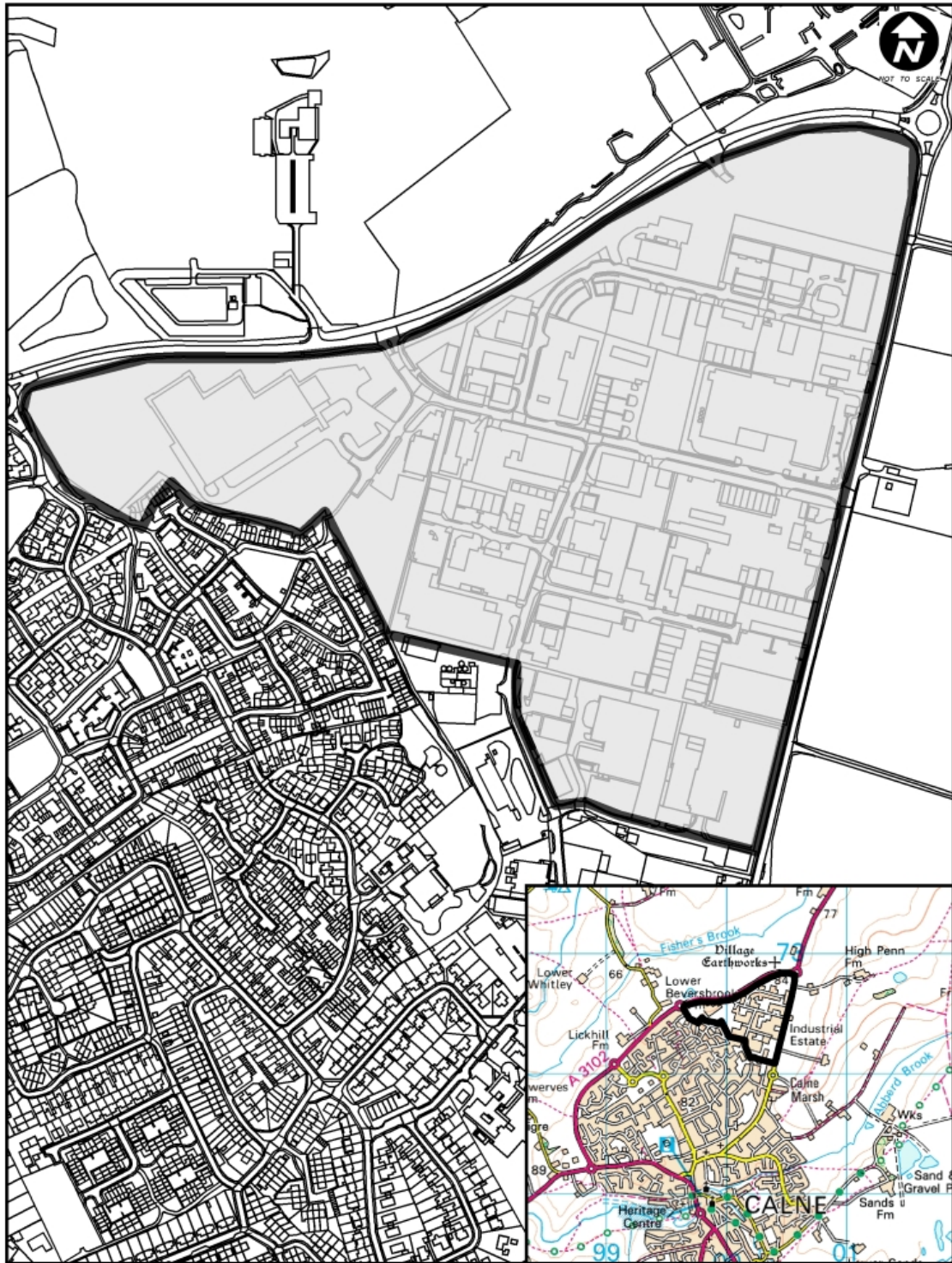
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Table 2.11 Leaffield Industrial Estate, Corsham

Leaffield Industrial Estate, Corsham	
Potential use/s	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	386184 169000
Current use/s	The site is an existing industrial estate which generally has a mix of B2 and B8 uses, although there is a leisure centre located on the site.
Description of site	The site is located south west of Corsham approximately 6.5km south west of Chippenham. There are two access roads to the industrial estate. The main access to the site is through residential areas via Potley Lane and Valley Road in the north. The other access is from Elley Green in the south. A Public Right of Way runs along the eastern boundary alongside an ordinary watercourse which is a tributary of the Byde Mill Brook located 1.5km to the northeast of the site.
Size of site	17.1 ha
Planning context	The site is not allocated in the adopted North Wiltshire Local Plan although land bordering the north east of the site is allocated as employment land (Policy BD1).
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	A site level survey will be required to inform any future planning application focusing on reptiles and amphibians in grass margins/hedgerow bottoms and bats in trees. Enhancement on a site such as this should aim to improve connectivity of natural habitat as wildlife corridors both around and within the site.
Human health and amenity	<p>Potential impacts on air quality (including odour, dust and fumes), vibration and nuisance levels affecting existing workers/users of the industrial estate and residents living in proximity to the site will need to be assessed.</p> <p>There is potential for impacts in relation to noise. Acoustic screening in the form of bunds, buildings or fences may be required depending on the location of the facility. Any facility should be sited as far away from the southern and northern boundaries as practical and at least 150m from any residential dwelling.</p>
Landscape, townscape and visual	Several visual receptors in close proximity however the current character and use of the site means it has ability to accept change. Views can be mitigated through careful site planning, building control and screen planting. In particular, facilities should be small to medium scale, below three storeys. Native and evergreen hedgerows and trees and native woodland should be planted along site boundaries to screen views into the site and increase the quality of the landscape within the site.
Traffic and transportation	Appropriate HGV routing is required which includes signing and contractual agreements with the operator to ensure the impact on sensitive land uses is minimised. The preferred routing to the site is via the A4 to the north of the site. A Transport Assessment, including a capacity assessment, should be

Leaffield Industrial Estate, Corsham	
	submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site is in Source Protection Zone 2/3. The public water supply associated with the Source Protection Zone should be safeguarded. Flood Zone 3 runs up the eastern boundary of the site associated with a watercourse (tributary of Byde Mill Brook). It is recommended that a strip of land at least 8m wide adjacent to the watercourse/culvert along the site's boundary should be left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. Further assessment and work required include a Flood Risk Assessment, Surface Water Management Plan and Contamination Assessment. Liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	Any new facilities must not prejudice the existing uses already permitted within the site boundary. This site falls within the MOD statutory safeguarding zone - RAF Colerne Statutory Height and Birdstrike Safeguarding Zone.
Cumulative effects	Potential for impacts on traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Porte Marsh Industrial Estate, Calne



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Table 2.12 Porte Marsh Industrial Estate, Calne

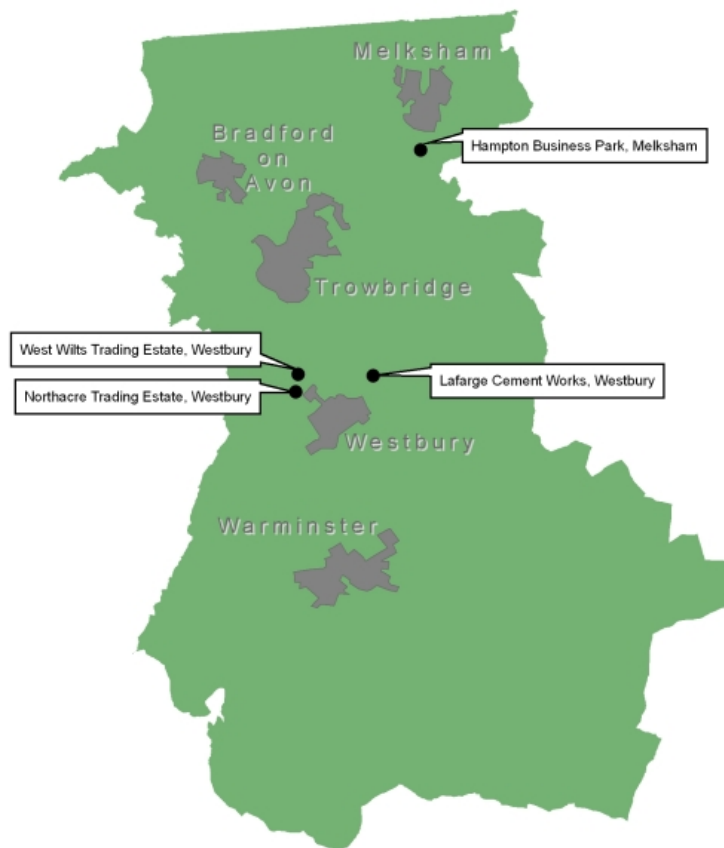
Porte Marsh Industrial Estate, Calne	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	400253 172376
Current use/s	The site is within an existing industrial estate which generally has a mix of B2 and B8 uses.
Description of site	The site is located on the northern fringe of Calne which is approximately 9.5km east of Chippenham. The site benefits from a number of points of access onto the A3102, which links to the A4 to the south. The site is delineated to the north by the A3102 Beaverbrook Road and to the east by the A3102 Oxford Road, the southern boundary of the site is formed by the new and expanding areas of residential development and schools in northern Calne.
Size of site	33.2 ha
Planning context	The site is not allocated in the adopted North Wiltshire Local Plan although an employment allocation is located to the north east of the site. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified the industrial estate as an area for future employment and also identified a large residential expansion area to the east of the site beyond Oxford Road.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	Existing records within the immediate surrounding area indicate that survey for reptiles (especially slow worms) and badgers will be required to inform any future planning application for this site. Enhancement of the site for biodiversity should aim to improve connectivity of habitats for wildlife species both across and around the site.
Historic environment and cultural heritage	The site lies adjacent to a Scheduled Monument; the earthwork remains of a deserted Medieval village. Previous archaeological evaluation within and immediately surrounding the site has revealed the presence of deposits and the potential for further discoveries relating to the adjacent medieval settlement and possible Romano-British activity. Preference should be given to locating waste facilities within, or on the site of, an existing building. This would eliminate the potential for impact on archaeological deposits or setting on the adjacent Scheduled Monument. Further archaeological evaluation will be required where new build is required. Development should be avoided within the existing vacant plot to the north of the site to avoid impacting on the setting of the Scheduled Monument. Should this not be feasible, new build should be screened by new planting located within the plot and not on the site boundary (otherwise this may further impact on buried archaeological deposits).
Traffic and transportation	Investigation is required into the impact the traffic will have on Calne town centre on the A4. Capacity issues on the roundabouts of the A3102 and A4 in the immediate vicinity should also be assessed.
Water environment	A Flood Risk Assessment will be required to support a planning application.

Porte Marsh Industrial Estate, Calne	
Any other issues or comments	<p>Any new facilities must not prejudice the existing uses already permitted within the site boundary.</p> <p>This site falls within the MOD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone.</p>
Cumulative effects	No cumulative effects identified at the plan-making stage.
Links to the Waste Core Strategy	Site is located within 16km of Chippenham and Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

3 West Wiltshire

3.1 Strategic sites

West Wiltshire Strategic Sites

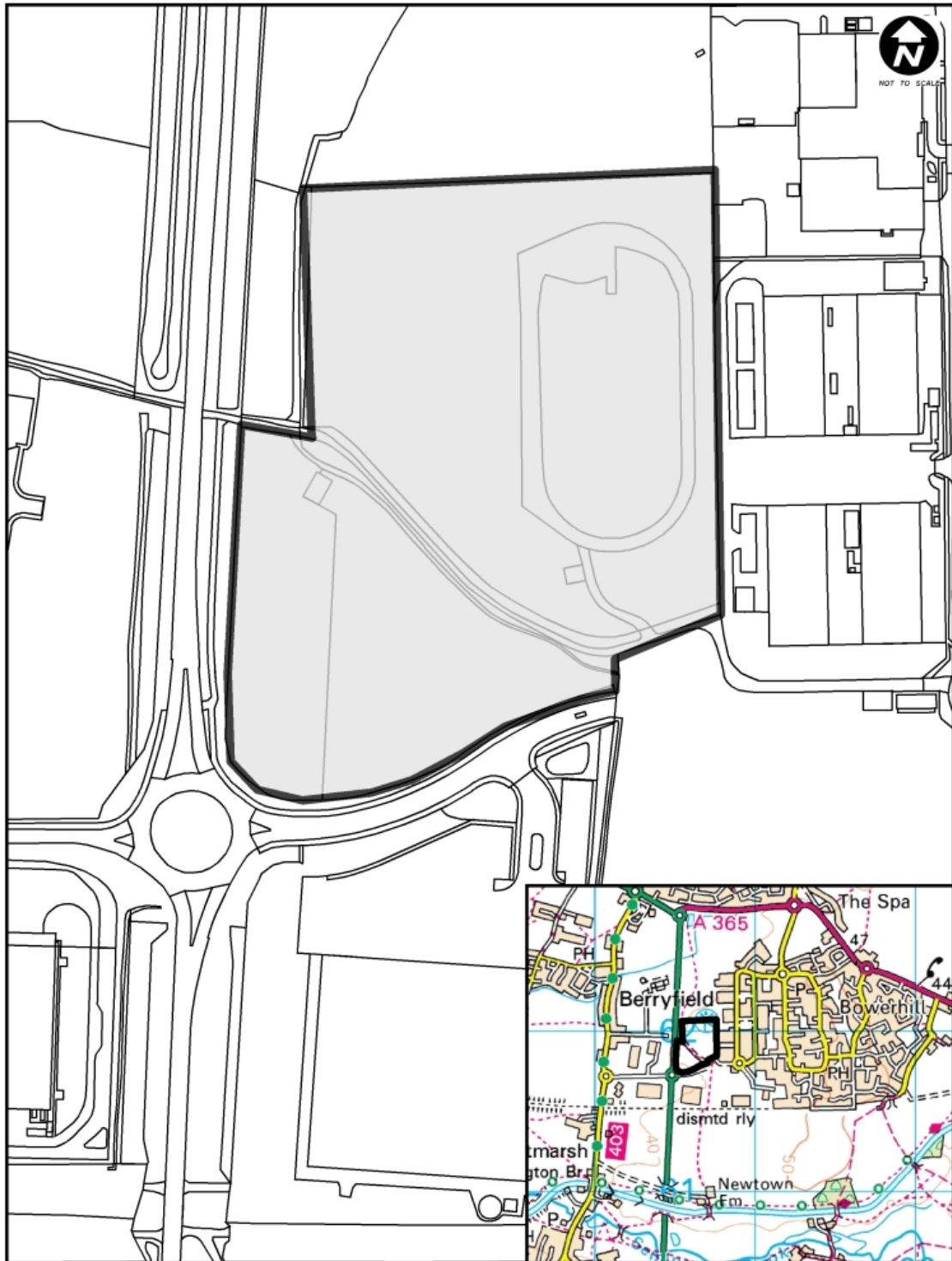


Key

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

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Hampton Business Park, Melksham



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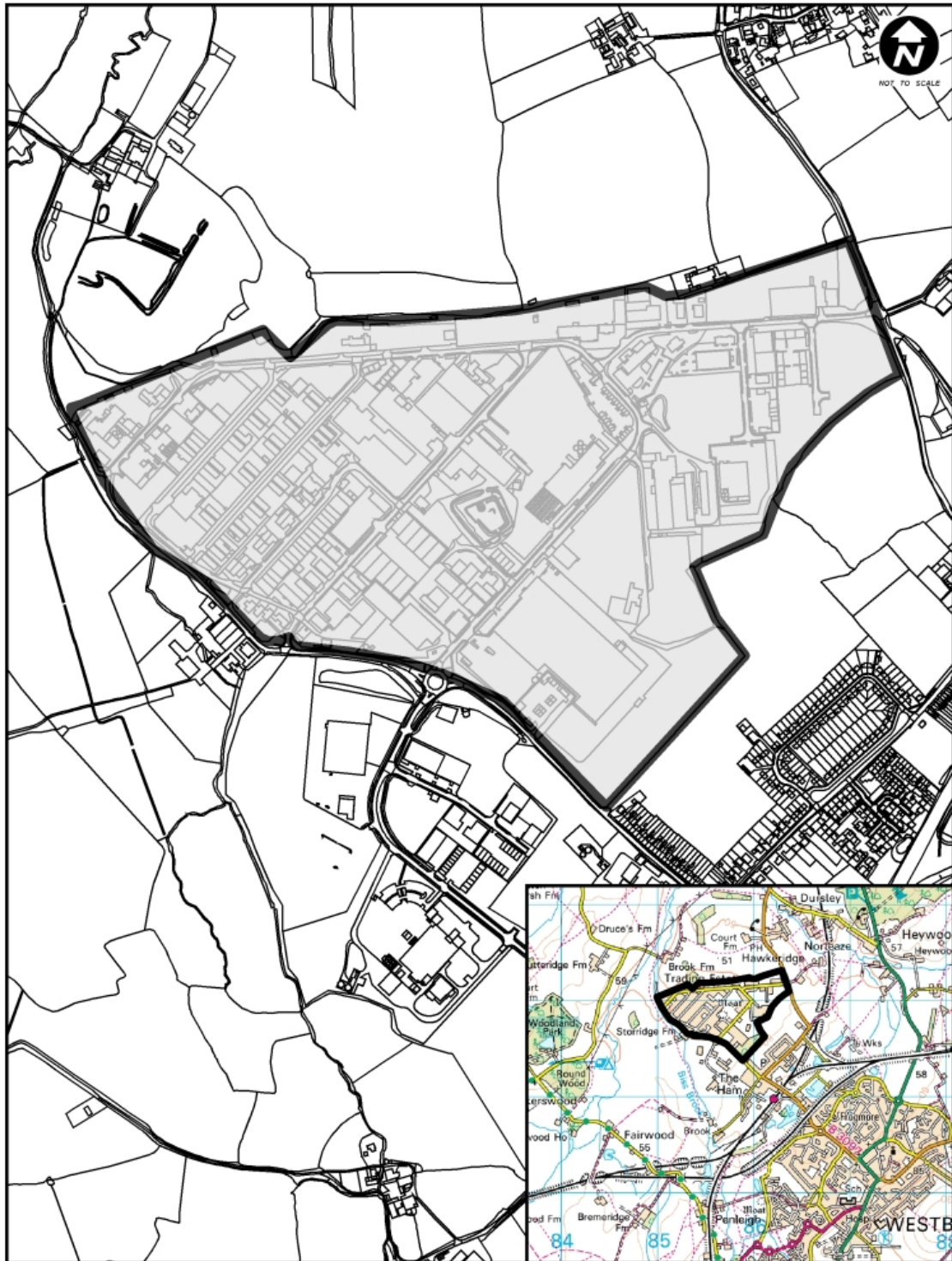
Table 3.1 Hampton Business Park, Melksham

Hampton Business Park, Melksham	
Potential use/s	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
Grid reference	390638 161900
Current use/s	Greenfield site comprising of two elements; the northern part is a sports field and the southern part is fields used for grazing by cattle.
Description of site	This site is located on the eastern fringe of Bowerhill approximately 11km north east of Trowbridge. The site is part of a 12ha employment allocation known as Hampton Business Park and adjacent to the existing Bowerhill Industrial Estate. Access to the site is via the adjacent A350 which is part of the Wiltshire HGV Route Network. There is a Public Right of Way crossing the site in a zig-zag running north to south, with access out to the Bowerhill Industrial Estate. A non-segregated public footpath and cycleway also runs adjacent to the site, along the A35. There is a public golf course immediately north of the site. The Kennet and Avon Canal lies approximately 0.9km south of the site.
Size of site	7.2 ha
Planning context	The site is allocated for General Employment (Policy E1) in the West Wiltshire District Local Plan. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified this area of land as a future employment area and also identified a substantial allocation for Housing/Mixed use to the north of the site.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	There are numerous existing records in the surrounding area for bats, badgers, reptiles and great crested newts, therefore an extended Phase I habitat survey with particular respect to these species will be required to inform the planning application for the site. The proposed site is located within an area of Melksham identified as a potential future employment site through the emerging Wiltshire Core Strategy. Enhancement for biodiversity in relation to planning permission for this site would be required to fall in line with any ecological strategy that has been designed for the area as part of the Wiltshire Core Strategy.
Human health and amenity	<p>The site is situated approximately 420m from housing to the east and west. Mitigation for any dust, odour and bioaerosols will be required to minimise impacts on sensitive receptors. Detailed assessment will be required if the development is within 250m of any residential premises or 500m of any other receptors. Potential impacts on air quality (including odour, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will also need to be investigated.</p> <p>Mitigation should involve a Site Waste Management Plan and Pollution Incident and Control Plan to specify how excavated material will be handled, stored and disposed of.</p> <p>Any development will need to safeguard Public Rights of Way.</p>

Hampton Business Park, Melksham

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

West Wilts Trading Estate, Westbury



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Table 3.2 West Wilts Trading Estate, Westbury

West Wilts Trading Estate, Westbury	
Potential use/s	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
Grid reference	385862 152853
Current use/s	The site is a large established trading estate which encompasses various uses including some small scale waste uses, processing industries, light industrial uses, car sales and a nightclub.
Description of site	The site is located 1km to the north west of Westbury approximately 6km south of Trowbridge. The site is largely developed but there are some available units and land. Housing is located within 250m of the southern boundary of the site. The northern boundary of the site is defined by hedgerows and tree belts beyond which lies agricultural land. The site is bounded to the east by Hawkeridge Road and a small number of properties located on this road. The site is flanked to the south by The Ham and properties located on Hawkeridge Park and to the west by Storridge Road and Storridge Farm. The local railway line is approximately 500-600m from the eastern and southern boundaries of the site beyond which there are residential areas to the south east of the site. There are two existing access points to the industrial estate, off the B3097 Hawkeridge Road and via a roundabout off Storridge Road, both of which link to the A350. The nearest junction on the A36 is approximately 7km from the site.
Size of site	68.1 ha
Planning context	The site is allocated for General Employment (Policy E1) in the West Wiltshire District Local Plan. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified a large area to the east, south and west of the industrial estate as future employment use.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	A site level survey should be undertaken if development is on, or adjacent to, the part of the site that is currently occupied by trees, hedgerow or grass/scrub, or immediately adjacent to the River Biss, or if any existing buildings are to be demolished and rebuilt. The site is located within an area of Westbury identified as a potential future employment site in the emerging Wiltshire Core Strategy. There may be an ecological strategy associated with areas of development within the Core Strategy that may put constraints on some sites in relation to habitat retention and enhancement. This should be investigated and addressed within the planning application for the site.
Historic environment and cultural heritage	There is a Scheduled Monument in the southern area of the site and the setting of this monument will require consideration within design proposals when a planning application is submitted. The potential for the presence of currently unrecorded archaeological deposits is low.
Human health and amenity	Potential impacts on air quality (including odour, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will need to be investigated.

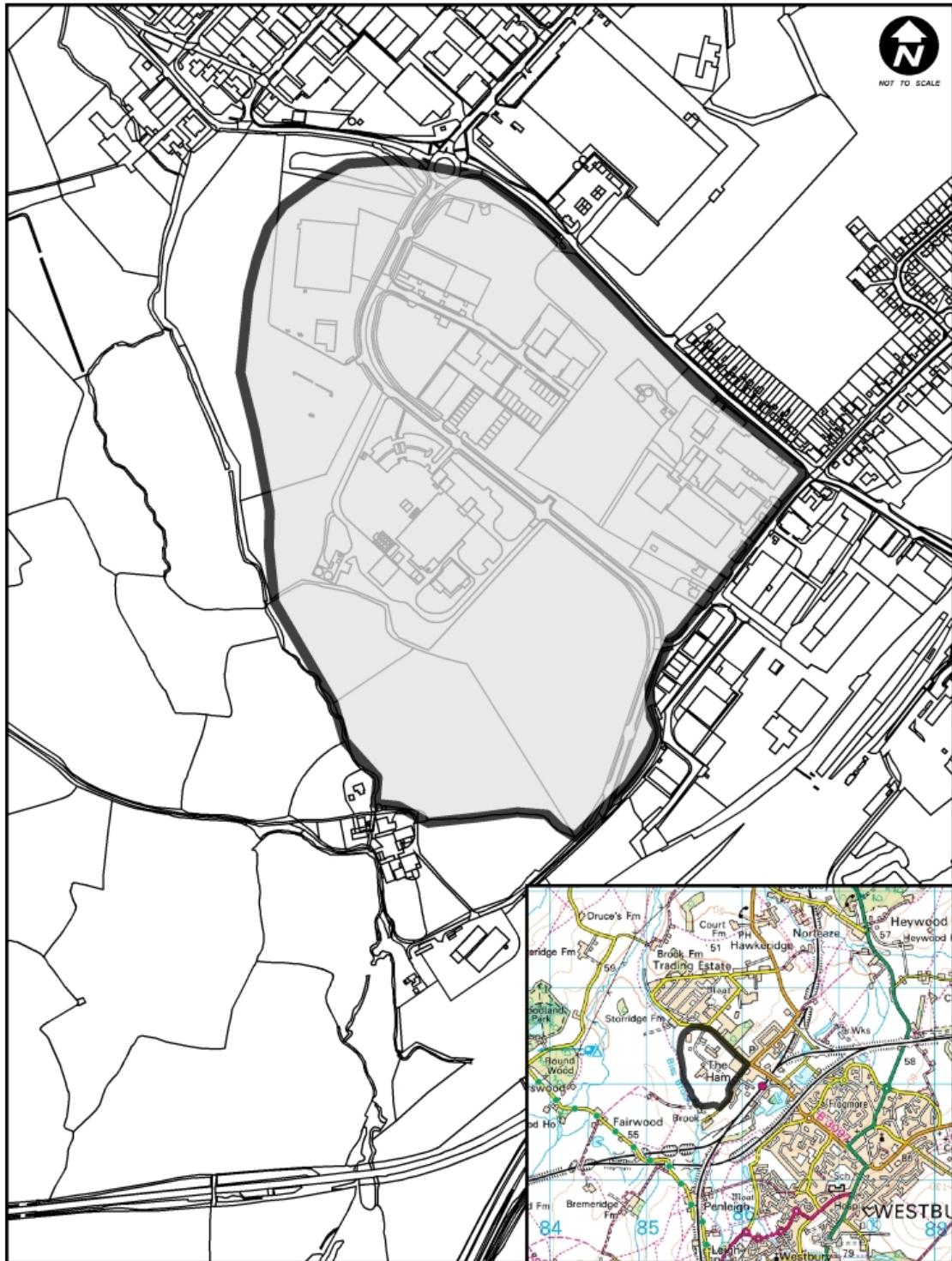
West Wilts Trading Estate, Westbury

	<p>A full noise assessment will need to be undertaken and acoustic screening in the form of bunds, buildings or fences may be required depending on the location of a waste facility. New facilities should be sited away from the residential properties by at least 150m.</p> <p>Air quality risks for the intended uses are moderate to high without mitigation. Measures to control emissions of local air pollutants from combustion plant, and of dust, odour and bioaerosols will be required. Detailed assessments will need to support a planning application.</p>
Land use	Proximity to leisure land use (nightclub) should be considered in proposals.
Landscape, townscape and visual	The design of any major buildings is a key consideration. Mitigation in the form of additional boundary/screen planting for any new developments, locating the facility away from Storridge Road and retaining existing trees and hedgerows on site will be required.
Traffic and transportation	Any proposal for waste development should ensure that there are no significant adverse impacts on sensitive receptors and the highway network. HGV routing should be enforced through Hawkeridge Road towards the north only in order to minimise environmental impacts. The “most appropriate route” (as stated in Wiltshire Councils ‘Freight Routes in Wiltshire’ document) is via the eastern access towards the north. The western secondary access should be used by non-HGV traffic only. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. This should include an assessment of the impact on the function and capacity of the A36.
Water environment	<p>The majority of the site is in Flood Zone 1 with the exception of some of the western part of the site which is in Flood Zone 2 associated with Biss Brook. The western part of the site is underlain by a minor aquifer of low vulnerability. The aquifer is likely to be shallow. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. There are currently outstanding groundwater contamination issues at the site.</p> <p>Proposals should consider mitigation such as SuDS within site design and infiltration devices. It is recommended that a strip of land at least 8m wide adjoining the Biss Brook is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. Further assessment and work required to assess any risks to the water environment includes a Flood Risk Assessment, Surface Water Management Plan and determination of monitoring requirements with the Environment Agency.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>This site falls within the MOD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>

West Wilts Trading Estate, Westbury

Cumulative effects	Potential for impacts on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Northacre Trading Estate, Westbury



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Table 3.3 Northacre Trading Estate, Westbury

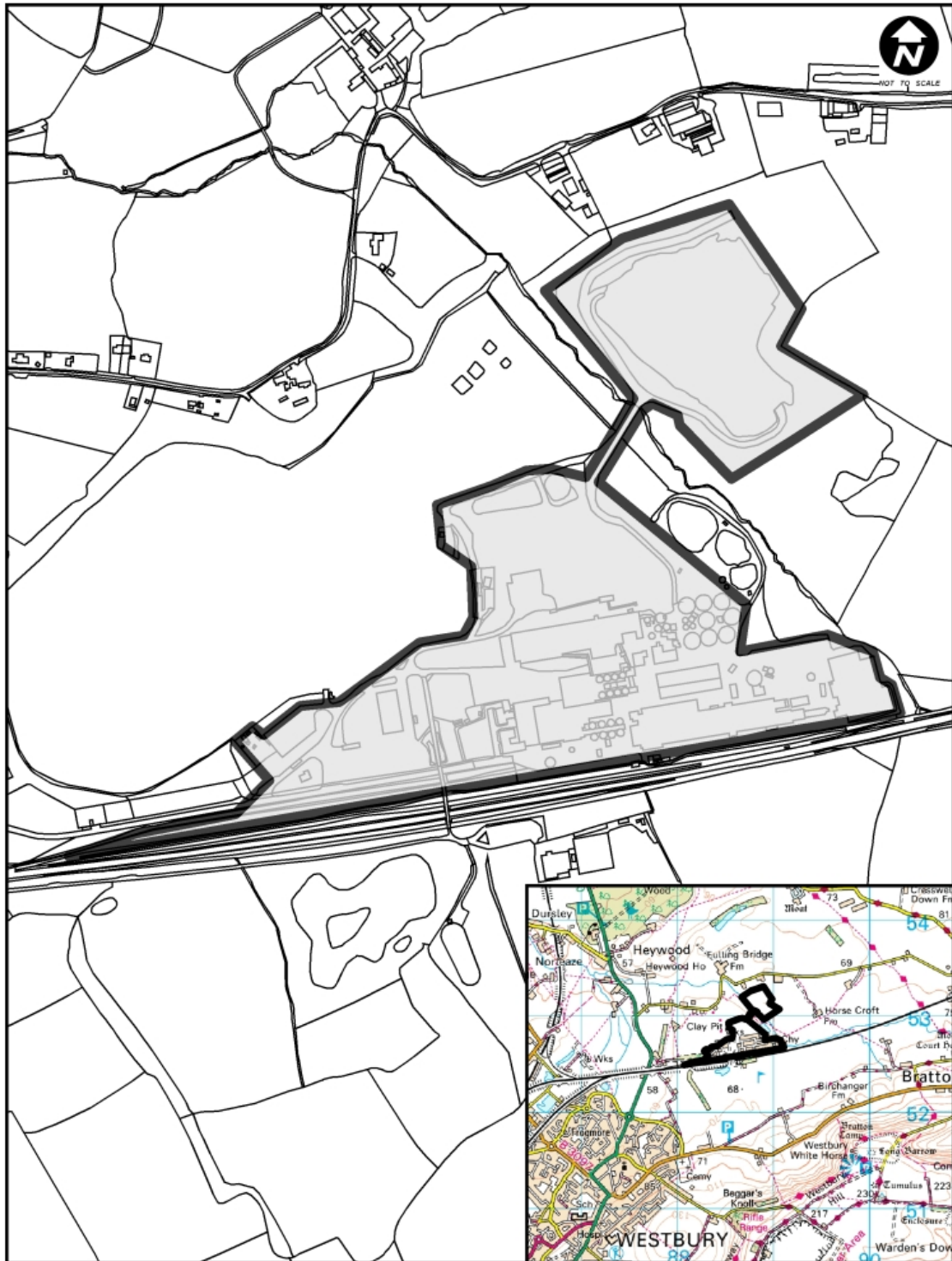
Northacre Trading Estate, Westbury	
Potential use/s	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
Grid reference	385385 152136
Current use/s	The Northacre Trading Estate is a large new trading estate which is part of the existing Brook Lane Trading Estate and a sewage works. Much of the trading estate currently consists of vacant plots of land although part of the site is occupied by a large milk processing dairy. Planning permission has recently been gained for a Mechanical Biological Treatment facility and associated Household Recycling Centre, although both facilities are not in operation.
Description of site	The site is located on the north-western fringe of Westbury, fronting onto Storridge Road approximately 6.5 km south of Trowbridge. The site is large with vacant land providing a continuation of industrial uses from West Wilts Trading Estate through to Brook Lane Trading Estate. The site is accessed by a new roundabout and road with signage and lighting. Storridge Road and Station Road link to the A350. The nearest junction on the A36 is approximately 6.5km from the site. The site is a large flat area on the edge of the Biss Brook floodplain, which runs close to/along the western site boundary, beyond which is open countryside. To the north, the West Wilts Trading Estate contributes to the general industrial/urban fringe character of the area. A number of detached, two-storey suburban houses face the Northacre Trading Estate on Storridge Road along the north eastern boundary of the site. Westbury Train Station and Brook Lane Industrial Estate are located to the south east. The local railway line is located approximately 150m from the south east boundary of the site (designated Westbury Rail Freight Facility).
Size of site	43 ha
Planning context	The site is allocated in the West Wiltshire District Local Plan as part New Employment Land Allocation (E1) and part Employment Policy Area (E2). The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified a major part of the site and large area to the north east, south and north west of the industrial estate as future employment area.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	Development on the currently undeveloped part of the site will require a site level Phase I extended survey with particular reference to water voles, badgers and reptiles (existing records in the immediate area) to inform any future planning application. The site is located within an area of Westbury identified as a potential future employment site in the emerging Wiltshire Core Strategy. There may be an ecological strategy associated with areas of development within the Core Strategy that may put constraints on some sites in relation to habitat retention and enhancement. This should be investigated and addressed within the planning application for the site.

Northacre Trading Estate, Westbury

<p>Historic environment and cultural heritage</p>	<p>There is potential for significant adverse impacts on cultural heritage features within the site. Previous investigations suggest further archaeological investigation will be required in order to understand the potential, extent, significance and type of possible archaeological remains on site. A programme of archaeological works will be required and the scope of such works will need to be agreed in advance with the Wiltshire County Archaeologist. Design proposals, and landscaping and screening options will need to be devised in consultation with English Heritage and Wiltshire Council's Conservation Officer in order to ensure appropriate mitigation of any adverse effect on the setting of Grade II Listed Brook Farmhouse and Scheduled Monument.</p>
<p>Human health and amenity</p>	<p>Sensitivity of some existing units to air quality (including odour, dust and fumes), particularly the dairy and other food processing businesses, will need to be assessed. Vibration, nuisance and noise levels affecting nearby residential (including dwellings in Storridge Road and The Ham), industrial and recreational areas will also need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required, and will depend on the siting of a waste facility within the site. New facilities should be sited away from the residential properties by at least 150m.</p> <p>Air quality risks for the intended use are moderate to high without mitigation. Measures to control emissions of local air pollutants from a treatment plant, and of dust, odour and bioaerosols will be required. Detailed assessments will need to support a planning application.</p>
<p>Landscape, townscape and visual</p>	<p>A landscape assessment will be required to support a planning application. The urban fringe location of the site and proximity of residential properties and footpaths mean that sensitive site planning and visual mitigation will be essential.</p>
<p>Traffic and transportation</p>	<p>Any proposals should be supported by an assessment of potential vehicular movements to and from the site and impact on the function and capacity of the A36 and A350.</p>
<p>Water environment</p>	<p>The site is in Flood Zone 1 with the exception of the north west part of the site which is in flood zone 3b (associated with Biss Brook) and a small area in the south west area of the site which is in Flood Zone 2. It will be necessary for any site layout to avoid locating any development/buildings/equipment in Flood Zone 3b. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site is situated on shallow aquifers of low and intermediate vulnerability and there are potentially contaminating land uses in the area and potential for contamination from past activities on site. Flooding could interrupt operations and cause pollution to spread from the site, although only a fraction (10%) of the site is at risk. The site could increase the flood risk to surrounding sites, and there is a risk of groundwater flooding. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Further assessment and work required to assess any risks to the water environment includes a Flood Risk Assessment, Surface Water</p>

Northacre Trading Estate, Westbury	
	Management Plan and determination of monitoring requirements with the Environment Agency.
Any other issues or comments	Any new facilities must not prejudice the existing industrial and commercial units (including the dairy) already permitted within the site boundary. This site falls within the MOD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.
Cumulative effects	Potential for impacts on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Lafarge Cement Works, Westbury



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Table 3.4 Lafarge Cement Works, Westbury

Lafarge Cement Works, Westbury	
Potential use/s	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer, Composting, Waste Treatment (and associated landfill of residual waste from treatment process).
Grid reference	388728 152733
Current use/s	<p>The site is occupied by Lafarge Cement Works, which has operated a process of burning waste tyres as part of the fuel for heating the cement kilns. However, the cement kilns have now permanently closed but the existing cement depot operation continues.</p> <p>Westbury Waste Management Facility occupies the north west area of the site and is adjacent to the cement works and former non-inert (non-hazardous) landfill site. Electricity generated from landfill gas is carried out.</p> <p>Planning permission was previously granted for the development of a strategic scale Waste Transfer Station, but the permission was not implemented and has since lapsed.</p>
Description of site	<p>The site is located 1km to the north east of Westbury, approximately 6.5km south east of Trowbridge. Access to the site is gained from the A350 which forms part of the HGV Route Network along the existing site access and haul road. The site also has direct access to the Buckleaze-Westbury railway link (which forms the southern boundary) that was used by Lafarge Cement Works. Recreational facilities including a golf course and fishing lake are located immediately beyond the railway link. Several claypits and ponds are situated in close proximity, forming the northern and eastern boundaries to the site and a tributary of the River Biss forms part of the north east site boundary. At its western end, the site consists of a formal driveway, which leads to the wider works area.</p>
Size of site	24.4 ha
Planning context	The site is not allocated in the adopted West Wiltshire District Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	<p>The site is situated within the existing Lafarge Cement Works site and Claypit RIGS. It is also immediately adjacent to, and partially within, the Blue Circle Cement Works Claypit County Wildlife Site. An extended Phase 1 Habitat Survey will be required in order to fully assess any areas of the site not previously developed.</p>
Human health and amenity	<p>Potential impacts on air quality (including odour, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required on the northern and eastern boundaries. The facilities should be sited as far away from the north east boundary as practical, with a minimum distance of 150m from any residential development.</p>

Lafarge Cement Works, Westbury	
	<p>Air quality risks for the intended use are moderate to high. Measures to control emissions of local air pollutants from a treatment facility, and of dust, odour and bioaerosols will be required.</p> <p>Detailed noise and air quality assessments will need to be undertaken to support a planning application.</p> <p>Any development will need to safeguard Public Rights of Way.</p>
Land use	Development should have regard to the approved restoration of the adjacent former landfill area to agricultural use. Any future waste management development at this site must not unduly prejudice the restoration timetable of the adjacent landfill site, or conflict with the permitted agricultural after use of the landfilled area.
Landscape, townscape and visual	The design of any major buildings is a key consideration to ensure no adverse impacts on the surrounding area including Westbury White Horse. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting (i.e. native woodland buffer planting) will be required. There may be an opportunity to enhance parts of the site in visual or landscape terms.
Traffic and transportation	<p>A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p> <p>There is potential for rail use at this site, a feasibility study will be required.</p>
Water environment	<p>The site is predominantly in Flood Zone 1 but the northern and eastern parts enter Flood Zone 3b. It will be necessary for any site layout to avoid locating any development/buildings/equipment in this part of the site. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site is partially located on a minor aquifer of intermediate vulnerability. There are potentially contaminating land uses in the area and potential for contamination from past activities on site. Flooding could interrupt operations and cause pollution to spread from the site, although only a fraction of the site (about a quarter) is at risk. The site could increase the flood risk to surrounding sites. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Further assessment and work required to assess any risks to the water environment includes a Flood Risk Assessment, Surface Water Management Plan and liaison with the Environment Agency to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MOD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>

Lafarge Cement Works, Westbury	
Cumulative effects	Potential for impacts on traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

West Wiltshire Local Sites

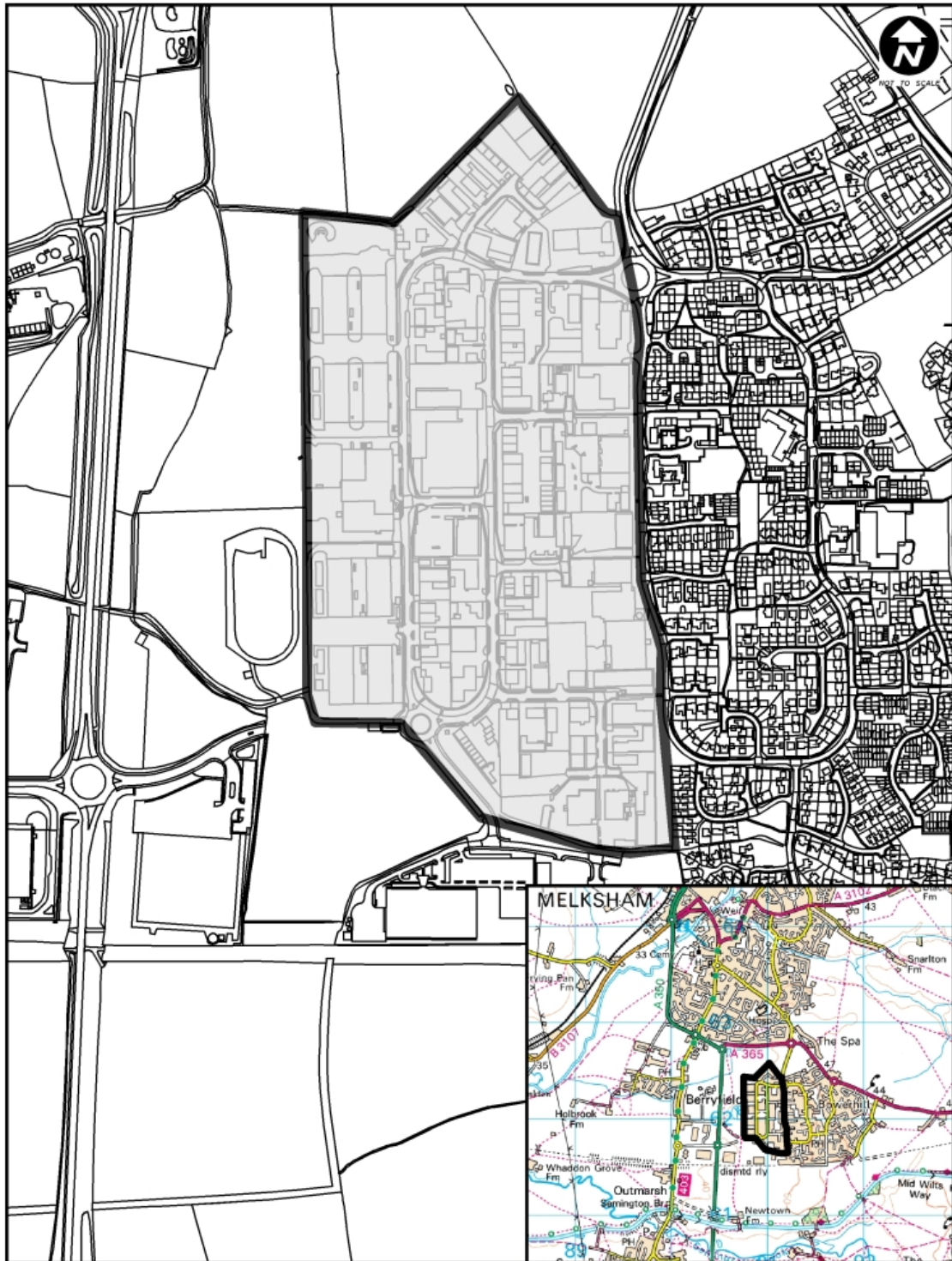


Key

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

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Bowerhill Industrial Estate, Melksham



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Table 3.5 Bowerhill Industrial Estate, Melksham

Bowerhill Industrial Estate, Melksham	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	391000 162045
Current use/s	The site is part of a former airfield which has been developed as an industrial estate. The industrial estate is currently occupied predominantly with B2 and B8 uses including small manufacturing and engineering businesses, large scale storage and distribution, a Household Recycling Centre, and a sports and leisure centre.
Description of site	The site is located on the western fringe of Bowerhill, approximately 0.5km south of Melksham and 11km north east of Trowbridge. The site is an established industrial area and lies adjacent to the employment allocation known as Hampton Business Park. Access to the Bowerhill Industrial Estate is gained via a roundabout on the A365 to the north east of the estate. This access route also serves the residential areas of Bowerhill. The northern boundary of the industrial estate is formed by fields beyond which lies the A365 and Melksham. The eastern extent of the site is defined by Halifax Road beyond which lies the residential area of Bowerhill. The southern extent of the site is formed by a new industrial development, sports ground and a golf course which borders the site, with the A350 approximately 150m to the west. There are two Public Rights of Way running from the centre of the industrial estate to the road that separates the industrial estate and housing estate to the east of the site.
Size of site	32.4 ha
Planning context	The site is allocated as General and Employment Areas (Policies E1/E2) in the West Wiltshire District Local Plan. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified allocations for Housing/Mixed use to the north of the site and future employment areas to the south and west of the industrial estate.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	A site level survey should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt. There are existing records of Great Crested Newts in the surrounding area therefore mitigation and enhancement may need to include maintenance of habitat connectivity.
Human health and amenity	Potential impacts on air quality (including fumes), noise, vibration, odour and light pollution affecting existing uses on the industrial estate will need to be assessed. Air quality risks for the intended use are low to moderate without mitigation. Mitigation for dust and odour will be required.

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

Canal Road Industrial Estate, Trowbridge



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Table 3.6 Canal Road Industrial Estate, Trowbridge

Canal Road Industrial Estate, Trowbridge	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	385743 159419
Current use/s	The site is an existing and well established industrial estate with a mix of B1, B2, B8 and A1 uses. There are existing waste uses on the industrial estate including a Household Recycling Centre. There is a small historic landfill site within the site boundary towards the north.
Description of site	The site is located on the northern fringe of Trowbridge. The site has several points of access including roundabouts at the southern and northern ends of the industrial estate, in close proximity to the A361. The site is defined to the north by Towpath Road and Horse Road beyond which lies the residential areas of Hilperton Marsh. The site is flanked to the east by properties located along The Down and Wyke Road and to the south by properties located on Canal Road. There is a cemetery in close proximity to the south east site boundary. The western boundary is formed by the Kennet and Avon Canal and a railway line. Immediately north and north west of the site is Green Belt land which has been allocated for housing. A Public Right of Way runs through the site.
Size of site	35.2 ha
Planning context	The site is allocated as an Employment Area (Policy E2) in the adopted West Wiltshire District Plan. The Plan also allocates an area for new housing (Policy H7) to the north and north west of the site and new recreational space 135m to the east of the site. The Wiltshire 2026 consultation (undertaken as part of the emerging Wiltshire Core Strategy) identifies a future employment area to the south west of the industrial estate.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is situated within an existing industrial estate, but immediately adjacent to the Kennet & Avon Canal. A robust management plan to control litter, dust and surface water run-off will be required to ensure the protection of ecological features of the Kennet & Avon Canal County Wildlife Site, the River Biss corridor and the ecology of Hilperton Marsh and the wildlife species that these habitats support. A site level survey should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt.
Human health and amenity	<p>Potential impacts on air quality (including fumes), noise and vibration levels affecting existing uses on the industrial estate and other surrounding receptors should be assessed.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required and will depend on the final location of any waste facility. Facilities should be sited towards the middle and mid-west of the site and any external activities a minimum of 150m from any residential development.</p>

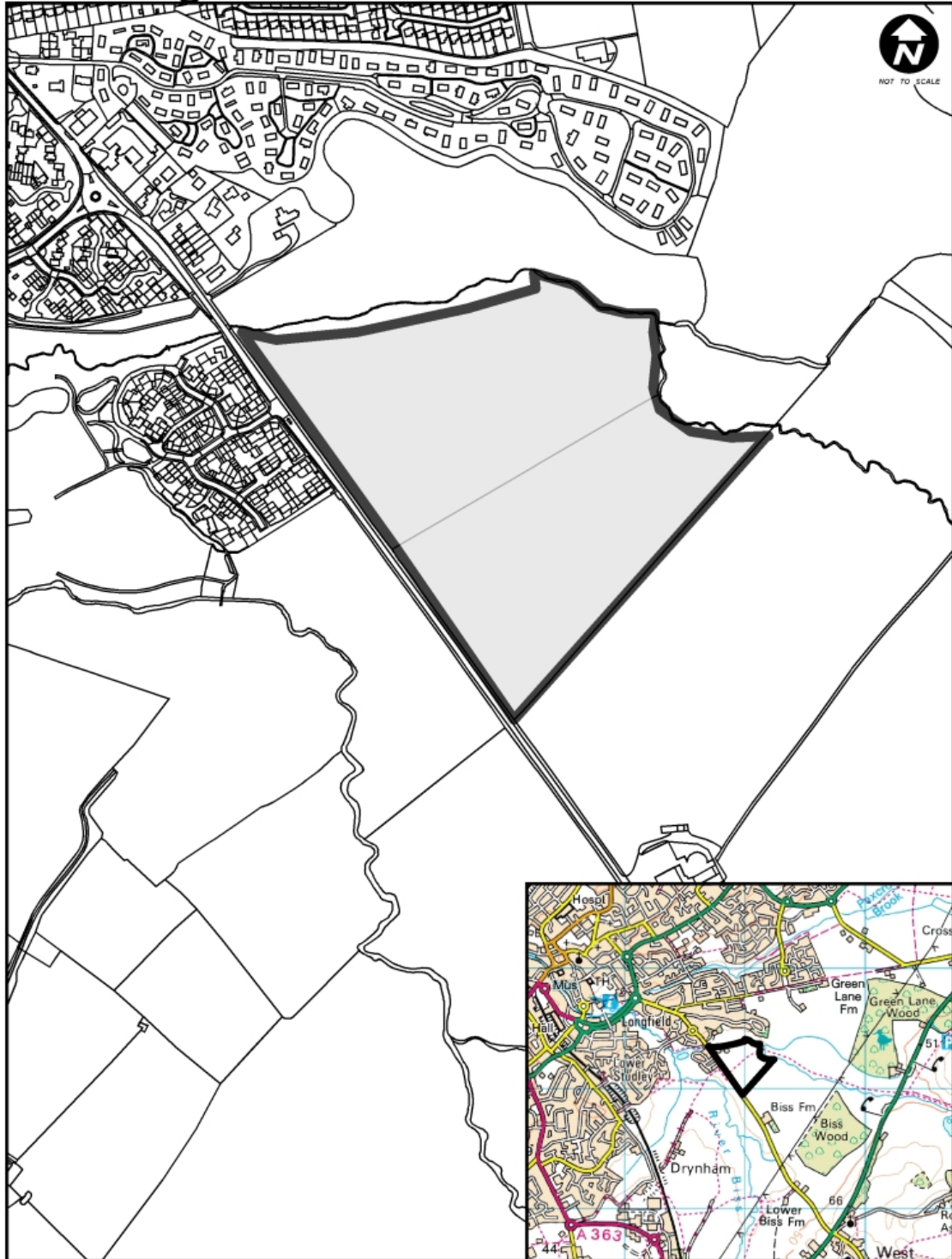
Canal Road Industrial Estate, Trowbridge	
	<p>Air quality risks for the intended use are low to moderate without mitigation. Mitigation for dust and odour will be required but detailed assessment of air quality and odour should not be necessary.</p> <p>Any development will need to safeguard Public Rights of Way.</p>
Landscape, townscape and visual	Potential impacts on the existing setting and views onto the site from nearby residential areas and Public Rights of Way will require investigation.
Locational	Proximity to housing located in existing residential areas and future housing development will need to be investigated.
Traffic and transportation	The impact of HGVs on sensitive receptors/local residential areas close to the site will need to be investigated. Access for HGVs should be restricted to the north through signing and routing agreements to avoid passing through the built up area of Trowbridge. Access for light vehicles from the south is deemed acceptable although further capacity analysis will need to consider this. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site falls predominantly into Flood Zone 1, but the northern section is bisected by the partially culverted Hilperton Brook main river and a narrow band of Flood Zone 2 and Flood Zone 3. It may be advisable for any site layout to avoid locating buildings/equipment in this part of the site. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8.0m of the top of the bank of the Hilperton Brook, designated a 'main river'. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. There is limited risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Further assessment and work required to assess any risks to the water environment includes a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency to support a planning application.
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MOD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
Cumulative effects	Potential for impacts on traffic and transportation.

Canal Road Industrial Estate, Trowbridge

Links to the Waste Core Strategy

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

West Ashton Employment Allocation, Trowbridge



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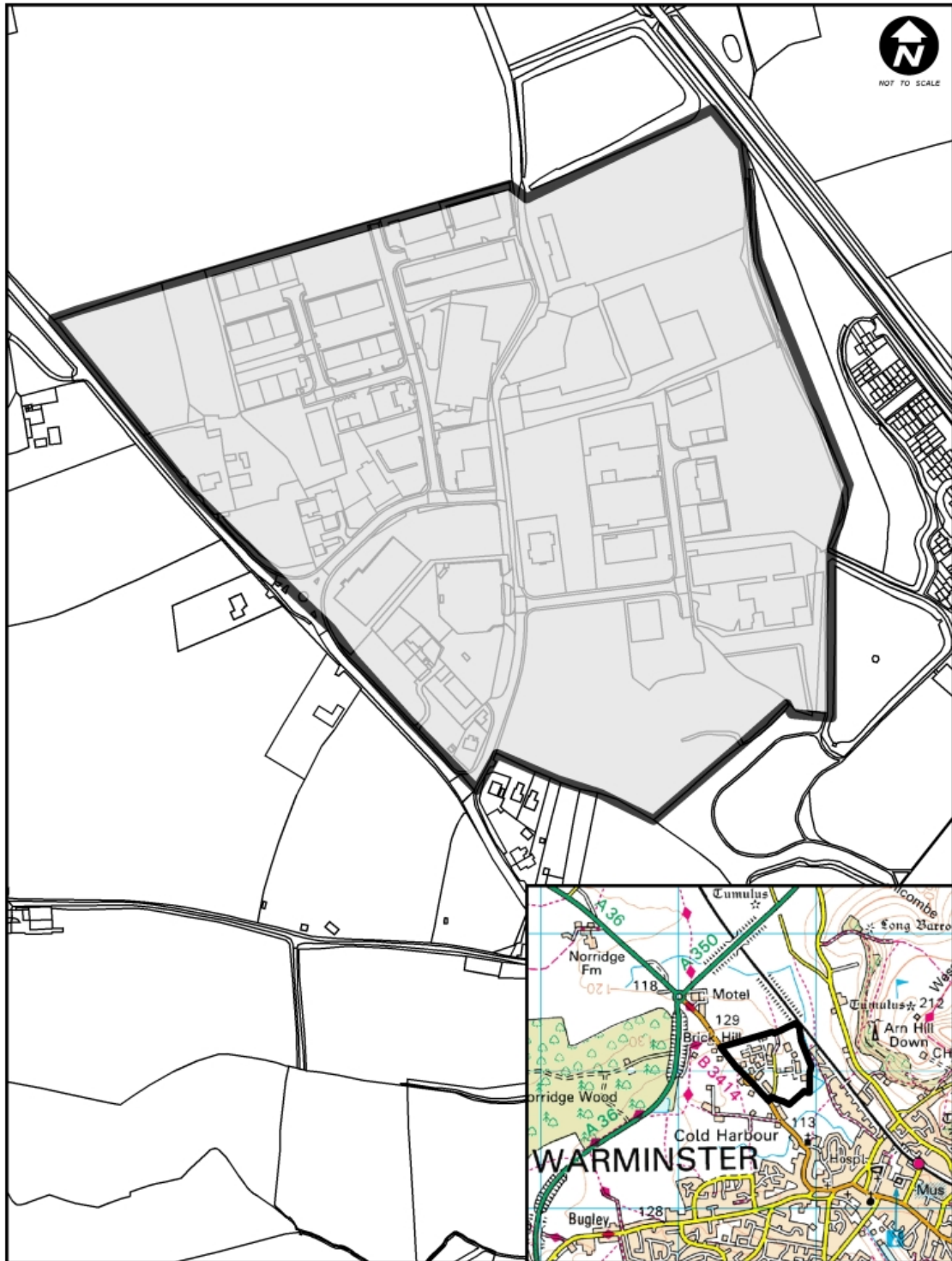
Table 3.7 West Ashton Employment Allocation, Trowbridge

West Ashton Employment Allocation, Trowbridge	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	386937 157270
Current use/s	The site is currently undeveloped agricultural land (Greenfield).
Description of site	The site is located on the south west fringe of Trowbridge, on the West Ashton Road. The site is a relatively large, open pasture field, currently used for cattle grazing. The site is located in close proximity (1km) to the A350 which is part of the Wiltshire HGV Route. However the site requires appropriate access infrastructure from West Ashton Road, which links to the A361. The northern and eastern boundary of the site is marked by a narrow, meandering tributary of the River Biss. To the south of the site is an open field with Biss Farm beyond. To the west is West Ashton Road with a housing development and fields. The site is covered by an employment allocation and surrounded by housing development to the north, east and west and is well located to serve the Trowbridge area on a local scale. The type of employment on the site is not yet known, but is proposed to include B1, B2 and B8 uses. Cropmarks associated with one heritage asset (a 17-18th Century settlement known as Black Ball) recorded on the Wiltshire Sites and Monuments Record (WSMR) extend within the site boundary. A Public Right of Way runs through the site.
Size of site	12 ha
Planning context	The site is allocated as land for General Employment (Policy E1) in the adopted West Wiltshire District Local Plan but requires a 30m wide landscaped buffer strip to protect views onto the site from nearby housing. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified the site as a future employment area.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is situated within 20m of the Biss Meadow Country Park and within 600m of Green Lane Wood and Meadow County Wildlife Site. These assets are all important for Bechstein's bat (one of the rarest species in Britain). On-site mitigation is likely to be extensive and required to address screening and lighting constraints. The ecological assets may also be adversely impacted by any increase in traffic associated with the development of the site. Waste development should only go ahead if an employment allocation in the emerging Wiltshire Core Strategy is implemented.
Historic environment and cultural heritage	Assessment has identified that potential buried archaeological remains could survive within the site. Further investigations to support a planning application should be undertaken and used to inform a mitigation strategy. The scope of any programme of archaeological investigations should be agreed in advance with the Wiltshire County Archaeologist.
Human health and amenity	Potential impacts on air quality (including fumes), noise and vibration levels affecting existing uses on the industrial/business park (once built) and potential impacts on people living in housing estates to the north and west of the site need to be investigated.

West Ashton Employment Allocation, Trowbridge

	Any development will need to safeguard Public Rights of Way.
Landscape, townscape and visual	Potential for impacts on the existing setting and views onto the site from nearby housing, Public Rights of Way and the A350 which is on elevated land to the south and south east of the site. Scale, location and design of any waste facility will be important considerations. Mitigation will be required and could include the protection of tributary alignment and setting; protection of hedgerow adjacent to West Ashton Road; strengthening of hedgerow along the south east boundary of the site and the planting of 15m wide woodland buffer around the facility, linking it in to the existing hedgerows/landscape pattern.
Locational	Proximity to housing located in existing residential areas and future housing development should be a consideration.
Traffic and transportation	A new site access will need to be provided off West Ashton Road into the site. A right turn ghost island is recommended at this new access. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site falls predominantly within Flood Zone 1, however the far north east part of the site is located on a minor aquifer of high vulnerability and lies within Flood Zone 3b (floodplain for the tributary of the River Biss). Any site layout will need to avoid locating any development/buildings/equipment in this part of the site. Fluvial flooding or flooding from groundwater could interrupt operations and cause pollution to spread from the site, although only a fraction of the site is at risk. The site could increase the flood risk to surrounding sites. Proposals should consider mitigation such as SuDS within site design and infiltration devices. It is also recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. Further assessment and work required to assess any risks to the water environment includes a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency to support a planning application.
Any other issues or comments	This site falls within the MOD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.
Cumulative effects	Potential for impacts on traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Trowbridge and Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Warminster Business Park, Warminster



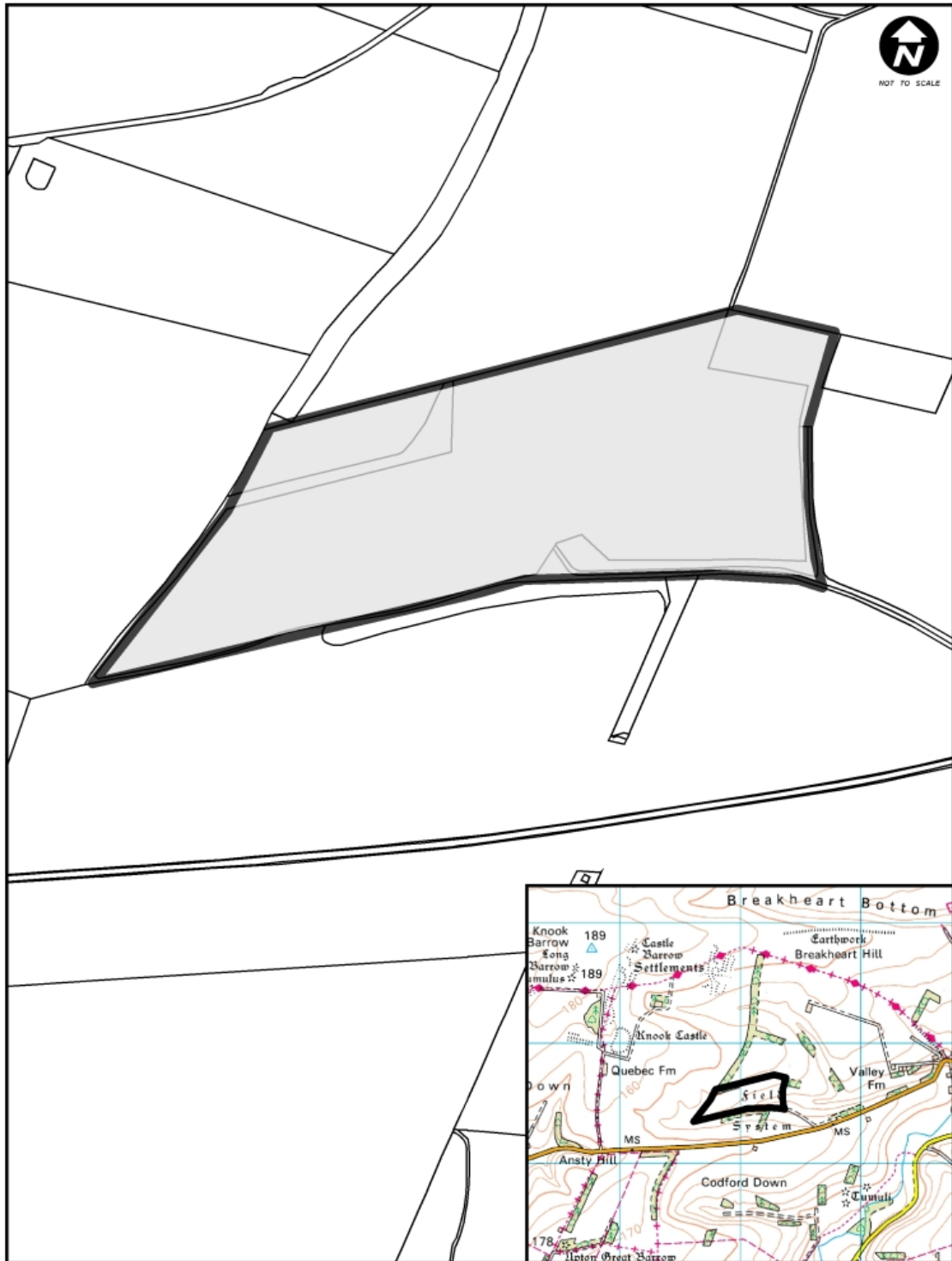
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Table 3.8 Warminster Business Park, Warminster

Warminster Business Park, Warminster	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
Grid reference	386700 146000
Current use/s	The site was previously a gas works (1941) but is now is an existing industrial estate that contains a local Household Recycling Centre and other small businesses including manufacturing and engineering.
Description of site	The site is located on the northern edge of Warminster, 15km south of Trowbridge. The business park is accessed directly off the B3414 which leads to the A36/A350 Warminster–Westbury interchange (approximately 0.5km north of the site). There are two existing access points to the estate; Furnax Way to the south and Roman Way to the north. The northern boundary of the site is formed by fields and approximately 500m beyond this is the A350, to the east is a local railway line and the properties at Arn View. New residential areas are located to the east of the site and new B1 uses are being developed to the west at Bath Road Business Park. A river runs along the eastern boundary of the site and consequently this area is within Flood Zone 2/3.
Size of site	23 ha
Planning context	The site is allocated as an Employment Area (Policy E2) in the adopted West Wiltshire District Local Plan. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified a large area immediately to the west of the site for Housing/Mixed use.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	Reptile, badger and water vole surveys should be undertaken, particularly if any ditches are affected. Additional survey work should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt.
Historic environment and cultural heritage	Development should have due regard to the setting of the Scheduled Monument located approximately 800m to the east of the site boundary (SM12295 - round barrow on Arn Hill). There are also other archaeological discoveries in the area, with the potential for buried archaeological remains within the site. Further investigations will need to be undertaken and the results should be used to inform a mitigation strategy. The scope of any programme of archaeological investigations should be agreed in advance with the Wiltshire County Archaeologist.
Human health and amenity	<p>Potential impacts on air quality (including fumes), noise and vibration levels affecting existing uses on the business park and surrounding properties will need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required. The facilities should be sited towards the centre of the site with a minimum separation distance of 100m from Bath Road and 120m from the residential properties to the east.</p>

Warminster Business Park, Warminster	
	Air quality risks for the intended use are low to moderate without mitigation. Dust and odour mitigation will be required, although detailed assessment should not be necessary.
Traffic and transportation	Access from the B3414, capacity impacts on the A350/A36 and implications of Warminster weight limit restrictions will need to be investigated. Parking and access arrangements will need to be considered. Mitigation may involve lorry restrictions through Warminster. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site is in Flood Zone 1 with the exception of the southern-most tip in Flood Zone 2 and the eastern edge in Flood Zone 3. Areas along the eastern and southern sides of the site are shown to be 'Areas Susceptible to Surface Water Flooding'. There are surface water courses in close proximity to the site and the site is close to drainage channels to the east, south and west along with an adjacent attenuation pond to the south. The site is located on a major aquifer of high vulnerability and Source Protection Zone 2. There is limited risk of fluvial flooding but there is potential for pluvial and groundwater flooding. There are potentially contaminating land uses in the area and a high level of engineering containment will be required at this site to safeguard the groundwater environment. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Further assessment and work required to assess any risks to the water environment includes a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency to support a planning application.
Any other issues or comments	Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.
Cumulative effects	Potential for impacts on traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Chitterne Waste Management Facility, Chitterne



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Table 3.9 Chitterne Waste Management Facility, Chitterne

Chitterne Waste Management Facility, Chitterne	
Potential use/s	Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer, Composting and Waste Treatment
Grid reference	396846 143421
Current use/s	Greenfield site. This site is currently pasture land located adjacent to a large scale inert landfill/landraise site.
Description of site	This Greenfield site is located north of the B390, 1km west of the village of Chitterne and 25km north west of Salisbury. The inert landfill site adjacent to the proposed site has an existing access off the B390 which provides good access to the A36 to the west. The site lies within a relatively remote rural area of open rolling grade 3 agricultural land surrounded by a few isolated farms. To the north of the site an area of young woodland has been planted, whilst the northern boundary is defined by a strong belt of mature trees. Mature trees also run along the southern boundary, 230m beyond which lies the B390. The site is in the vicinity of Salisbury Plain SPA/SAC/SSSI and Cranborne Chase and West Wiltshire Downs AONB (approximately 1.2km south west of the site).
Size of site	15.5 ha
Planning context	The site is not allocated in the adopted West Wiltshire District Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The proposed allocation is situated on a site that appears to be either rough grassland or arable field and within 300m to the north of Codford Down County Wildlife Site (chalk grassland). However, it is considered that if the proposed allocation were to be developed, it would be unlikely to impact on the designated feature since the prevailing wind is from the south west and there is no hydrological connectivity between the allocation site and the CWS. There are several existing records in the immediate area for badgers and reptiles therefore an extended phase 1 habitat survey with particular reference to (although not exclusively) these species, will be required to inform any future planning application process.
Historic environment and cultural heritage	Ancient settlements and earthworks (cropmarks present and possible presence of a Bronze Age settlement) are located to the north west of the site. A Cultural Heritage Assessment will be required to support a planning application to understand the potential, extent, significance and type of possible archaeological remains on site. The scope of any programme of archaeological works will need to be agreed in advance with the Wiltshire County Archaeologist. Impacts of the setting of archaeological assets may be mitigated with appropriate screening and landscaping.
Human health and amenity	Potential impacts on air quality (including odour, dust and fumes), noise, vibration and nuisance levels affecting surrounding receptors will need to be investigated.
Land use	Potential loss of grade 3 agricultural land will need to be considered.

Chitterne Waste Management Facility, Chitterne	
Landscape, townscape and visual	<p>Potential for landscape and visual impacts on the surrounding area due to the highly visible site location. Mitigation will be required and could include the planting of a 15m woodland buffer around site boundaries to screen views into the site, integrating it with the surrounding rural character. The woodland should connect with existing trees and planting within the area. In addition strategic off-site hedgerow planting, along the B390 to reduce perceptions of the erosion of the rural landscape character of the area will be required.</p> <p>Any development will need to safeguard Public Rights of Way.</p>
Traffic and transportation	<p>Improvements will need to be made to the site access to accommodate HGVs turning left into the site from the west along the B390. A Capacity/Impact Assessment will also be required to investigate the likely impacts on the A36 and A303 and potential impact on Chitterne village from traffic approaching from the east. Development at the site should be controlled by condition and legal agreement to prevent, or at least minimise, unnecessary vehicle movements accessing or leaving via Chitterne village. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
Water environment	<p>The site is in Flood Zone 1 and is located on a major aquifer of high vulnerability. The site is situated within a valley between two Source Protection Zone (SPZ) 3 areas. SPZ 1 is situated 2.3km towards the east. Groundwater beneath the site is likely to be discharged within the Chitterne Brook (located 1.7km downslope of the site towards the east). Given that the site lies on a principal aquifer and is in close proximity to a SPZ 1 for a public water supply source a high level of engineering containment will be required at this site to safeguard the groundwater environment. Areas along the southern boundary of the site are shown to be 'Areas Susceptible to Surface Water Flooding'. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Further assessment and work required to assess any risks to the water environment includes a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison on hydrology/surface water drainage issues with the Environment Agency.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary. Any inert waste recovery operation will only be permitted at this site where it is clearly demonstrated to be associated with existing waste inputs to the adjacent landfill operation - additional inputs solely to service the recovery of inert waste at this site will not be acceptable at this location.</p>
Cumulative effects	<p>No cumulative effects identified at the plan-making stage.</p>
Links to the Waste Core Strategy	<p>Site is not located within 16km of a SSCT, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity</p>

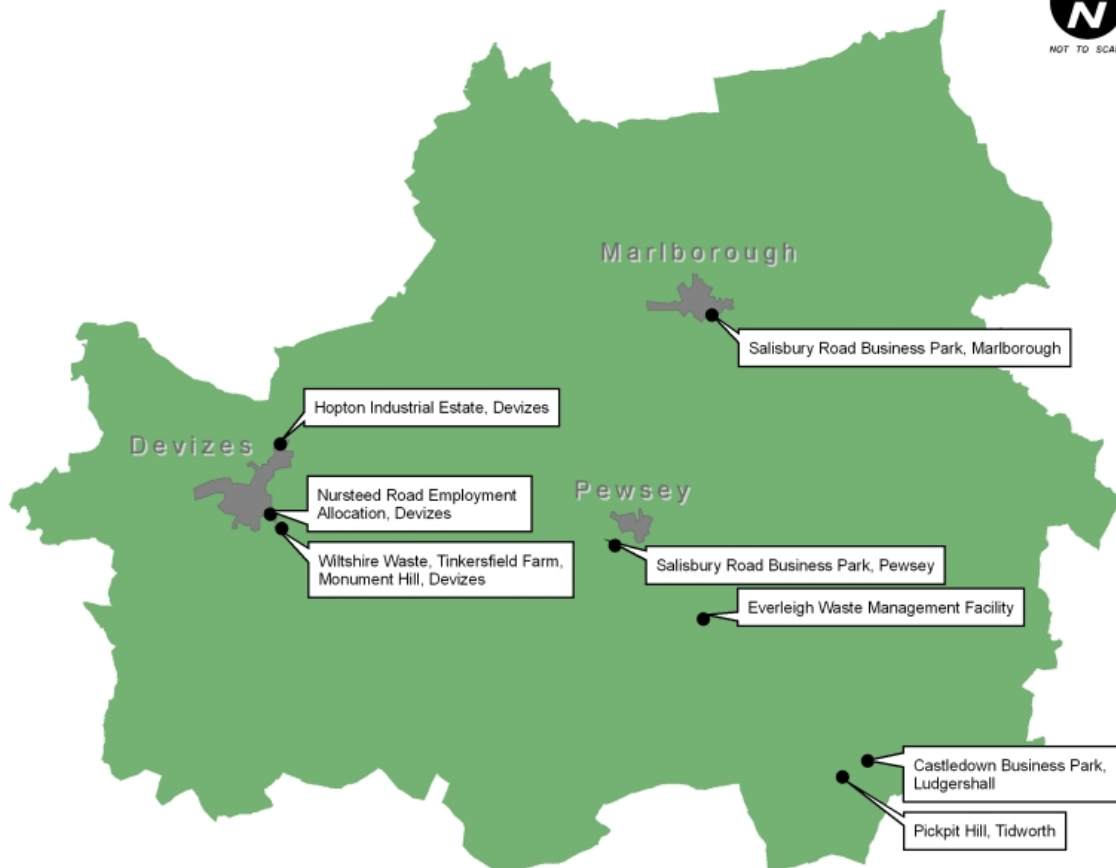
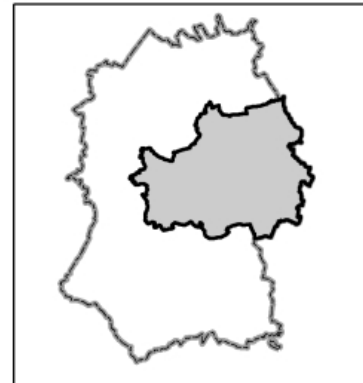
Chitterne Waste Management Facility, Chitterne

requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

4 East Wiltshire

4.1 Local sites

East Wiltshire Local Sites

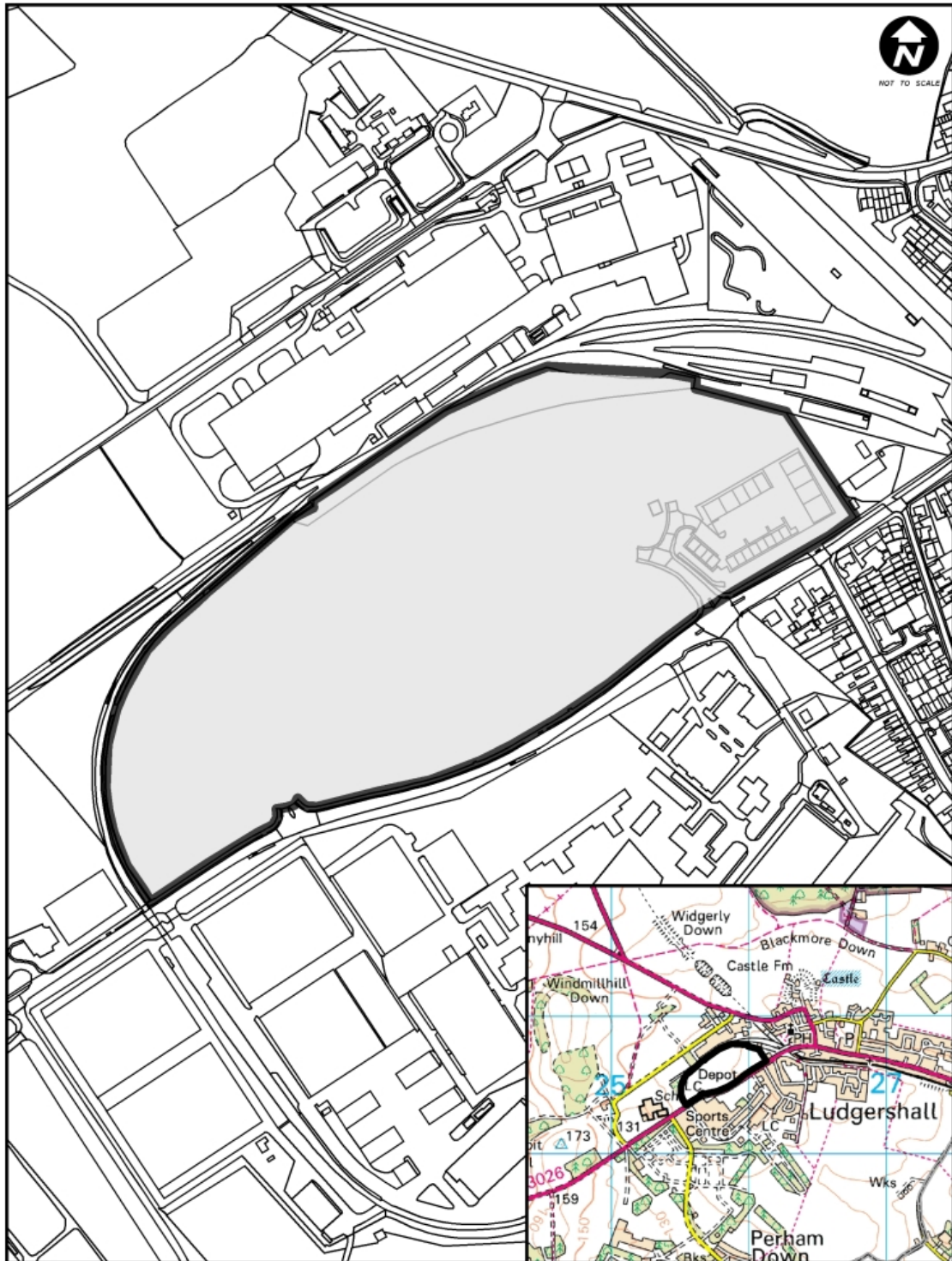


Key

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Castledown Business Park, Ludgershall



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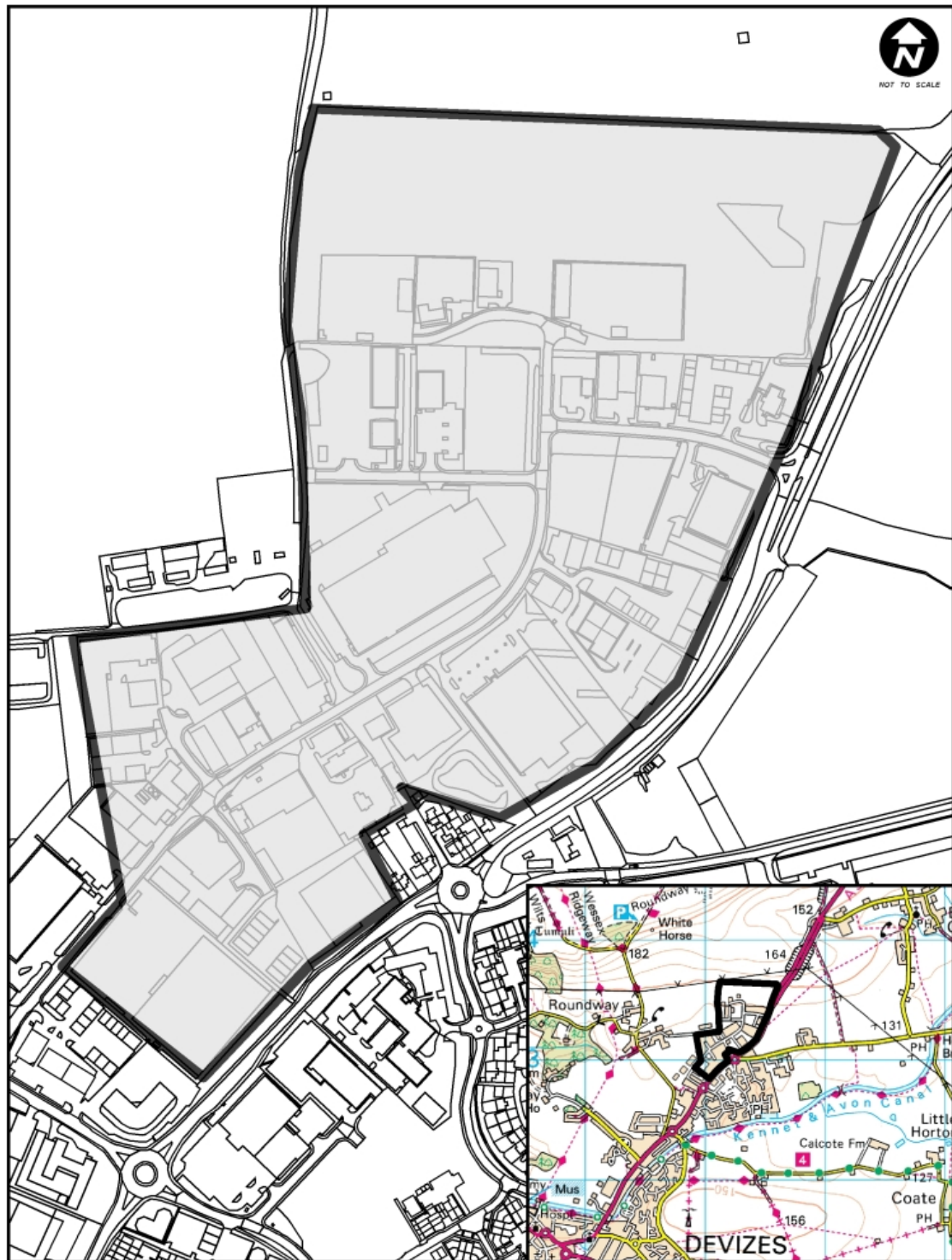
Table 4.1 Castledown Business Park, Ludgershall

Castledown Business Park, Ludgershall	
Potential use/s	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	425617 150584
Current use/s	The site is a partially complete industrial estate, located on Brownfield land with small industrial/business premises.
Description of site	The site is located on the A3026 between Ludgershall and Tidworth, approximately 30km north east of Salisbury. The site consists of a large open meadow with hedgerows running along the north west and south west boundaries. The site is adjacent to housing and recreational facilities and Wellington Academy is located approximately 115m beyond the south west site boundary. Access to the site is provided via the A3026 (Tidworth Road) which forms the south east boundary. The Castledown Business Park is bounded to the north and east by a railway line.
Size of site	13.9 ha
Planning context	This site is allocated as Employment land designation ED1 and ED6 in the Kennet District Local Plan. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified a substantial allocation for housing/mixed use immediately north of the site.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	Site survey to inform any future planning application for waste facilities on this site should include an extended Phase I survey of the entire site, with particular reference to badgers, bats (flight lines and possible tree roosts) and reptiles, especially slow worm and grass snake. Any necessary mitigation for a waste site must not compromise the integrity of the mitigation and enhancement for the adjacent Wellington Academy site. Two County Wildlife Sites lie to the immediate north west, west and south west of the school, within 600m of the site. These are Pickpit Hill and Wildmill Hill Down and both are designated for their chalk grassland habitat which is a UK BAP priority habitat supporting many UK BAP priority species including butterflies, brown hare and reptiles, especially slow worm. Enhancement in line with PPS9 should seek to further buffer the two areas of ancient woodland north east of the site, which may be sensitive to air pollution, by increasing the volume of hedgerow and tree line around the north of the site. New and enhanced habitat corridors around the south, south east and north east edges of the site should also be provided as appropriate (e.g. hedgerow and tree planting or maintenance of rough grassland strips).
Human health and amenity	Potential impacts on air quality (including odour, dust and fumes) and nuisance levels affecting existing uses on the business park and surrounding receptors (including users of Wellington Academy) will need to be investigated. Acoustic screening in the form of bunds, buildings or fences may be required on the eastern and southern boundaries of the site depending on the location of a waste facility. Facilities should be sited as far away from the eastern boundary as practical and at least 150m away from any residential dwelling.

Castledown Business Park, Ludgershall

Landscape, townscape and visual	The site is located less than 1km south of the North Wessex Downs AONB. Currently the site is well screened and this screening could be further extended to the front/entrance of the site. The visual impact of waste development should be reduced through sensitive site planning of facilities to minimise impact on views from the A3026, adjacent school and nearby MoD depots. The use of native and evergreen hedgerows and trees along site boundaries will help to screen views into the site.
Traffic and transportation	Any proposal for waste development should assess potential impacts of increased traffic on the A3026 and A303 and the surrounding areas of Ludgershall and Tidworth. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site is underlain by a major aquifer and is in close proximity to Source Protection Zone 2. There is no risk of fluvial flooding however there is a risk of changing surface water run off causing pluvial flooding. The aquifer is shallow which means there is a risk of groundwater flooding. Flooding could interrupt site operations and cause pollution to spread from the site. Development at the site will only be acceptable if it can be demonstrated that pollution will not occur and risks can be mitigated against. Drainage arrangements for any development proposals for this site will be a material consideration. There will need to be an assessment as to whether there are suitable surface water disposal options available for the site. Environment Agency records suggest that there are no mains surface water sewers within close proximity to the site. There is a local authority recorded landfill site 800m south west of the site and this may pose contamination risks. Proposals should consider mitigation such as a surface water drainage scheme and SuDS design to control run-off. Further assessments and work is required to assess any risks to the water environment including a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency to support a planning application.
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>The site falls within the MOD statutory safeguarding zone - Netheravon aerodrome Statutory Birdstrike Safeguarding Zone.</p>
Cumulative effects	Potential for impacts on air quality, human health and amenity, traffic and transportation.
Links to Waste Core Strategy	Site is not located within 16km of a SSCT, therefore it is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Hopton Industrial Estate, Devizes



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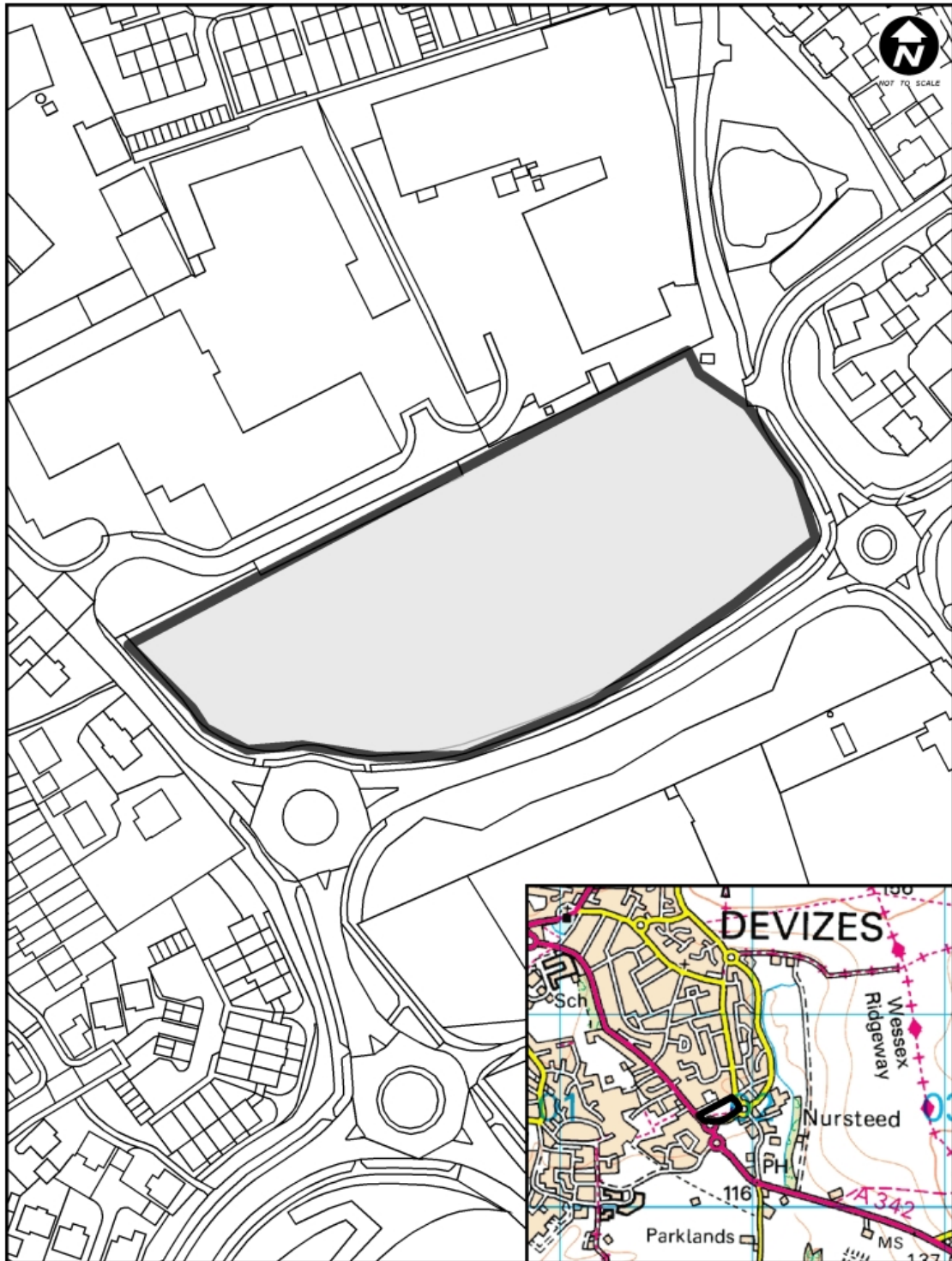
Table 4.2 Hopton Industrial Estate, Devizes

Hopton Industrial Estate, Devizes	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	402275 163375
Current use/s	The site comprises an existing industrial/business park with a mix of B2 and B8 uses plus land allocated for employment use. A Household Recycling Centre is currently operational at the site.
Description of site	The site is located on the north eastern edge of Devizes, to the west of the A361 London Road. The estate is connected by wide roads with footways which are currently accessed from three junctions on the A361. The two southern access points are in the form of roundabouts onto the A361 and the northern access point is a priority junction. The northern and western boundaries of the site are defined by hedgerows and trees, with fields beyond. The eastern boundary is delineated by the A361 with a combination of agricultural fields, commercial and residential uses beyond the road. The southern extent of the site merges with the adjacent Garden Industrial Estate. The site has reasonable access to the centre of Devizes and is located approximately 450m north of the Kennet and Avon Canal. The site is located in proximity to a number of designated sites including the North Wessex Downs AONB and is situated 1.3km east of Roundway Down and Covert SSSI. There are numerous Scheduled Monuments located to the west of the site.
Size of site	28.7 ha
Planning context	The site is designated as a Protected Strategic Employment Site and as Land Allocated for Employment Development in the Kennet District Local Plan which is subject to a number of policies including PD1, ED17 and ED25. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified a future employment site immediately to the south of the site and an area beyond this for housing/mixed use.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	Survey at the site level to inform any planning application should consist of an extended Phase I survey with particular respect to badgers, barn owls and farmland birds on adjacent arable fields. Depending on the findings of the survey a lux plot and lighting constraints may be required to ensure avoidance of light pollution onto fields.
Human health and amenity	Potential impacts on air quality (including fumes) and noise levels affecting existing uses on the industrial estate and surrounding receptors will need to be investigated.
Landscape, townscape and visual	The North Wessex Downs AONB is immediately to the north and west of the site. Appropriate screening and landscaping will be required to avoid harming the rural character of the adjacent AONB. This may involve planting of native/evergreen hedgerows and woodland belts to the north of the site. Sensitive site planning should be adopted to minimise the visual impact of new facilities from the AONB. Development should work with the topography

Hopton Industrial Estate, Devizes

	<p>of the land, involving sensitive levels design to minimise the impact on the valley-side topography of the northern end of the site and utilise its natural enclosure for screening any development.</p> <p>Consideration will need to be given to the visual impact on local footpaths. Off-site planting should screen views onto the site to reduce the visual impact. Any development will need to safeguard Public Rights of Way.</p>
Traffic and transportation	<p>Potential impacts on the A361 and surrounding roads as a result of an increase in traffic will need to be investigated, although the site is considered appropriate for the proposed uses. Issues with on-street parking along Hopton Road will also need to be considered. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
Water environment	<p>The site is underlain by a major aquifer of intermediate vulnerability. In addition, the north east corner of the site abuts Source Protection Zone 2 for a public water supply. A high level of engineering containment will be required at this site to safeguard the groundwater environment. The site is in Flood Zone 1 however 'Areas Susceptible to Surface Water Flooding' cross the site in a number of locations. Pluvial or groundwater flooding could interrupt site operations and cause pollution to spread from the site. The site could increase the flood risk elsewhere. Proposals should consider mitigation such as SuDS design to control runoff. Further assessments and work is required to assess any risks to the water environment including a Flood Risk Assessment, Surface Water Management Plan, and liaison with the Environment Agency to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p>
Cumulative effects	<p>Potential for impacts on traffic and transportation.</p>
Links to the Waste Core Strategy	<p>Site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>

Nursted Road Employment Allocation, Devizes



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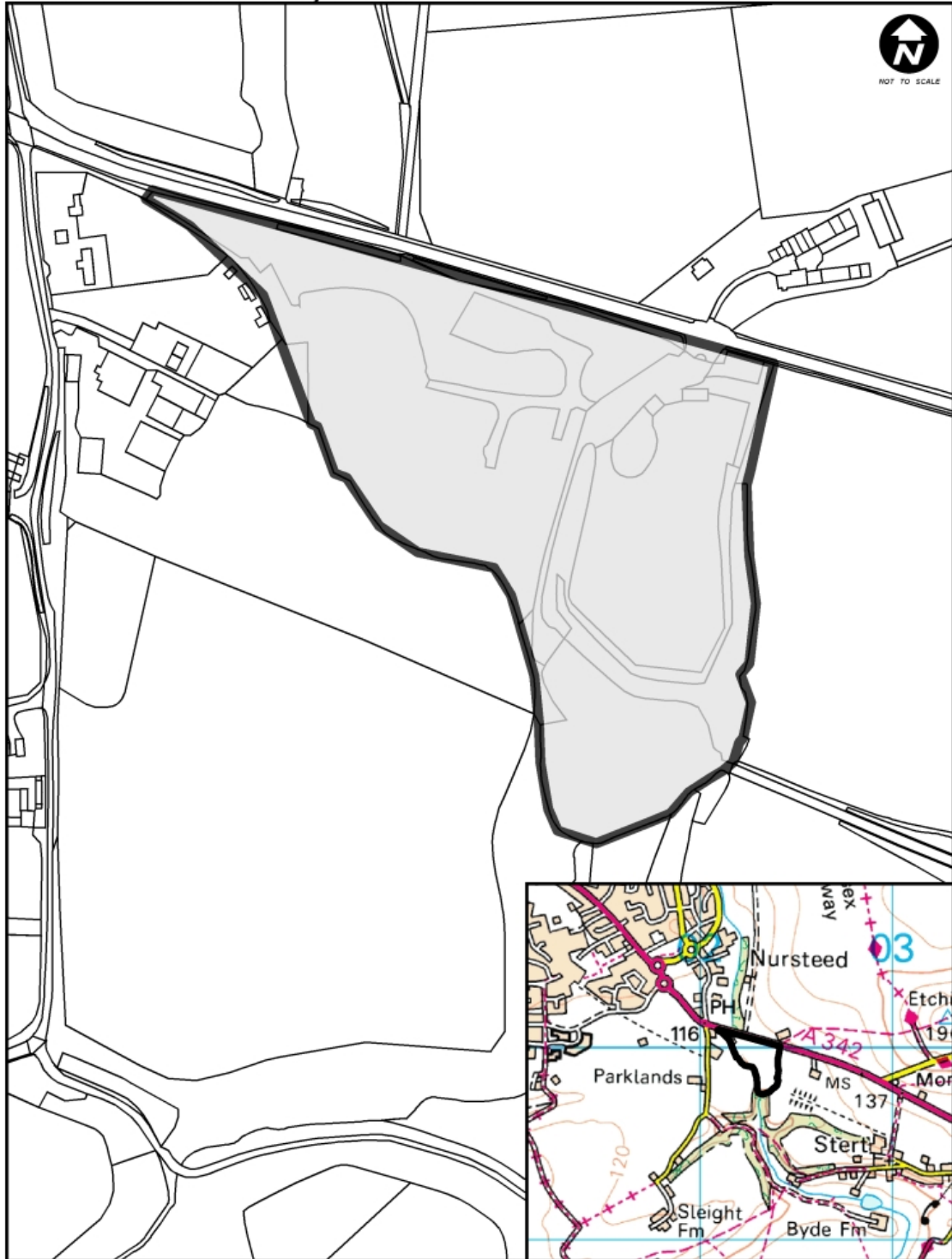
Table 4.3 Nursteed Road Employment Allocation, Devizes

Nursteed Road Employment Allocation, Devizes	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	401850 160500
Current use/s	This Greenfield site is an employment allocation.
Description of site	The site is situated on the south east fringe of Devizes, approximately 20km south east of Chippenham and forms an extension area to the existing Nursteed Road Industrial Estate. The site is accessed by the A342 London Road to the east. Brickley Lane runs along the southern boundary. A Depot is located adjacent to the site on its northern boundary. The site is also in close proximity to residential areas to the east and west. The North Wessex Downs AONB is located approximately 1km east of the site.
Size of site	1.4 ha
Planning context	The site is designated as an Employment Land Allocation in the Kennet District Local Plan. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified areas for housing/mixed use to the south of the site.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	There are no statutory or non-statutory designated sites within 2km of the site. The site currently consists of rough grassland which may be potentially suitable for great crested newt terrestrial habitat, especially as there are several ponds within 250m of the site. The habitats on site may also be suitable for badgers and reptiles. An extended Phase I habitat survey with particular reference to reptiles, great crested newts and badgers will be required to support any future planning application. Creation and enhancement of wildlife corridors and the provision of areas for reptiles may be required if deemed appropriate to the current ecology of the site.
Human health and amenity	Potential impacts on air quality (including fumes) and noise levels affecting the adjacent industrial estate and surrounding receptors will need to be examined.
Landscape, townscape and visual	The proximity of the site to surrounding residential properties and its urban fringe character mean that any planning application will need to consider the potential views into the site from the surrounding receptors and any impact on the North Wessex Downs AONB. Careful site planning and buffer planting will be required to ensure that potential views of any development are prevented.
Traffic and transportation	Investigation into the suitability of the existing site access will need to be undertaken as the existing access is not accessible to HGVs. An alternative access could be constructed to the south of the site, taking access off Brickley Lane. Development should also have regard to the impact of additional traffic on the two nearby residential areas and potential for congestion. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.

Nursteed Road Employment Allocation, Devizes

Water environment	The site is located within Flood Zone 1 and underlain by a major aquifer of high vulnerability. There are surface water courses within 1km of the site and there are potentially contaminating land uses in the area. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Further assessments and work is required to assess any risks to the water environment including a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment, and liaison with the Environment Agency to support a planning application.
Cumulative effects	Potential for impacts on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation.
Links to the Waste Core Strategy	Site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Wiltshire Waste, Tinkersfield Farm, Monument Hill, Devizes



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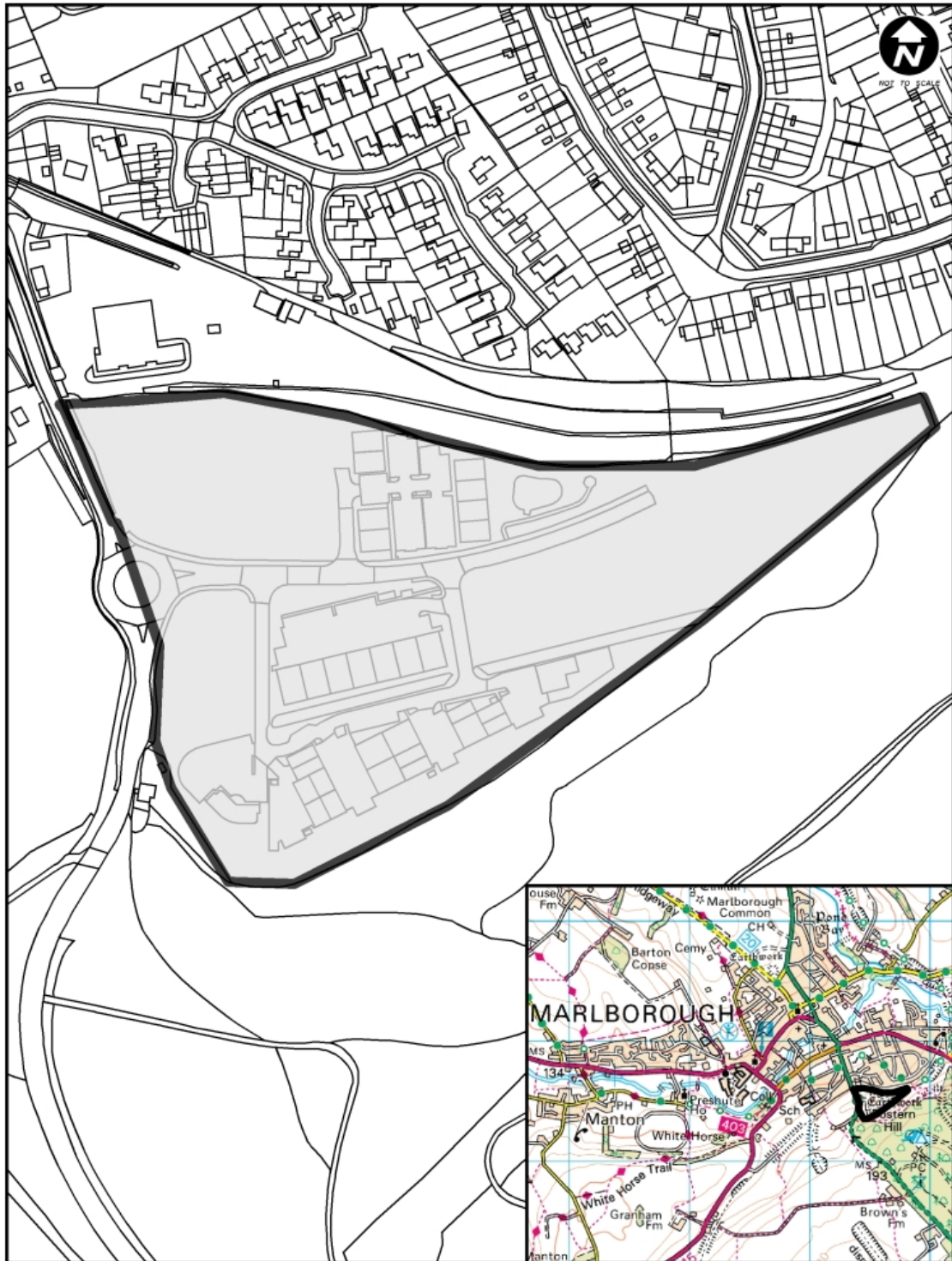
Table 4.4 Wiltshire Waste Tinkersfield Farm, Monument Hill, Devizes

Wiltshire Waste Tinkersfield Farm, Monument Hill, Devizes	
Potential use/s	Waste Treatment
Grid reference	402300 160016
Current use/s	The site is a former landfill site currently in use as a skip hire service, involving a Waste Transfer Station and inert recycling.
Description of site	The site is located on the south east fringe of Devizes, to the south of the A342 Monument Hill. The site is located in a rural setting surrounded by fields containing small farms. There are residential properties in the area including Ridgcroft, in an elevated position to the north of the site. The site is bounded to the north by the A342, which is screened by a combination of mature hedgerow and bunds. The embankments of a dismantled railway line running parallel to the A342 adjoin the southern end of the site on each side.
Size of site	4.8 ha
Planning context	The site is not allocated in the adopted Kennet District Local Plan. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identifies an area of housing/mixed use 100m to the north west of the site.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is situated immediately adjacent to Nursteed Farm Woods County Wildlife Site. There are existing records of badgers on the site and immediately adjacent land. Any future planning application should be informed by an extended Phase I survey of the application site and surrounding area, with particular reference to badgers and reptiles. There will be a requirement to provide habitat enhancement to buffer the woodland and to provide corridors around and across the site. Consideration will have to be given to the need for sensitive siting of buildings and plant within the site so that waste operations carried out at the site do not result in adverse impact to the County Wildlife Site.
Human health and amenity	<p>Potential for impacts on air quality (including odour, dust and fumes) and noise levels affecting receptors living in close proximity to the site will need to be examined. Mitigation for dust, bioaerosols and odour is recommended. Detailed assessment should be undertaken. The site is partially shielded from residential properties by the A342 and existing bunding. Acoustic screening in the form of bunds, buildings or fences on the northern, western and eastern boundaries of the facility may be required and the facility should be sited towards the middle of the site area, with a minimum of 150m to the nearest residential dwelling.</p> <p>Any development will need to safeguard Public Rights of Way.</p>
Landscape, townscape and visual	Views onto the site from nearby properties and PROW will need to be considered. Site planning should avoid the loss of mature hedgerows and trees around and within the site, but make use of the existing earth bunds to continue screening views. Care will need to be taken when designing the

Wiltshire Waste Tinkersfield Farm, Monument Hill, Devizes

	site entrance to ensure that views into the site from the A342 and Ridgcroft are not opened up.
Traffic and transportation	Potential for impacts on A342 and A361. Consideration is required of the mitigation measures to ensure the site access is fit for purpose. Mitigation should involve improving visibility and safety at the access point off the A342. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site is underlain by a major aquifer of high vulnerability and there is a history of potentially contaminating land use on site. There are two streams that enter the site which is predominantly within Flood Zone 1 (southern tip of site is in Flood Zone 3 associated with the Stert Valley). There is little risk from fluvial flooding but there is a risk of pluvial or groundwater flooding. It is recommended that a strip of land at least 8m wide above the culvert line is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. A high level of engineering containment will be required at this site to safeguard the groundwater environment. The landfill history of the site should be considered in order to determine the appropriate level of groundwater protection. Further assessments and work is required to assess any risks to the water environment including a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency to support a planning application.
Any other issues or comments	Any new facilities must consider the existing waste operations already permitted within the site boundary.
Cumulative effects	Potential for impacts on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation.
Links to Waste Core Strategy	Site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Salisbury Road Business Park, Marlborough



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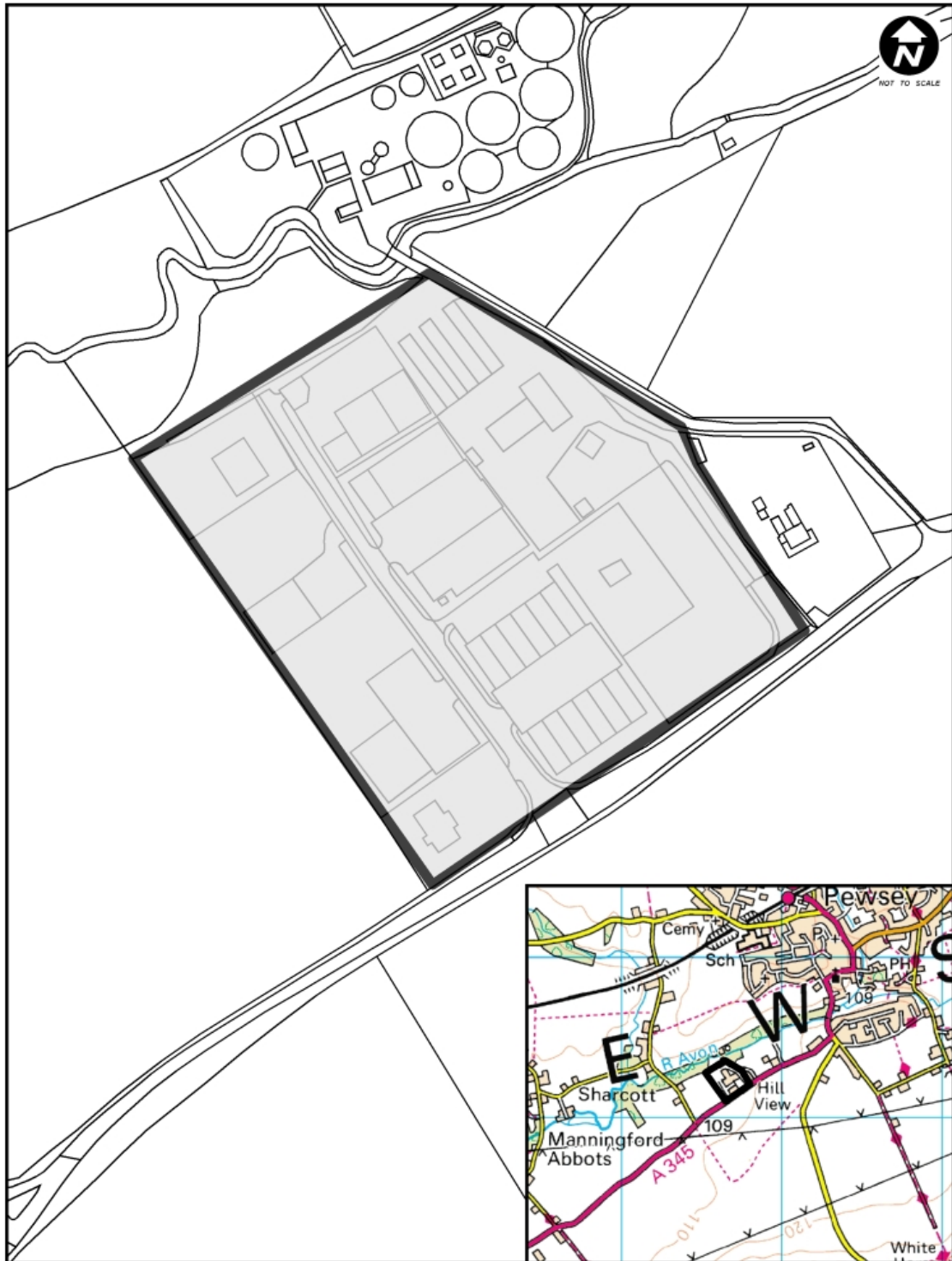
Table 4.5 Salisbury Road Business Park, Marlborough

Salisbury Road Business Park, Marlborough	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	419520 168500
Current use/s	The site has been prepared with infrastructure and landscaped to accommodate a small business/trading estate with a mix of B1 and B2 employment uses, although not all units have been constructed. A Household Recycling Centre has been granted planning permission.
Description of site	The site is located on the southern fringes of Marlborough. The site is bound to the west by the A346 Salisbury Road, to the north by a disused railway (the embankment is covered in dense scrub) and to the south by Savernake Forest SSSI. The site has good links to the Wiltshire HGV Route Network (A4 and A346). The existing access to the site is directly from the A346 Salisbury Road via a purpose built roundabout. The A346 is also classed as a primary route network. The site is located within the North Wessex Downs AONB.
Size of site	6.1 ha
Planning context	The site is allocated as a Rural Employment location in the Kennet District Local Plan (Policy ED7). The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identified an area of housing/mixed use to the west of the site.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	A Household Recycling Centre was granted planning permission, after extensive ecological survey and mitigation for dormice, bats and reptiles. Lighting restrictions have been imposed to protect commuting bats and dormice. Mitigation for any further development will need to complement that already detailed as part of extant permission. An appropriately scoped site level survey should be sufficient to support any future planning application for expansion of development.
Historic environment and cultural heritage	The site was subject to an archaeological investigation ahead of its commercial development because it abuts the Earthworks on Postern Hill. Potential impacts on this asset will need to be considered as part of any planning application.
Landscape, townscape and visual	The semi-enclosed setting and existing commercial character of the site means that it can accommodate change, especially away from the A346. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting will be required. Views into the site from nearby housing estates and Public Rights of Way will be of particular importance.
Traffic and transportation	Consideration of the appropriate location of a waste facility within the business park should be considered. There is potential for congestion at peak times and an appropriate routing of HGVs will need to be established in order to minimise environmental impacts. A Transport Assessment should be submitted with a planning application to identify the measures that will be

Salisbury Road Business Park, Marlborough

	taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site has high permeability but also overlies a major aquifer and has potential contaminated ground. The site also lies in close proximity to a Source Protection Area Zone 1 (SPZ1). Pluvial flooding could interrupt operations and cause pollution to spread from the site. The Environment Agency will require details of a ground investigation and infiltration tests to assess the suitability of certain sustainable drainage methods. If infiltration can not be achieved, there is an opportunity to provide a range of above ground SuDS such as ponds, swales and detention basins etc. If contamination proves to be a constraint then most SuDS can be lined to prevent any seepage into the ground. There does not appear to be a foul sewer connection to this site, so any contaminated drainage from waste storage/handling areas would have to be contained in a sealed tank and taken off site for disposal. Flood Risk Assessment and Contamination Assessment in coordination with the Environment Agency will be required to assess the impact of surface water run-off and any potential sources such as ground water and overland flows.
Any other issues or comments	Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.
Cumulative effects	No cumulative effects identified at the plan-making stage.
Links to Waste Core Strategy	Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Salisbury Road Business Park, Pewsey



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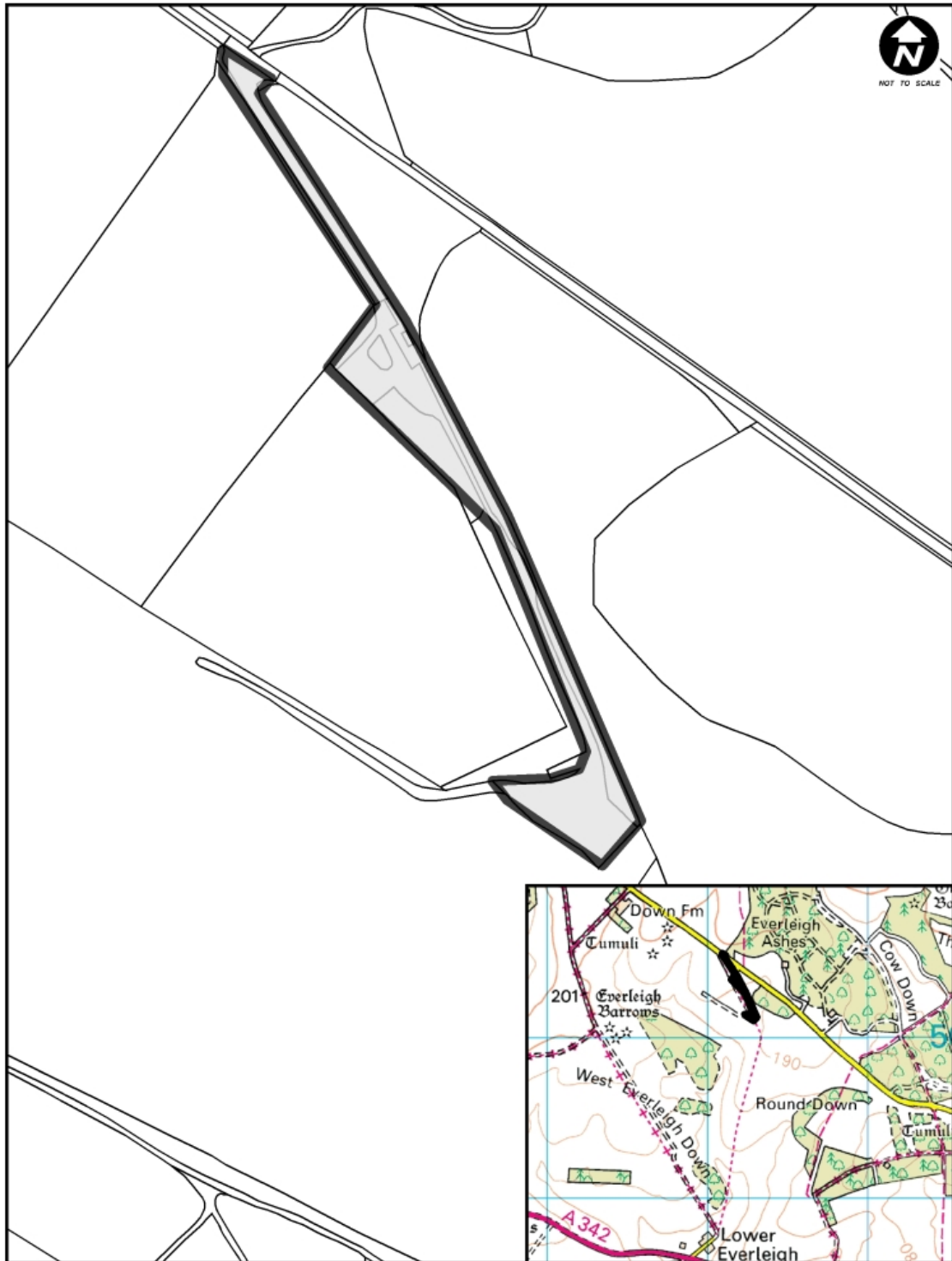
Table 4.6 Salisbury Road Business Park, Pewsey

Salisbury Road Business Park, Pewsey	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	415589 159299
Current use/s	The site is an existing business park which includes modern two storey units and workshops, a veterinary surgery and a number of vacant plots. The site is occupied generally with B2 and B8 class employment.
Description of site	The site is located on the south western periphery of Pewsey, a small rural town on the River Avon. The site is bounded by a wide strip of vegetation to the north (beyond which lies the River Avon and a sewage works) and the A345 to the south, which provides access to the site (beyond which are open arable fields and the Pewsey Hill chalk downland). There are no Public Rights of Way on the site at present although a number run along field boundaries to the north and south of the site. Two residential properties lie on the eastern site boundary and the western boundary is lined by a hedgerow with fields behind. The site is in proximity to a number of designated sites including the River Avon SAC, SSSI and wildlife sites located 40m to the north and lies within the North Wessex Downs AONB.
Size of site	3.8 ha
Planning context	The site is allocated as a protected strategic employment area in the Kennet District Local Plan (Policy ED7).
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is within 2km of the River Avon Special Area of Conservation (SAC) and therefore the County Ecologist has carried out a test of likely significance of any adverse impact on the designated features of the SAC. Although waste processes at this site are unlikely to result in impacts outside the site boundary, there may be indirect impacts such as dust, noise, light pollution affecting wildlife using the riparian woodland, and litter. All these should be controlled by a robust management plan to ensure that no adverse impact on the features of the SAC results from operation. A management plan must also address issues around soil bunding and oil traps to control pollution in surface water run-off. Survey to inform the planning application should include reptiles, badgers, bats, water voles and otters and habitat enhancement in line with PPS9 should be designed to complement any river restoration projects currently being run by Natural England.
Human health and amenity	Potential impacts on air quality (including fumes), noise and vibration levels affecting existing uses on the business park and nearby residential properties will need to be considered.
Landscape, townscape and visual	The site lies within the North Wessex Downs AONB and so the design and location of any waste facility within the business park will be a key consideration. Sensitive site planning will be needed to ensure that existing residential properties on the site, New Farm and East Sharcott (to the west) will not be adversely affected. Development should avoid the removal of healthy mature trees. Additional planting may be required along the A345 frontage of the site and along the northern boundary to screen views from the river valley.

Salisbury Road Business Park, Pewsey

<p>Traffic and transportation</p>	<p>The impact of queueing on the A345 and the distance of the site from the Wiltshire HGV Route network will need to be investigated. HGV routing, including signing and contractual agreements with the operator, will be required to ensure the impact on sensitive land uses is minimised. A waste facility should be located at an appropriate location within the business park in order to ensure a minimal impact on the existing industrial units. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
<p>Water environment</p>	<p>The site overlies a major aquifer of high vulnerability. The site is in Flood Zone 1 but there is an area of Flood Zone 3 related to the nearby River Avon, which is 30m north of the site, adjacent to a sewage works. A major portion of the site is shown to be in 'Areas Susceptible to Surface Water Flooding'. There is a limited risk of fluvial flooding but there is potential for pluvial and groundwater flooding. There are also potentially contamination issues from past activity and present land uses on site. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Further assessments and work is required to assess any risks to the water environment including a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment, and liaison with the Environment Agency to support a planning application.</p>
<p>Any other issues or comments</p>	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>This site falls within the MOD statutory safeguarding zone - Netheravon aerodrome Statutory Birdstrike Safeguarding Zone.</p>
<p>Cumulative effects</p>	<p>No cumulative effects identified at the plan-making stage.</p>
<p>Links to Waste Core Strategy</p>	<p>Site is not located within 16km of a SSCT, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>

Everleigh Waste Management Facility, Everleigh



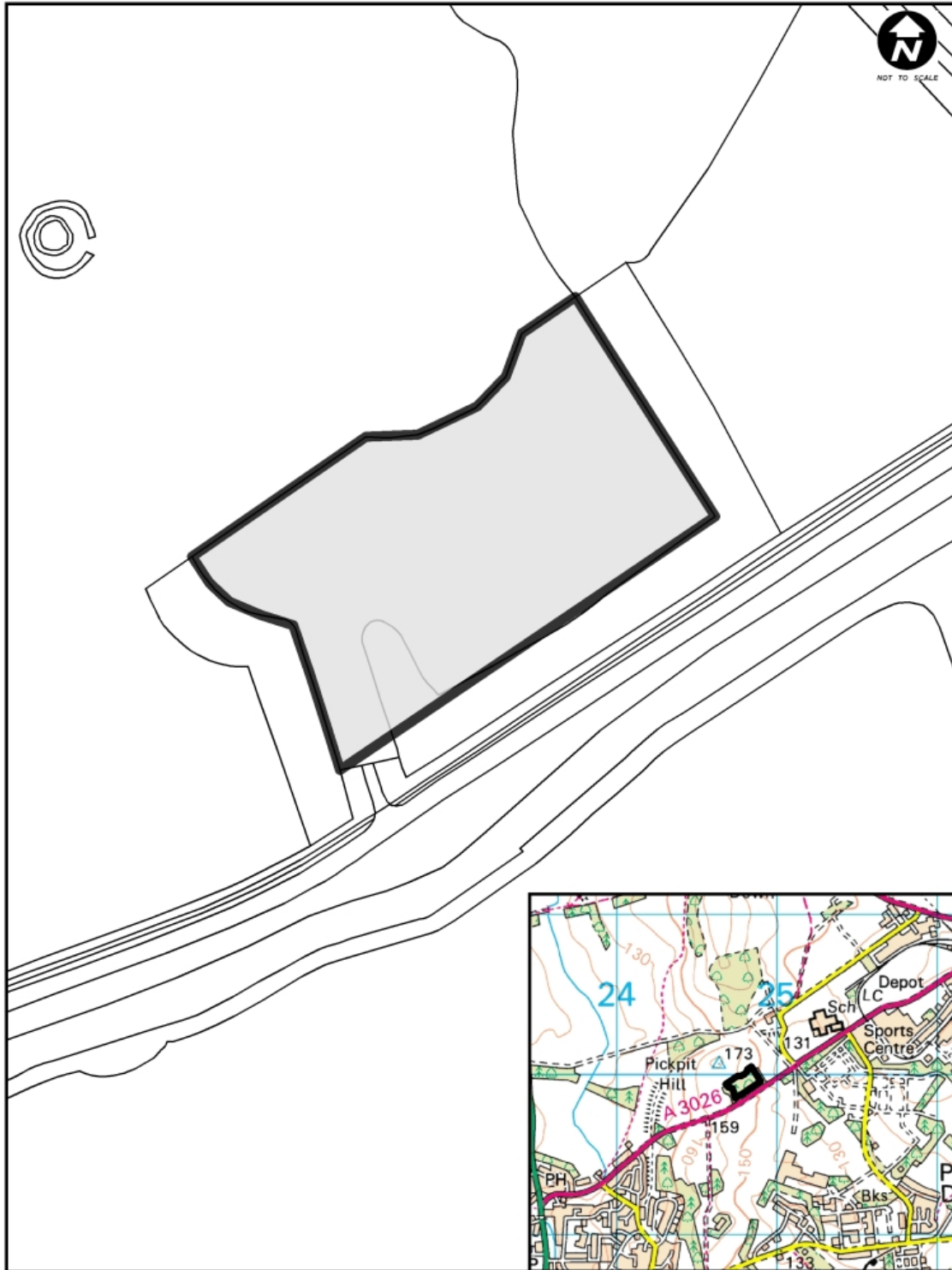
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Table 4.7 Everleigh Waste Management Facility

Everleigh Waste Management Facility	
Potential use/s	Inert Waste Recycling/Transfer and Composting
Grid reference	419171 156367
Current use/s	Site comprises a Household Recycling Centre at its northern end and a municipal Waste Transfer Station at the southern end.
Description of site	This narrow strip of land is located in a remote, rural setting 2km north of Lower Everleigh and 3km south east of Pewsey, just north of the A342. The site has an existing access onto Everleigh Road which links to the A345 at Pewsey and to the A342 at Everleigh. The site is relatively well-screened from views to the north and east by the presence of conifers and pines. At the southern end of the site the Waste Transfer Station has been screened from the wider landscape to the south. The site lies adjacent to a former landfill facility for municipal waste which was restored to grassland in 1996. The site is situated within a wider landscape characterised by open rolling chalk downs, and is in proximity to the North Wessex Downs AONB which abuts the northern boundary of the site. A Public Right of Way borders the eastern side of the site.
Size of site	0.9 ha
Planning context	The site is not allocated in the Kennet District Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is immediately adjacent to woodland and 150m from Everleigh Ashes County Wildlife Site which is designated for its Ancient Woodland interest and is also an important area of dormouse habitat. Any expansion on the site is unlikely to impact on the Ancient Woodland, but it would be advisable to undertake an extended Phase I habitat survey with particular reference to dormice and bats to inform any future planning application. Some lighting constraints may be necessary to protect dormice and bats from possible disturbance. Appropriate enhancement in line with PPS9 could seek to extend areas of suitable dormouse habitat around the site boundary to connect with other habitats in the wider countryside.
Historic environment and cultural heritage	There are no heritage assets recorded within the site boundary. However there is a Scheduled Monument (E9-e) located approximately 450m north west of the site. Providing that the existing screening plantation remains in place, and the development does not exceed the current height of the tree level, the setting of the Scheduled Monument will not be impacted upon by development within the site boundary. Four other Scheduled Monuments are located within 1km of the site. Although a number of archaeological features and finds have been identified within the study area, the potential for the presence of currently unrecorded archaeological deposits within the site is low. No further archaeological assessment is recommended.
Human health and amenity	Potential impacts on air quality (including odour, dust and fumes), noise, vibration and nuisance levels affecting people working on or using existing operations on the site will need to be investigated. Development should have regard to the Environment Agency 250m bioaerosol buffer for composting operations.

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

Pickpit Hill, Tidworth



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Table 4.8 Pickpit Hill, Tidworth

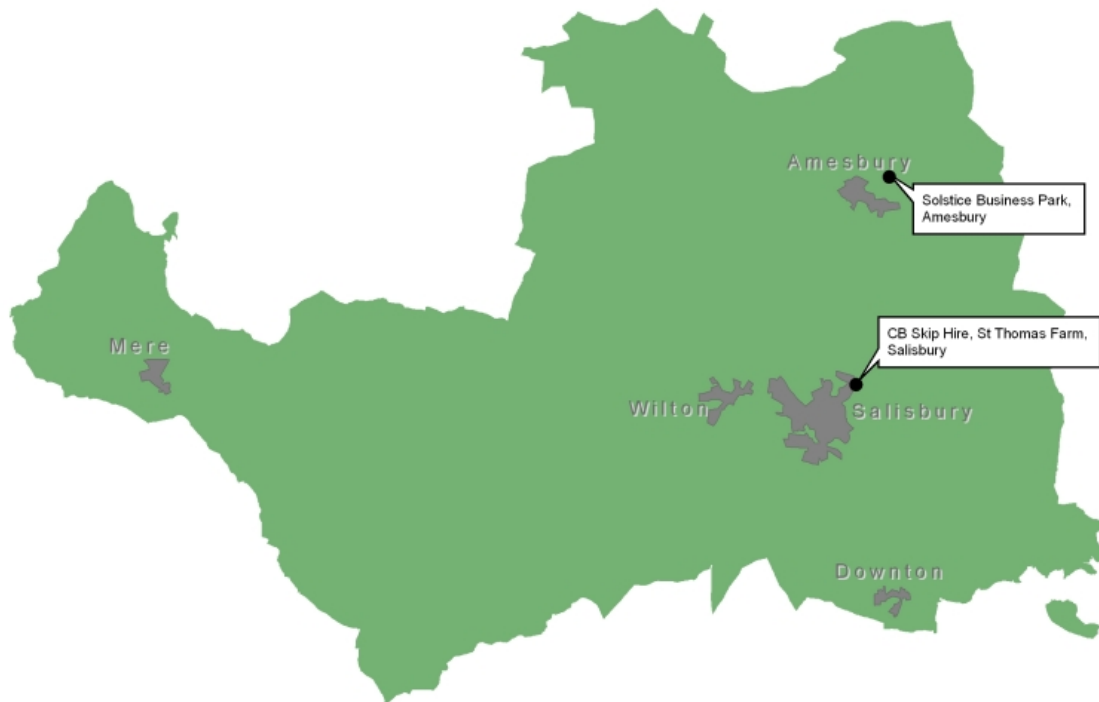
Pickpit Hill, Tidworth	
Potential use/s	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer and Composting
Grid reference	424790 149947
Current use/s	The site is a former incinerator site which is now vegetated with woodland.
Description of site	The site is located on the A3026 between Ludgershall and Tidworth, approximately 30km north east of Salisbury. The site is isolated and well screened by hedgerows and woodland which define the boundaries. The site is accessed via the A3206 which runs along the southern boundary of the site. There is a residential area around 650m south west of the site and Wellington Academy is approximately 500m north east.
Size of site	1.9 ha
Planning context	The site is not allocated in the Kennet District Local Plan. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging Wiltshire Core Strategy) identifies a substantial area of land for housing/mixed use sited approximately 650m north east of the site.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is surrounded on three sides by the Pickpit Hill County Wildlife Site, designated for its chalk grassland interest, a UK BAP priority habitat, which in turn is important for the large variety of butterflies, reptiles and small mammals, including brown hare. The site itself is covered with trees and scrub, which may offer suitable secluded resting places for birds, bats and small mammals. An extended Phase I habitat survey with particular reference to reptiles, bats and badgers will be required to inform any future planning application on this site. Appropriate enhancement in line with PPS9 could include the provision of new or extended areas of wildlife corridor and refuge sites on the boundary between the waste site and the County Wildlife Site. A robust management plan will need to address the issue of dust and litter being carried onto the County Wildlife Site by the prevailing wind and measures put in place to prevent this.
Human health and amenity	Potential impacts on air quality (including odour, dust and fumes), noise and vibration levels affecting nearby residential area and users of Wellington Academy (north east of the site) will need to be investigated.
Landscape, townscape and visual	Potential impacts on the existing landscape setting and views onto the site from the surrounding area will need to be investigated.
Traffic and transportation	Potential capacity constraints of the A3026 and adjoining roads to deal with waste related traffic will need to be addressed. Potential mitigation includes relocating the existing site access approximately 180m to the east to improve visibility and providing a dedicated right turn. Consideration should also be given to routing HGV traffic so that it travels from the east via the A342 and the A303 (not through Tidworth). A Transport Assessment should be submitted with a planning application to identify the measures that will be

Pickpit Hill, Tidworth	
	taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site is located within Flood Zone 1 but overlies a major aquifer of high vulnerability and is within Source Protection Zone 2. Portable supplies are therefore at risk from pollution and any use at the site will only be acceptable if it can be demonstrated that pollution will not occur and risks can be mitigated against. There has been extensive past and present industrial use of the site including landfill which could give rise to potential contamination issues. The drainage arrangement for any development proposals for this site should be a material consideration. An assessment as to whether there are suitable surface water disposal options available for the site will need to be undertaken. Environment Agency records suggest that there are no mains surface water sewers within close proximity to the site. Further assessments and work is required to assess any risks to the water environment including a Flood Risk Assessment (and a strategic drainage plan), Surface Water Management Plan, Contamination Assessment, and liaison with the Environment Agency to support a planning application.
Cumulative effects	Potential for impacts on air quality, human health and amenity, traffic and transportation.
Links to Waste Core Strategy	<p>Site is not located within 16km of a SSCT, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p> <p>This site falls within MOD statutory safeguarding zones - Netheravon aerodrome; Boscombe Down and Middle Wallop Statutory Birdstrike Safeguarding Zone.</p>

5 South Wiltshire

5.1 Strategic sites

South Wiltshire Strategic Sites



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

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Solstice Business Park, Amesbury



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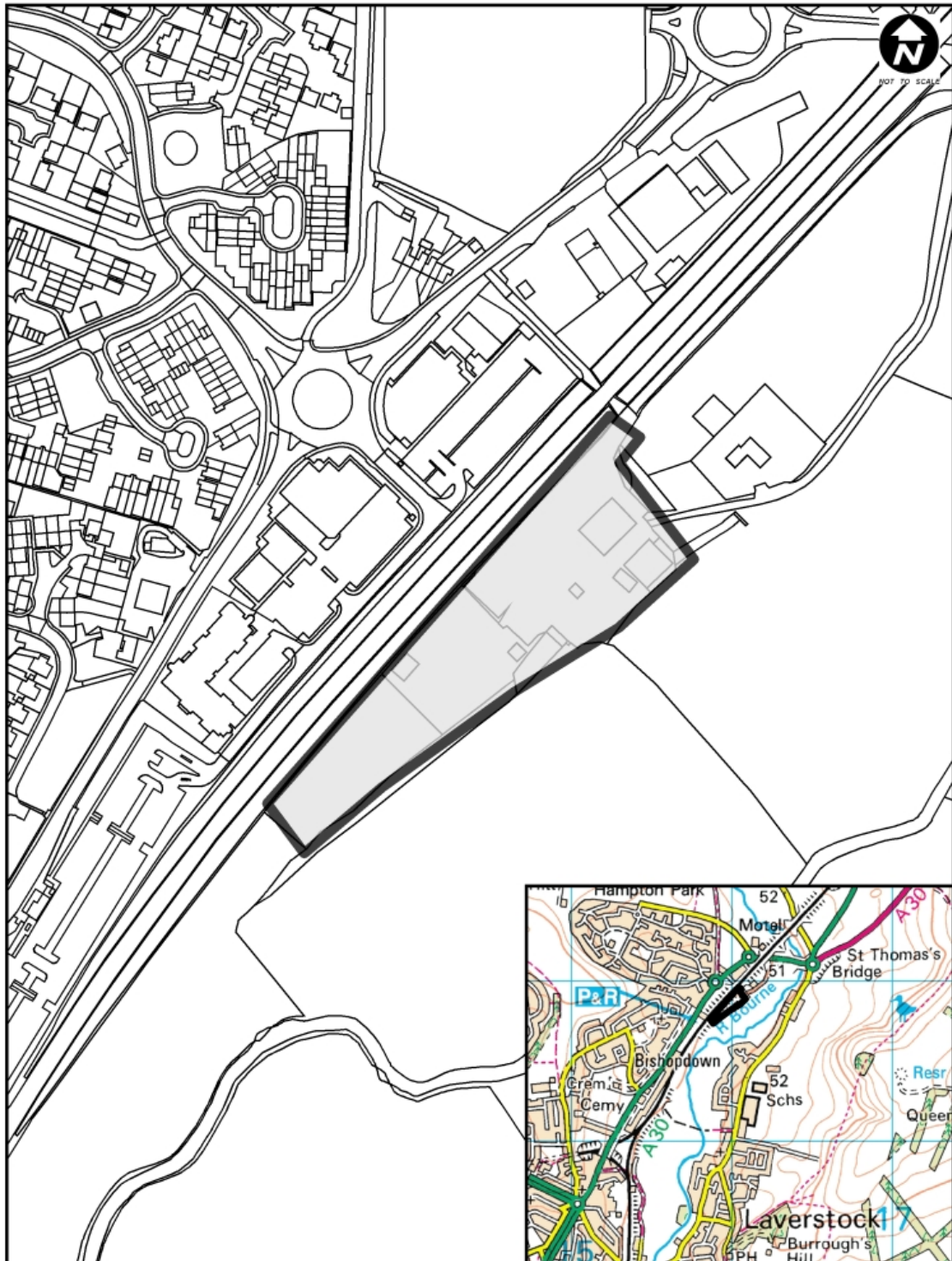
Table 5.1 Solstice Business Park, Amesbury

Solstice Business Park, Amesbury	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	417606 142000
Current use/s	The site is part of a business park with various classes of use including B2 and B8.
Description of site	The site is situated approximately 0.5km to the north east of Amesbury, 12km north of Salisbury. The northern boundary of the site abuts the A303 dual carriageway, which the site can be seen from. Access to the site can be gained from the A303 via the existing Solstice Park road infrastructure and Porton Road. The eastern boundary of the site is an old track bounded on both sides by hedgerows and long unmanaged grassland. Agricultural fields and the earlier stages of the Solstice Business Park are located to the west. No Public Right of Ways run through the site, although one does run down the south east border of the site.
Size of site	13.9 ha
Planning context	The site is allocated in the adopted Salisbury Local Plan for employment development (Policy E8A).
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	This site is within 1km of Salisbury Plain Special Area of Conservation (SAC). The County Ecologist has carried out a test of likely significance of any adverse impact on the designated features of the SAC, as a result of development of the site for any or all of the potential uses listed above and concluded that the proposed site is sufficiently far from the designated site that no significant effect will result from the implementation of proposals. A site level survey will be required to inform any future planning application with particular reference to achieving some gain for biodiversity through further development of the site.
Historic environment and cultural heritage	Solstice Park has already been subject to extensive archaeological evaluation and excavation in advance of the development of the existing business and retail park developments. Given the scale of development, the potential for the presence of any archaeological deposits is negligible. There are eight Scheduled Monuments within 500m of the site, one of which (S1-k) lies immediately adjacent to the eastern boundary of the site, although this has already been screened from the existing development. Providing the height and mass of the new development does not exceed that of existing structures on the site, it will not affect the setting of the surrounding Scheduled Monuments. Cultural Heritage is therefore not considered a constraint to development however any development on previously undeveloped land would require an archaeological survey.
Landscape, townscape and visual	Potential impacts on the existing setting and views into the site from the surrounding area and Public Rights of Way. Although not directly overlooked by residential properties, this open site is highly visible to users of the busy A303. Sensitive site planning in the form of placing facilities away from offices and the A303, planting of a 15m woodland strip around the facility and strategic tree planting should be used throughout the business park to integrate the

Solstice Business Park, Amesbury

	development. However, whilst woodland planting could help to mitigate the impacts of the proposals on landscape character and visual amenity, this would still erode the open, exposed character of the area and careful consideration should be given to how a waste facility can be suitably accommodated on this site.
Traffic and transportation	Any proposal for waste development should assess the potential impacts on the trunk road network of the A303. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	There is a Source Protection Zone 3 located 1km towards the south of the site and the site also overlies a major aquifer. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Although in Flood Zone 1, the area is shown in part to contain 'Areas Susceptible to Surface Water Flooding'. A Flood Risk Assessment will need to support a planning application.
Any other issues or comments	Any new facilities must not prejudice the existing uses already operating within the site boundary. This site falls within the MOD statutory safeguarding zone - Netheravon and Boscombe Down Statutory Birdstrike Safeguarding Zone in addition to Dean Hill Statutory Meteorological Safeguarding Zone.
Cumulative effects	Potential for cumulative effects on traffic and transportation because of proximity to existing waste management facility in Hampshire.
Links to Waste Core Strategy	Site is located within 16km of Salisbury and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

CB Skip Hire, St Thomas Farm, Salisbury



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Table 5.2 CB Skip Hire, St Thomas Farm, Salisbury

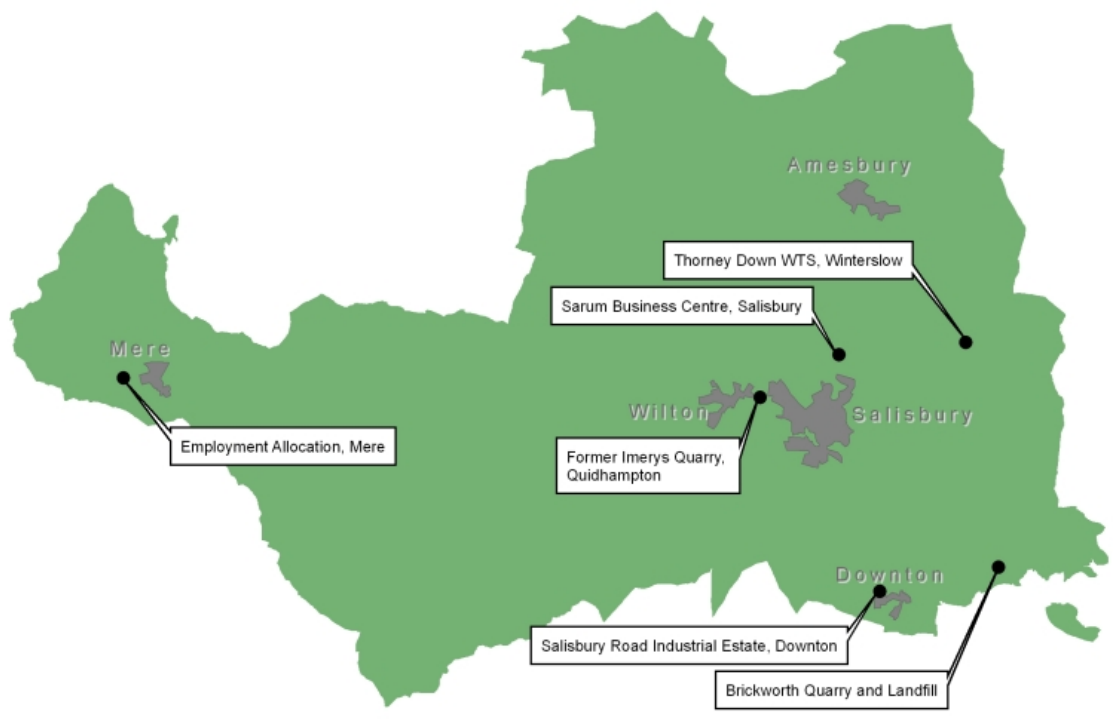
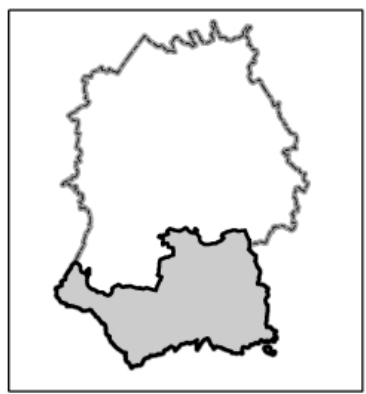
CB Skip Hire, St Thomas Farm, Salisbury	
Potential use/s	Local Recycling, Inert Waste Recycling/Transfer and Composting
Grid reference	145947 131817
Current use/s	The site is part Brownfield and part Greenfield, comprising a skip hire service in the northern end of the site and a paddock in the southern end of the site.
Description of site	The site is located to the west of Bishopdown on the north east edge of Salisbury. The site has an existing access road off the A30, which is part of the Wiltshire HGV Route Network, and links to the A36 and A338. The north east boundary is defined by a residential property, the south east and south west boundaries by hedgerows beyond which is located a flat area of grassland flood meadows that form the River Bourne floodplain. The north west boundary of the site is defined by the embankment of a railway line and includes a cover of rough scrub.
Size of site	1.5 ha
Planning context	The site is not allocated in the adopted Salisbury District Local Plan however it is covered by the Landscape Setting of Salisbury and Wilton policy C6 within the Salisbury Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	As the site lies 75m from the River Avon Special Area of Conservation (SAC) the County Ecologist has carried out a test of likely significance of any adverse impact on the designated features of the SAC, as a result of development of the site for any or all of the potential uses listed above. This concluded that there could be a risk of adverse impact on the SAC as a result of implementing the potential uses but that the significance of impact can be removed or greatly reduced by the design of a robust management plan for site operation, which must address potential issues around dust deposition and pollution. A site level survey will be required to inform any future planning application. This should consist of an extended Phase I survey with particular reference to otters, reptiles, bats and badgers, assuming that the extension of the existing site will occupy the south west area of the site.
Human health and amenity	<p>Potential impacts on air quality affecting surrounding receptors will need to be investigated. All air quality risks for the intended use are low to high without mitigation. Dust, bioaerosol (with composting) and odour mitigation is recommended. Detailed assessment should be undertaken if the site is intended for composting. There are properties within the 250m bioaerosol buffer, although they are screened from the site via a railway line located on a large bund. Advice should be sought from the Environment Agency.</p> <p>The impacts of noise from any development upon surrounding land uses will need to be addressed. The site is well separated from local housing, with the exception of the owner's house, and already contains similar noise sources. There is little or no screening from the proposed site but with appropriate screening the site is considered suitable with respect to noise for the proposed uses. Acoustic screening in the form of bunds, buildings or fences may be required on the southern and eastern boundary of the facility.</p>

CB Skip Hire, St Thomas Farm, Salisbury

Landscape, townscape and visual	Potential impacts on views onto the site from nearby residential properties in Bishopdown to the west and Laverstock to the south. However, the semi-enclosed setting and existing industrial character of the site means that it can accommodate change. The main visual impacts, on residences on Broadway Ledge and the footpath to the south of the site, should be mitigated through sensitive site planning and screen planting.
Traffic and transportation	Any proposal for waste development should assess traffic impacts, particularly at peak times, along the A30 and A36. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site is situated within Source Protection Zone 1 and significant evidence will need to be provided to ensure that the proposed uses will not impact on this. In particular, a composting facility will need to make sure adequate distance from receptors and risk assessments are followed. The site lies partly in Flood Zone 2 and an area of the site is shown to be within 'Areas Susceptible to Surface Water Flooding'. Further assessments and work are required to assess any risks to the water environment including a Flood Risk Assessment, Surface Water Management Plan, and liaison with the Environment Agency to support a planning application.
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>The site falls within the MOD statutory safeguarding zone - Boscombe Down Statutory Birdstrike Safeguarding Zone in addition to Dean Hill Statutory Meteorological Safeguarding Zone.</p>
Cumulative effects	Potential for impacts on biodiversity and geodiversity.
Links to Waste Core Strategy	Site is located within 16km of Salisbury and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

5.2 Local sites

South Wiltshire Local Sites

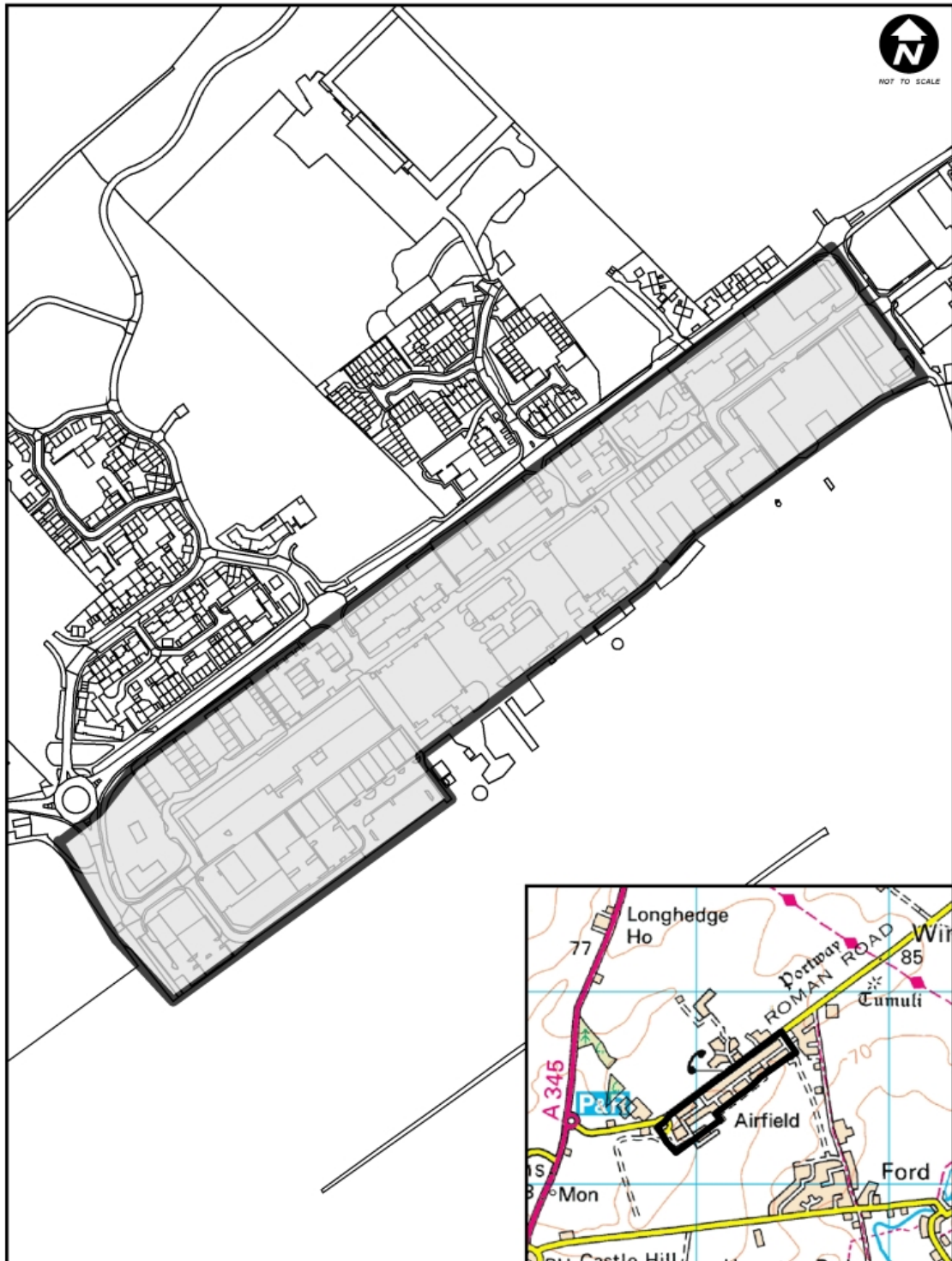


Key

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

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Sarum Business Centre, Salisbury



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Table 5.3 Sarum Business Centre, Salisbury

Sarum Business Centre, Salisbury	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	415230 133632
Current use/s	The site lies within a business centre consisting of Old Sarum Airfield, Sarum Business Park and Castle Gate. The Sarum Centre is an industrial estate with a wide range of business uses (B1, B2 and B8).
Description of site	The site is located approximately 4km north of Salisbury. The site is accessed from the A345 via Portway, a Roman road which defines the northern boundary. Beyond Portway lies a residential area with a football ground, playing field and agricultural fields. To the north east of the site are residential dwellings along Green Lane. The southern boundary abuts Old Sarum Airfield and a field is located to the south west of the site. There are no Public Rights of Way present on site although there is one to the east.
Size of site	11.9 ha
Planning context	The site is not allocated in the adopted Salisbury District Local Plan however, there is an area of land north east of the site allocated for housing (H2D) and employment (E1) which has already been developed as a residential area.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site lies 940m to the north of the River Avon Special Area of Conservation (SAC) but there are no mechanisms by which any of the proposed waste uses at the site could impact on the designated features of the SAC. A site level survey will be required to support any future planning application and provide information on badgers, reptiles and bats (in trees or in relation to buildings to be demolished and replaced) to inform any future planning application. Appropriate enhancement as required by PPS9 should aim to reinforce wildlife corridors around and within the site, however as a private airfield is situated immediately to the south, it may not be appropriate to rely on bat and bird boxes as enhancement for biodiversity.
Historic environment and cultural heritage	<p>The site incorporates remains of one of the oldest working airfields in England. The 1918 workshop and 1935 headquarters buildings have been individually designated as Grade II Listed Buildings. Old Sarum Airfield was designated as a Conservation Area in 2007. Given the significance of the heritage assets within the site, no development should be permitted within the Conservation Area or within the cartilage or setting of the Listed Buildings. Development within the business park outside of the Conservation Area may be acceptable where it does not negatively impact upon the setting of the Listed Buildings. Development should not exceed the height or mass of the existing buildings. Given the extent of recorded archaeological deposits within the study area (including the line of a Roman road that defines the northern boundary of the site), further archaeological field evaluation is recommended to assess the potential for the presence and extent of survival of buried archaeological deposits.</p> <p>The known Scheduled Monument (S5-i) that lies 500m to the north east of the site boundary is screened from the site by a number of buildings. Development will not affect the setting of the Scheduled Monument.</p>

Sarum Business Centre, Salisbury

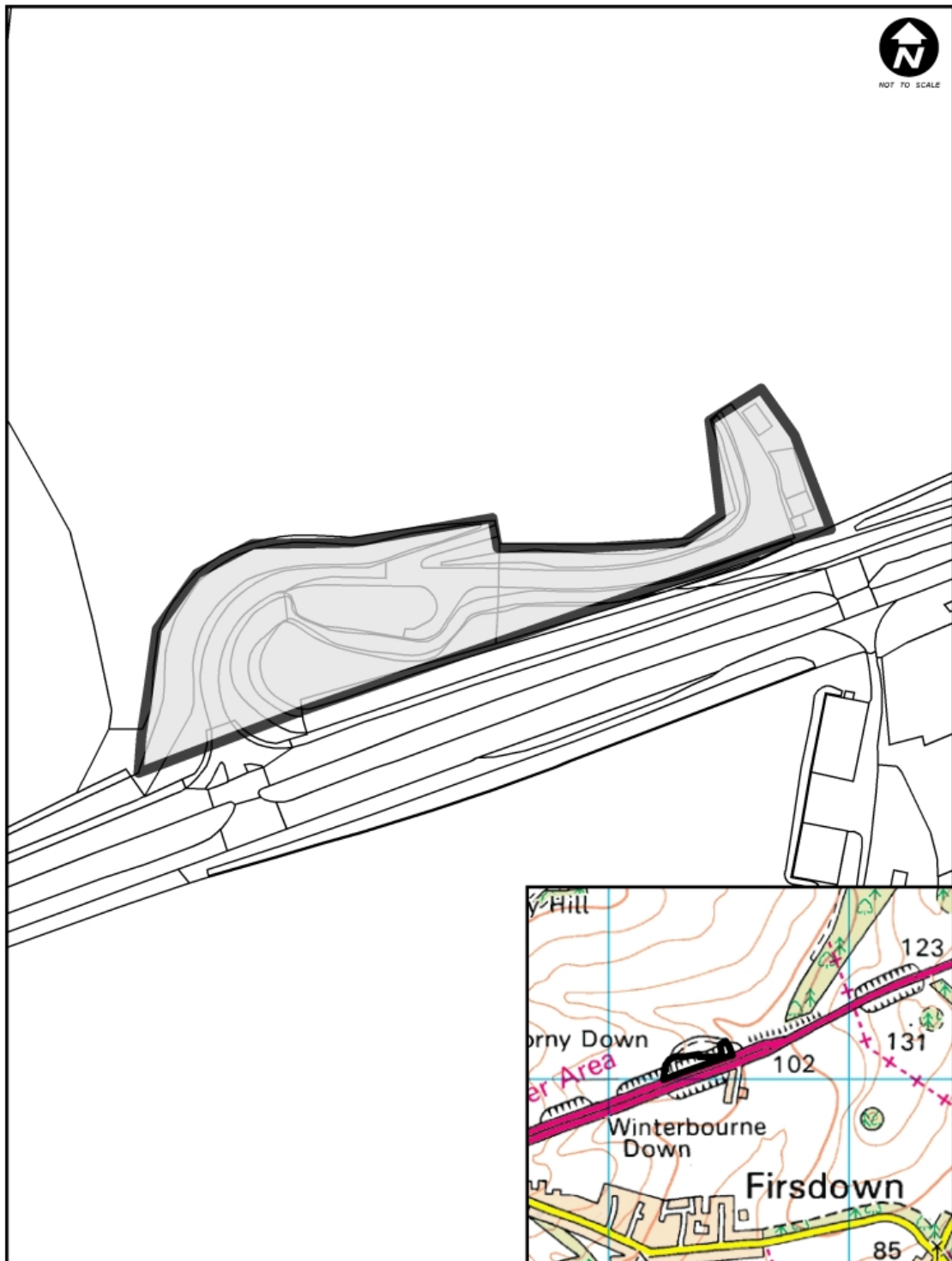
Human health and amenity	<p>Potential impacts on air quality, noise and vibration levels affecting existing uses on the business centre and surrounding receptors will need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required on the northern and eastern boundaries, depending on the location of facilities within the site. Any waste facility needs to be sited a minimum separation distance of 100m from Bath Road and 120m from the residential properties to the east.</p>
Landscape, townscape and visual	<p>Potential landscape impacts may include the loss of large-scale mature trees and hedgerows, and erosion of the historic character of Old Sarum Airfield (dating to 20th Century) and the open rural farmland character to the south of the site. These impacts could have an effect on the existing setting and views onto the site from nearby housing estates and Public Rights of Way. The site is well used, with a large number of visual receptors, both on-site and within the surrounding countryside, which is very open in character. Whilst it is a brown-field site, it does not currently have a strong heavy-industry or waste-dominated character. Sensitive site planning is advised to avoid loss of mature hedgerows, trees and avenue structures. Facilities should be located away from site boundaries to minimise erosion of the rural character of the countryside beyond.</p>
Traffic and transportation	<p>The site is considered appropriate for the proposed uses however the suitability of the existing site access will need to be investigated in addition to likely impacts on the A36. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
Water environment	<p>The site is in Source Protection Zones (SPZ) 1 and 2. The Environment Agency is likely to object to any proposals for new development of waste transfer stations within SPZ 1. There are potential contamination issues from past activities which may need to be investigated. The site lies in Flood Zone 1, although areas to the north of the site are shown to be 'Areas Susceptible to Surface Water Flooding'. Further assessments and work are required to assess any risks to the water environment including a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing commercial units and other uses already permitted within the site boundary.</p> <p>This site falls within the MOD statutory safeguarding zone - Boscombe Down Statutory Birdstrike Safeguarding Zone in addition to Dean Hill Statutory Meteorological Safeguarding Zone.</p>
Cumulative effects	<p>Potential for impacts on biodiversity and geodiversity.</p>

Sarum Business Centre, Salisbury

Links to Waste Core Strategy

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

Thorney Down WTS, Winterslow



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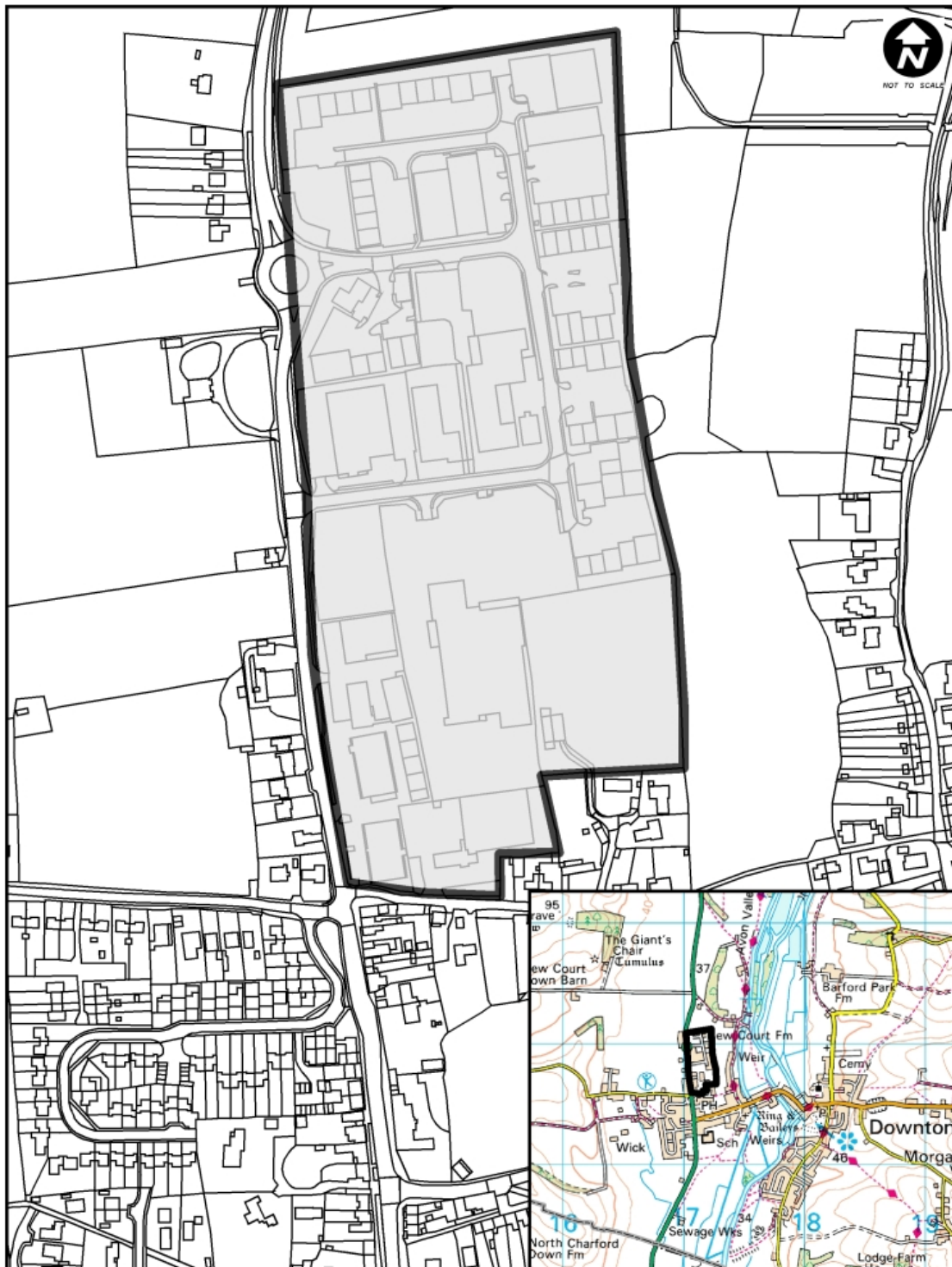
Table 5.4 Thorney Down WTS, Winterslow

Thorney Down WTS, Winterslow	
Potential use/s	Composting and Inert Waste Recycling/Transfer
Grid reference	421282 134060
Current use/s	The western part of the site is used as a Waste Transfer Station for municipal waste with an area of covered hard-standing at its eastern end.
Description of site	The site is located to the north of the A30 adjacent to the former Thorny Down landfill site Winterbourne Down (closed in 1996), which is approximately 9km north east of Salisbury. The site has an established access on to the A30 which is part of the Wiltshire HGV Route Network. The site is bounded to the north by the restored and landscaped landfill site and to the south by the A30, beyond which lies some farm buildings/areas. No Public Rights of Way run through the site, although one runs to the east of the site.
Size of site	1.4 ha
Planning context	The site is not allocated in the adopted Salisbury District Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is situated within 200m of the Porton Down Special Protection Area (SPA) but is sufficiently far from the SPA and sufficiently far from nesting and foraging sites within the SPA that the facility would be unlikely to result in any adverse impact on the designated features, particularly if operation of the site is restricted to daylight hours. The site boundary is also within 30m of Thorney Down Road Verge County Wildlife Site (CWS), but proposals for new development are considered unlikely to have any adverse effect on this site unless, for example, new development leads to the generation of large quantities of dust, unacceptable increases in traffic on the local highway network, or inappropriate lighting on site. Ecological survey to investigate presence of bats, badgers and reptiles within or immediately adjacent to the site boundary will be required to inform any future planning application. In addition, a robust management plan for the operation of any additional waste operations on the site will be required to address issues of noise, dust, litter and lighting. Appropriate enhancement as required by PPS9 should seek to improve connectivity of wildlife corridors around the site boundaries, however any enhancement should be carefully assessed to ensure that it does not compromise the integrity of the habitat on either the SPA or the CWS.
Human health and amenity	<p>Potential impacts on air quality (including odour, dust and fumes), noise, vibration and nuisance levels (vermin, pests, litter and light pollution) affecting surrounding receptors will need to be investigated. If the proposed composting process is open then the risk of bioaerosols would be considered medium and further assessment will be required.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required on the southern and eastern boundary of the facility. Any facility should be located at least 150m from any residential development.</p>
Traffic and transportation	Traffic impacts at peak times may be an issue and any cumulative impacts resulting from other traffic movements associated with current operations on

Thorney Down WTS, Winterslow

	<p>the site will need to be considered, particularly in relation to impacts on the A36. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
Water environment	<p>The site overlies a major aquifer of high vulnerability. The initial screening indicates that there are surface water features in proximity and there are potentially contaminating land uses on site. Careful consideration will need to be given regarding pollution prevention measures from any of the proposed uses. There will need to be an assessment as to whether there are suitable surface water disposal options available. The site forms part of a larger site which is being inspected as a potential Special Site under Part 2A of the Environmental protection Act 1990, on behalf of Wiltshire Council. Further assessments and work are required to assess any risks to the water environment including a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MOD statutory safeguarding zone - Boscombe Down and Middle Wallop Statutory Birdstrike Safeguarding Zone in addition to Dean Hill Statutory Meteorological Safeguarding Zone.</p>
Cumulative effects	<p>Potential for cumulative effects on traffic and transportation because of proximity to existing waste management facility in Hampshire.</p>
Links to Waste Core Strategy	<p>Site is located within 16km of Salisbury and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>

Salisbury Road Industrial Estate, Downton



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Table 5.5 Salisbury Road Industrial Estate, Downton

Salisbury Road Industrial Estate, Downton	
Potential use/s	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	417145 122052
Current use/s	The site is an existing industrial estate currently occupied by a number of low intensity B1, B2 and B8 uses.
Description of site	The site is located on the north west extent of Downton, approximately 10km south east of Salisbury. The site has direct access onto the A338, which is part of the Primary Road Network and Wiltshire HGV route network. The northern and eastern site boundaries are formed by areas of open space. Residential properties and the River Avon SAC/SSSI are located beyond this area to the east. Located to the south of the site are residential properties, Downton Primary and Secondary schools, Longclose Park Sports Ground and the Memorial Gardens. The western boundary is formed by the A338 beyond which residential properties are located. There are no Public Rights of Way present on the site, although a number run along field boundaries to the north, south and east of the site. The site is located 0.8km east of the Cranborne Chase and West Wiltshire Downs AONB and approximately 3km north west of the New Forest National Park.
Size of site	10.5 ha
Planning context	The site is allocated in the adopted Salisbury Local Plan for employment development (Policy E11).
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The proposed site is within 200m of the River Avon Special Area of Conservation (SAC) but the operation of the proposed waste processes at this site is unlikely to result in impacts outside the site boundary because the site is a sufficient distance from the SAC and features will not be impacted as a direct result of operation of the site. There may be indirect impacts such as dust, noise, light pollution and litter and all of these should be controlled by a robust management plan to ensure that no adverse impact on the features of the SAC results from operation of waste facilities at this site. An ecological survey at site level survey will be required to support any future planning application where further development is to be located on previously unbuilt areas of the site or where buildings are to be demolished. Appropriate enhancement for biodiversity required by PPS9 should aim to extend connectivity of wildlife corridors around the site boundaries where possible.
Historic environment and cultural heritage	There are no heritage assets recorded within the site boundary, however the site does border the Downton Conservation Area which contains a high number of Grade II and Grade II* Listed Buildings and a Scheduled Monument. Providing that the proposed development does not exceed the height and mass of the existing structures within the site and that the site remains screened by vegetation, the setting of the surrounding built heritage will not be affected, and no further mitigation will be required.

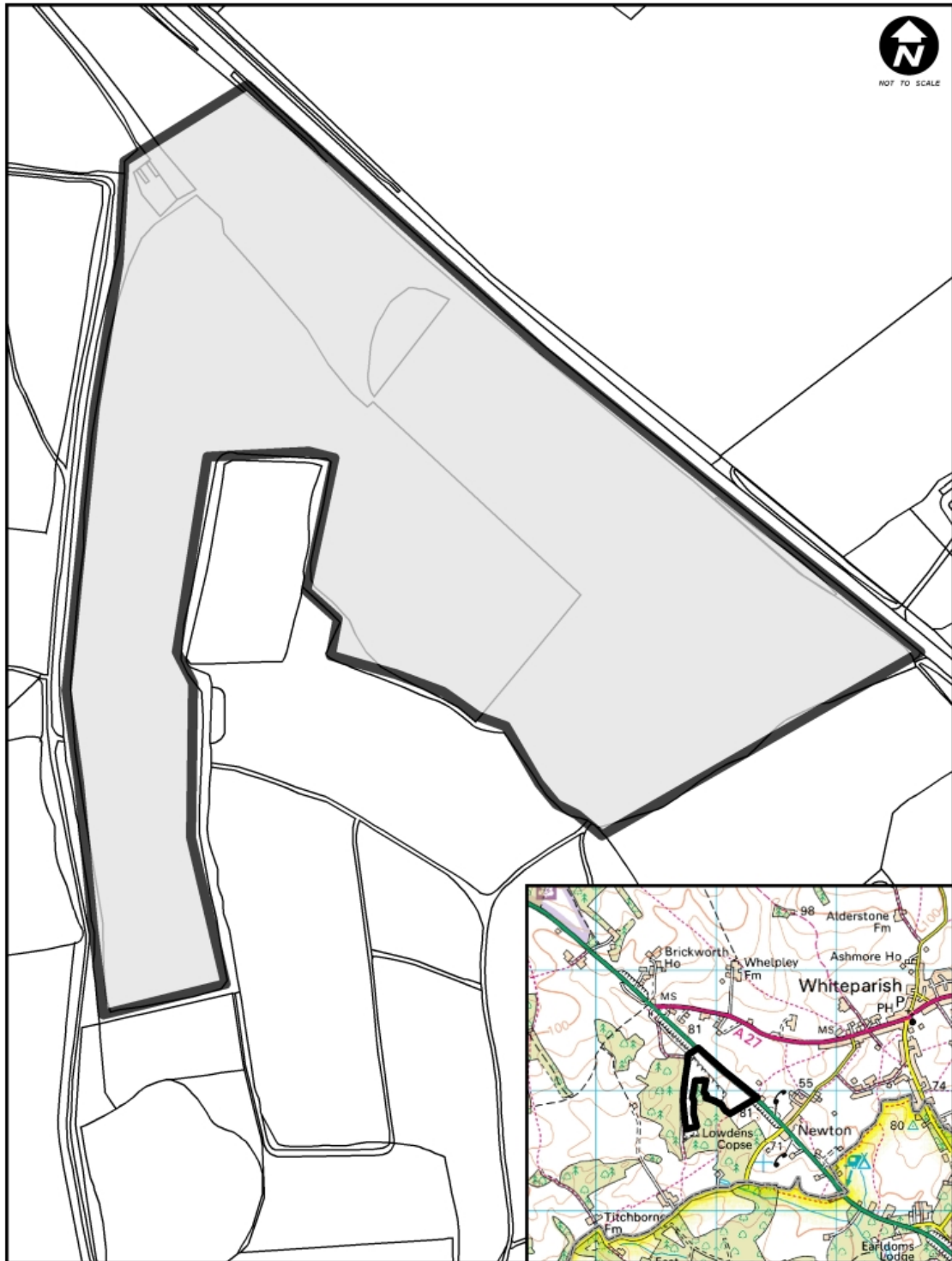
Salisbury Road Industrial Estate, Downton

	<p>Although a number of archaeological features and finds have been identified in proximity to the site (south and east of the site is designated an Area of Special Archaeological Significance), the potential for the presence of currently unrecorded archaeological deposits within the site is low. No further archaeological assessment or mitigation will be required.</p>
Human health and amenity	<p>Potential impacts on air quality (including odour, dust and fumes), noise and vibration, and nuisance affecting existing uses on the industrial estate and surrounding receptors will need to be investigated.</p>
Landscape, townscape and visual	<p>The site lies in close proximity to the Cranborne Chase and West Wiltshire Downs AONB although the semi-enclosed setting and existing industrial character of the site means that it can accommodate change. However sensitive site planning will be required to minimise adverse impacts on surrounding residential properties and existing users of the industrial estate. The rural floodplain character of the landscape to the east should be reflected in planting around new facilities to integrate them with their surroundings.</p>
Traffic and transportation	<p>Adverse traffic impacts on the residential amenity of Downton, Redlynch and the New Forest National Park area should be minimised through appropriate HGV routing via local and strategic lorry routes. Junction capacity assessments will be required, particularly at the priority access to the estate where Household Recycling Centre uses in particular, may have an impact on capacity. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
Water environment	<p>A major aquifer underlies the site and there are some potentially contaminating land uses in the area. Most of the site is within Source Protection Zone (SPZ) 2, although the uppermost northern area lies just outside. SPZ 1 lies approximately 900m south of the site. There are four groundwater abstractions and one surface water abstraction within 1km of the site. There are a number of surface water features towards the east of the site, flowing towards the River Avon. The site lies in Flood Zone 1. Areas along the eastern side and to the north of the site are shown to be 'Areas Susceptible to Surface Water Flooding'. Works constructed as part of the Downton Flood Alleviation Scheme are located near the site. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Further assessments and work are required to assess any risks to the water environment including a Flood Risk Assessment and Surface Water Management Plan. Liaison with the Environment Agency on hydrology, drainage and contamination will need to take place.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing business/industrial units already permitted within the site boundary.</p> <p>This site falls within an MOD statutory safeguarding zone - Dean Hill Statutory Meteorological Safeguarding Zone.</p>

Salisbury Road Industrial Estate, Downton

Cumulative effects	Potential for impacts on biodiversity and geodiversity.
Links to Waste Core Strategy	Site is located within 16km of Salisbury and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Brickworth Quarry and Landfill, Whiteparish



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Table 5.6 Brickworth Quarry and Landfill, Whiteparish

Brickworth Quarry and Landfill, Whiteparish	
Potential use/s	Inert Waste Recycling/Transfer
Grid reference	422871 123246
Current use/s	The site is an operational sand quarry which includes the import of inert waste for use in restoration operations. Reinstatement to agriculture involves the selected deposition of dry commercial and industrial waste and other waste of an inert non-hazardous nature.
Description of site	The site is located 1km west of Whiteparish, approximately 10km south east of Salisbury. The site has an existing access directly from the A36 via a signalised crossroads from which there is a gated access to the site. There are left and right turn filter lanes into the site. The site is surrounded by fields and fairly isolated except for a few residential properties opposite the south eastern corner of the site, separated by the A36 and a number of isolated farms. The site is bounded on southern and western margins by Lowdens Copse (woodland), which provides year-round screening from the south and west. Earth bunds have been constructed to the north of the site and further screening along the A36 is provided by a hedgerow. The site is within grade 3 agricultural land and a PROW runs adjacent to the site. Part of the site has already been restored to rough grassland. The northern boundary of the New Forest National Park (Moor Lane) is approximately 0.5km south of the site.
Size of site	17.3 ha
Planning context	The site is not allocated in the adopted Salisbury District Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is situated immediately adjacent to Lowden's Copse County Wildlife Site (CWS) to the south east and Sandland/Goose Eye Copse CWS to the west, both of which are designated for their ancient woodland (UK BAP Priority Habitat) interest. The existing permitted site only accepts inert waste as part of the overall restoration scheme. Any additional waste imports must be inert and in accordance with existing mitigation strategy for sand extraction. The existing restoration plan aims to enhance both areas of ancient woodland CWS and any further proposals for waste import must not compromise the integrity of the existing plan. Considerable ecological survey has already been carried out on the site to inform applications for extant permissions. Any further proposals will be expected to be accompanied by updated ecological survey reports.
Historic environment and cultural heritage	Land which has not previously been extracted may require an archaeological survey, due to the location of a medieval settlement in the area.
Human health and amenity	Potential impacts on air quality (including dust and fumes), noise and nuisance levels affecting nearby receptors such as the occupiers of Harestock Cottage and other adjoining and nearby dwellings on the A36 and A27 Brickworth Road will need to be investigated.

Brickworth Quarry and Landfill, Whiteparish

	<p>Acoustic screening in the form of bunds, buildings or fences may be required depending on the location of facilities. New facilities should be sited as far away from the south east corner as practical, with a minimum separation of 150m from any residential properties.</p> <p>All air quality risks for the intended use are low. Dust mitigation is recommended however detailed assessment should not be necessary. Any development will need to safeguard Public Rights of Way.</p>
Land use	Potential loss of grade 3 agricultural land should be considered.
Landscape, townscape and visual	Although in close proximity to the New Forest National Park, the semi-enclosed wooded setting and existing quarried character of the site means that it is able to accommodate change. The main visual receptor groups which consist of walkers on nearby footpaths and drivers on the A36 are both already well screened, although this could be further enhanced with additional planting on the site and by locating facilities away from the road and Public Right of Way.
Traffic and transportation	Any proposal for waste development should assess potential impacts on the A27, particularly where it passes through the nearby village of Whiteparish. HGV routing arrangements to minimise the impact of traffic on the A27 and through the New Forest National Park should be considered. Journeys should be made via local and strategic lorry routes for the maximum practicable distance. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site is in Flood Zone 1, however there are surface water courses in proximity and the site is underlain by a minor aquifer. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. There are potentially contaminating land uses in the area and a thorough understanding of the nature and extent of any risks of pollution associated with a proposal will need to be demonstrated. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Further assessments and work are required to assess any risks to the water environment including a Flood Risk Assessment (including a strategic drainage plan), Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency to support a planning application.
Any other issues or comments	<p>The full restoration of the site must not be prejudiced by any planning permission for recycling activities.</p> <p>This site falls within an MOD statutory safeguarding zone - Dean Hill Statutory Meteorological Safeguarding Zone.</p>
Cumulative effects	No cumulative effects identified at the plan-making stage.

Brickworth Quarry and Landfill, Whiteparish

Links to Waste Core Strategy

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

Employment Allocation, Mere



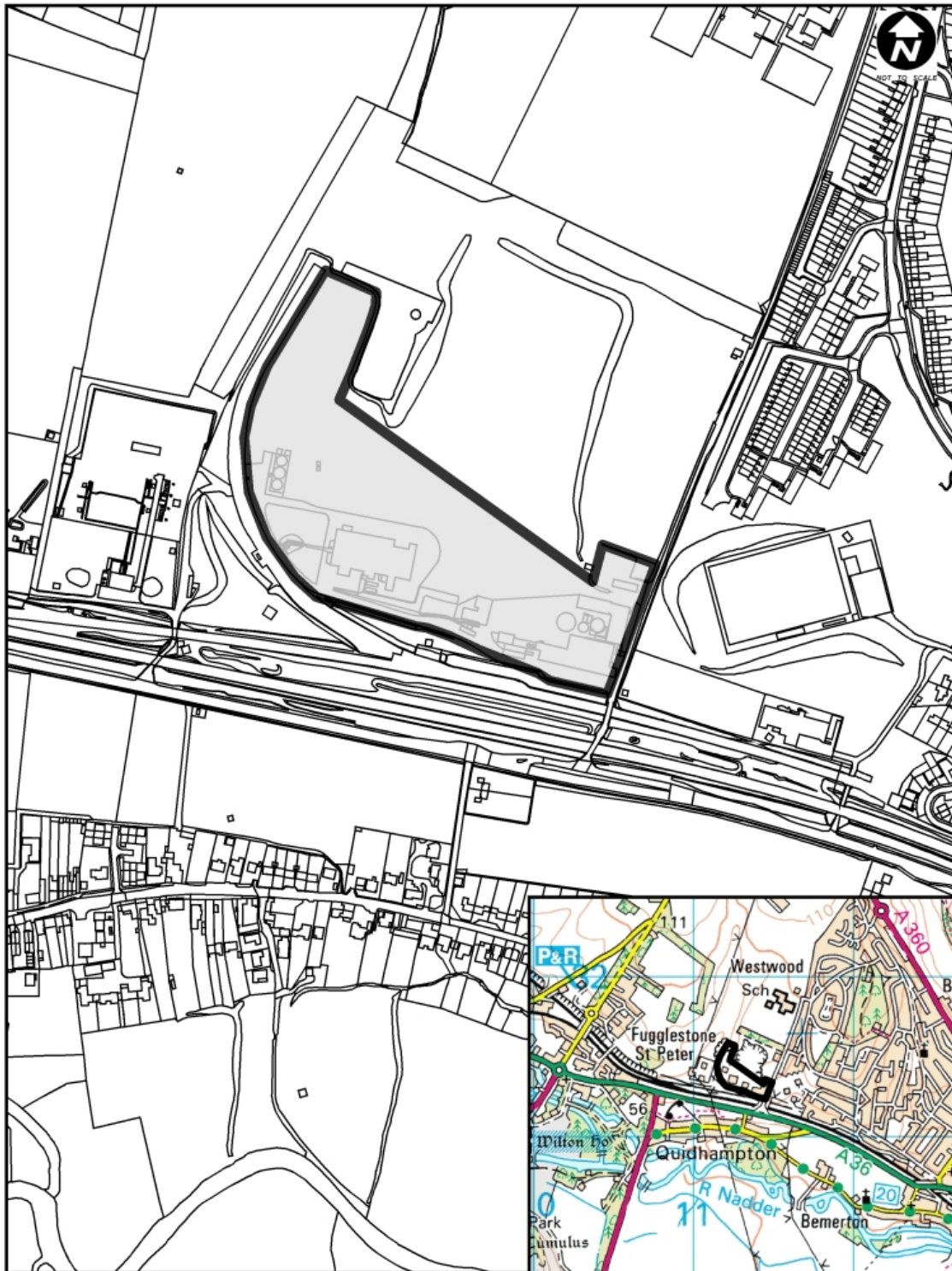
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Table 5.7 Employment Allocation, Mere

Employment Allocation, Mere	
Potential use/s	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	380132 132325
Current use/s	Greenfield site. The site is currently an undeveloped employment allocation.
Description of site	The site is located on the western edge of Mere, approximately 15km south west of Warminster. The site is Grade 2 agricultural land which extends beyond the northern and western boundaries of the proposed employment allocation. The site is located less than 0.5km from the A303 which is part of the Primary Route Network and the Wiltshire HGV Route Network. The A303 can be accessed via the B3092 which runs along the southern boundary of the site. An agricultural gate provides the current access to the field. Norwood House and an industrial estate is located to the east of the site beyond which lies a residential area.
Size of site	3.8 ha
Planning context	The site is allocated in the adopted Salisbury Local Plan for employment (B2 and B8) and development (Policy E12). The area to the west of the site is allocated for housing development (Policy H16).
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	<p>The site is adjacent to Dead Maid Quarry Site of Special Scientific Interest (SSSI) (designated for its geological interest) and approximately 50m south from Norwood South County Wildlife Site (CWS) (designated for its ancient woodland interest and BAP Priority Habitat "Broadleaved, mixed and Yew Woodland"). As the CWS is already bisected by the A303 Trunk Road, the southern part of the woodland is already vulnerable to impacts of edge effects. The waste site would be upwind of the CWS and therefore there is potential for dust to reach the CWS. While it is acknowledged that most of the proposed waste facilities suitable for this site will be carried out inside buildings, there is potential for litter to be blown onto the CWS and surrounding habitat. A robust construction method statement will be required at the planning application stage to address containment of dust and litter. In addition, there are numerous badger records in the immediate vicinity and the proximity of the woodland indicates suitable habitat for a wide variety of species. Any planning application will need to be accompanied by an extended Phase I survey to inform the planning decision in relation to sensitive habitats and species. Appropriate enhancement in line with PPS9 would include further planting of the strip between the proposed waste site and the CWS to act as a buffer for the sensitive woodland habitats.</p> <p>Wiltshire Wildlife Trust should be consulted.</p>
Human health and amenity	Potential impacts on air quality (including odour, dust and fumes), noise and nuisance levels affecting existing uses on the industrial estate and surrounding receptors (particularly to the east of the site, such as Norwood House) will need to be investigated.

Employment Allocation, Mere	
	Acoustic screening in the form of bunds, buildings or fences may be required on the eastern and southern boundaries of the site. Facilities should be sited towards the west of the allocation area and no closer than 120m to the nearest residential property.
Landscape, townscape and visual	The site is greenfield in character, however it is allocated for employment use and therefore its character is likely to change. Careful siting of facilities away from the B3092 and adjacent industrial estate, and the planting of additional screening vegetation should be used to reduce any residual impacts.
Traffic and transportation	A new site access should be constructed towards the east of the site, taking access off the B3092. Further investigation will be required to assess the visibility from the proposed site access, whilst consideration of speed reduction measures for the B3092 may also be necessary. The potential for increased pressure on the A303 should also be considered. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The site is in Flood Zone 1. It is situated on the periphery of Source Protection Zone (SPZ) 2 and SPZ 1 is approximately 950m towards the east. The nearest abstraction is located 700m towards the south west (groundwater source). The nearest watercourse is located 600m south east, downslope of the site. The site is also underlain by a major aquifer. There is no risk of fluvial flooding but changes in runoff could lead to an increase in the potential for pluvial flooding. The aquifer is shallow so there is a risk of groundwater flooding. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Areas of the site including the south east corner are in 'Areas Susceptible to Surface Water Flooding'. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Further assessments and work are required to assess any risks to the water environment including a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency to support a planning application.
Cumulative effects	No cumulative effects identified at the plan-making stage.
Links to Waste Core Strategy	Site is not located within 16km of a SSCT, therefore it is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Former Imerys Quarry, Quidhampton



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Table 5.8 Former Imerys Quarry, Quidhampton

Former Imerys Quarry, Quidhampton	
Potential use/s	Materials Recovery Facility/Waste Transfer Station, Local Recycling and local scale Waste Treatment
Grid reference	411289 131361
Current use/s	The site is a former quarry and processing plant.
Description of site	The site is located to the north of Quidhampton, approximately 3km north east of Salisbury City Centre. The site has an established access onto the A36 via Penning Road. The northern extent of the site is defined by the former quarry area beyond which a school and sports field are sited and the eastern boundary is delineated by Penning Road with a sports ground located beyond. The southern boundary of the site is formed by a railway line and the A36, and former railway sidings are located to the western limit of the site. There are a number of sensitive receptors in the area, including housing and a secondary school to the east and north east of the site. There are no Public Rights of Way in proximity to the site.
Size of site	4.8 ha
Planning context	The site is not allocated in the adopted Salisbury District Local Plan although land to the north east and south of the site is identified as housing land. The Wiltshire 2026 consultation (undertaken in October 2009 as part of the emerging South Wiltshire Core Strategy) identified the site as employment land.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is situated within 250m north of the River Avon Special Area of Conservation (SAC). The site is in Flood Zone 1 and is unlikely to be affected by flood events; therefore the potential for materials to be picked up and carried in the river is negligible. The site lies to the north of the SAC therefore prevailing winds will not carry air borne pollutants onto the SAC from the waste site and it is sufficiently distant from the SAC that disturbance is unlikely to be an issue. The site is also partially within the Quidhampton Quarry County Wildlife Site (CWS). Natural habitats on the site should be subject to survey to inform any future planning applications for this site and this should pay particular attention to badgers, nesting birds and reptiles. Enhancement for biodiversity required by PPS9 should be designed according to ecological survey report findings regarding the use of the site by any European Protected Species and nesting birds, whilst falling in line with any existing management prescriptions for the CWS.
Human health and amenity	Acoustic screening in the form of bunds, buildings or fences may be required on the eastern and northern boundaries of the site. Facilities should be sited away from the eastern boundary of the site, with a minimum separation distance of 150m between the proposed facility and any residential dwelling.
Landscape, townscape and visual	The enclosed position within the landscape and limited views into the site caused by the undulating landform means that the site is able to accommodate change. Minor mitigation measures such as siting facilities away from the A36 and ensuring surrounding properties are screened from any new buildings will be required depending on the level of development.

Former Imerys Quarry, Quidhampton

<p>Traffic and transportation</p>	<p>It is recommended that a left in/left out arrangement be implemented with all access to the site gained from the west and all egress from the site to the east (towards Salisbury). It is also recommended that speed reduction measures are implemented on the A36 and an assessment of the suitability of the bridge over the railway line to accommodate the proposed number of HGVs and to determine the need to signalise the bridge. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p> <p>There is potential for rail use at this site although this would require a full feasibility study.</p>
<p>Water environment</p>	<p>The site is currently a large Chalk pit, as a result of previous quarrying activities. The site is in Flood Zone 1. There are two groundwater abstractions within the site boundary associated with the minerals activities. A major aquifer underlies the site and Source Protection Zone (SPZ) 1 lies 450m east of the site. There are a number of streams flowing into the River Wylye towards the south of the site. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. The risks to the existing groundwater abstractions at the quarry will need to be assessed. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Areas along the southern and western boundaries and within the site are shown to be 'Areas Susceptible to Surface Water Flooding'. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Further assessments and work are required to assess any risks to the water environment including a Flood Risk Assessment, Surface Water Management Plan, Contamination Assessment and liaison with the Environment Agency to support a planning application.</p>
<p>Any other issues or comments</p>	<p>Any proposal will need to consider the reduced potential for the full restoration of quarrying activity.</p> <p>This site falls within the MOD statutory safeguarding zones - Boscombe Down Statutory Birdstrike Safeguarding Zone in addition to Dean Hill Statutory Meteorological Safeguarding Zone.</p>
<p>Cumulative effects</p>	<p>Potential for impacts on biodiversity and geodiversity.</p>
<p>Links to Waste Core Strategy</p>	<p>Site is located within 16km of Salisbury and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>




6 Swindon

6.1 Strategic sites

Swindon Strategic Sites

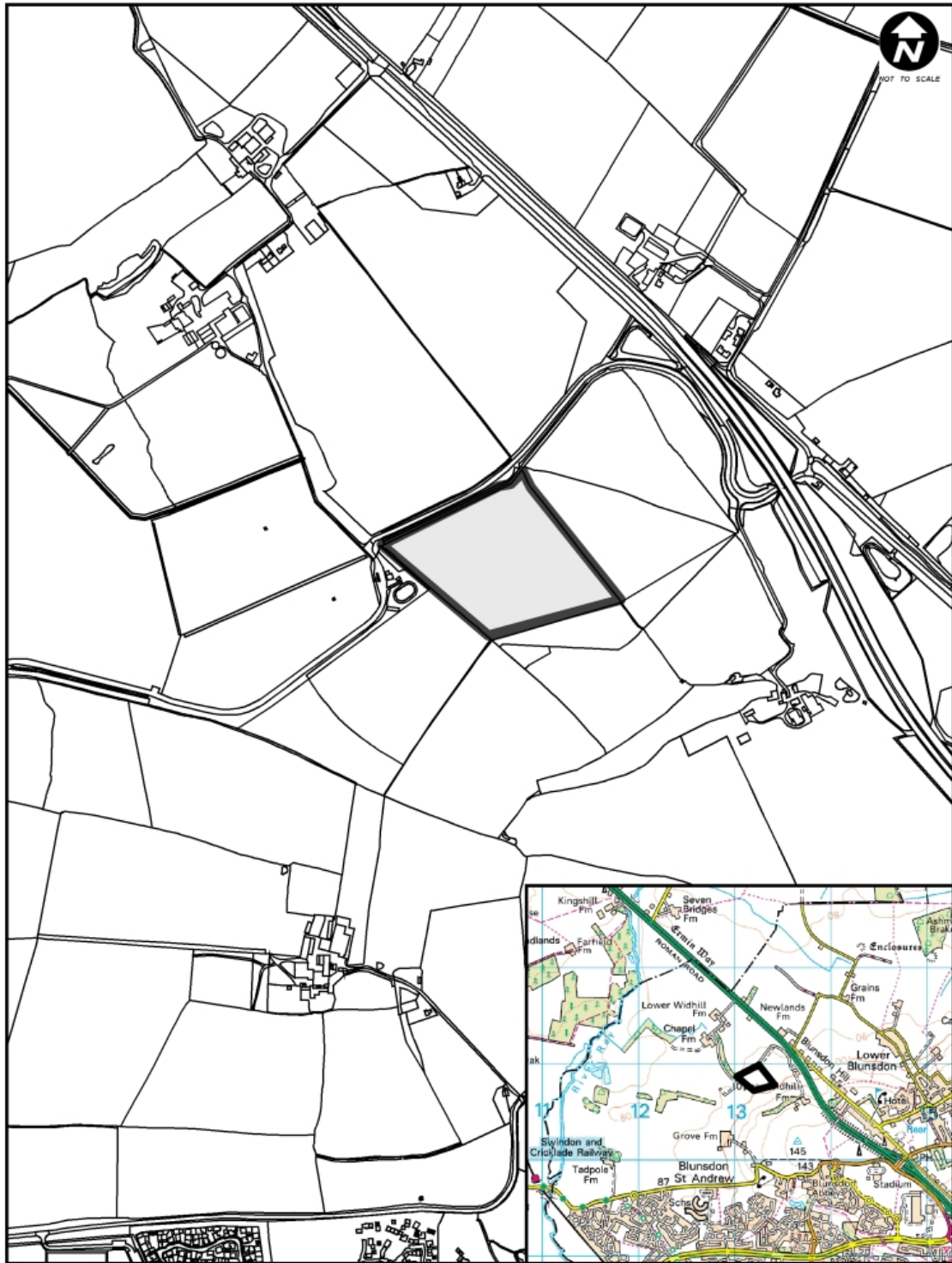


Key

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

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Chapel Farm, Blunsdon



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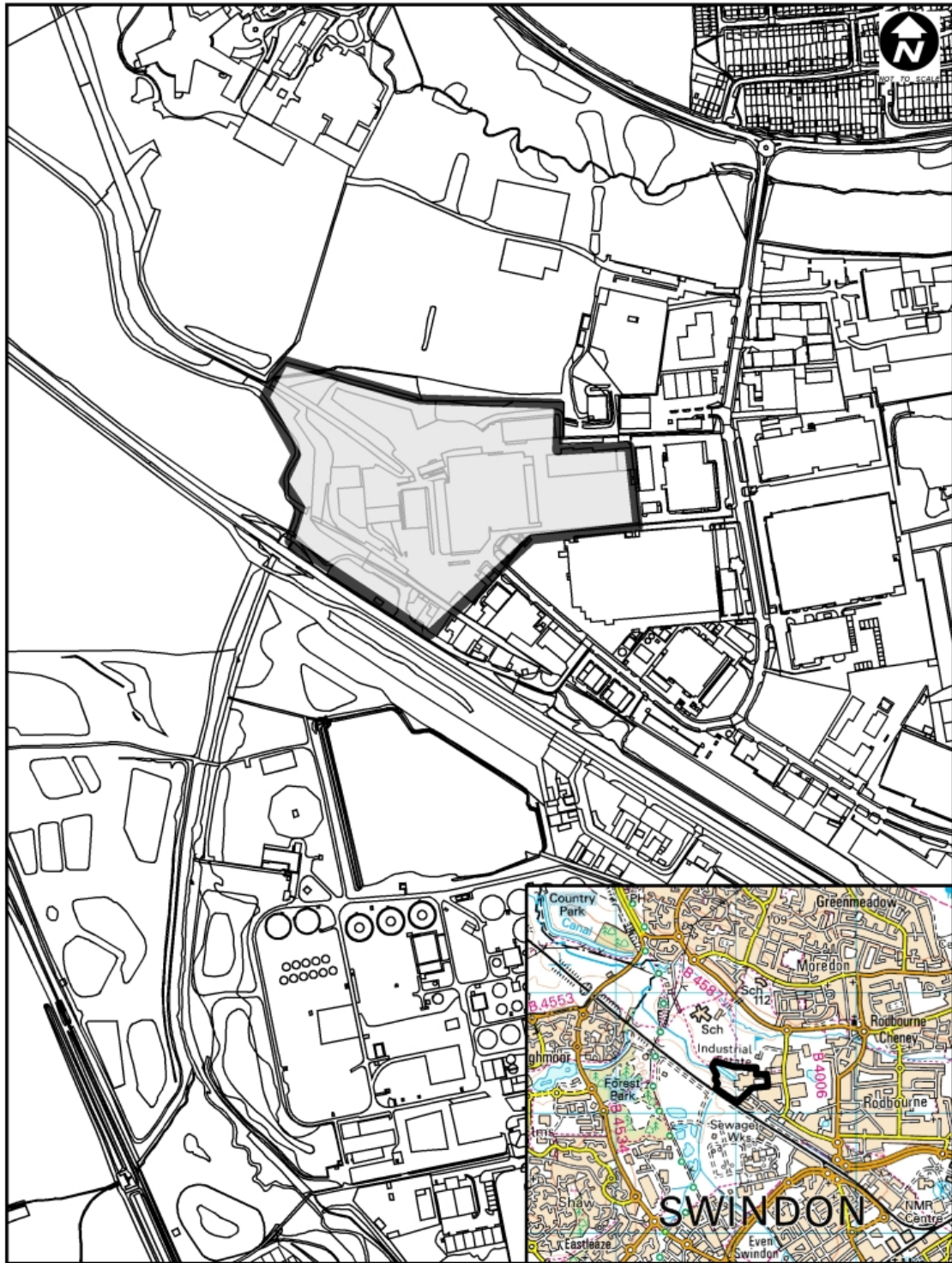
Table 6.1 Chapel Farm, Blunsdon

Chapel Farm, Blunsdon	
Potential use/s	Waste Treatment (energy from waste)
Grid reference	413200 190900
Current use/s	The site is gently sloping grade 3 agricultural land enclosed by hedgerow within open countryside. An active landfill site is located to the north-west of the site. A recycling facility is located to the west of the site.
Description of site	The site is approximately 1km north of Blunsdon and 7.5km north of Swindon town centre. The site is accessed via a track which leads to Blunsdon Hill which in turn links to the A419. There are a number of residential properties within the vicinity of the site. A residential bungalow is located to the north west of the site and there are properties along Blunsdon Hill to the south. The site is adjacent to the River Ray but is not identified to be in an area of flood risk.
Size of site	5.5 ha
Planning context	The site is not allocated for development within the adopted Swindon Borough Local Plan. The emerging Swindon Core Strategy does not propose any land use designations on the site however a large mixed development area (Policy NC5) is located to the immediate south of the site.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	There are a number of designated sites in proximity to the site including two blocks of UK BAP Priority Habitats (20m south and more than 200m south east of the site) and the Widhill Copse County Wildlife Site, designated for its Ancient Woodland interest (within 200m to the south east of the site). A drain runs along the northern edge of the site and another runs north along the eastern edge of the site. Although the flow is away from the County Wildlife site, there remains hydrological connectivity. None of the areas of priority habitat are likely to be adversely affected by a waste treatment facility, however, an extended Phase I habitat survey with particular respect to badgers, reptiles and water voles will be required in order to inform any future planning application for this site. Appropriate enhancement in relation to the site, in line with PPS9, would include improvement of connectivity between the areas of woodland and the wider ecological landscape.
Historic environment and cultural heritage	<p>There are no heritage assets recorded within the site, although part of one asset recorded within the study area (a 500m radius from the edge of the site) could extend into the site. Four undesignated archaeological sites and three Grade II Listed Buildings are recorded within the study area.</p> <p>The possible archaeological feature recorded within the site should be subject to archaeological evaluation in advance of development. Further mitigation may be required depending on the outcome of the evaluation.</p> <p>Any development will need to ensure that the existing screening at the site remains in place to protect the views from the three Grade II Listed Buildings within the study area.</p>

Chapel Farm, Blunsdon

<p>Human health and amenity</p>	<p>Potential impacts on air quality (including odour, dust and fumes), noise and vibration affecting surrounding receptors will need to be considered.</p> <p>Acoustic screening in the form of bunds, buildings and fences may be required and any facility should be sited towards the west of the site away from residential buildings with a minimum separation distance of 150m. Any proposed development in the northern part of the site will require further noise assessment.</p> <p>Dust, bioaerosol and odour mitigation will be required. Detailed assessment for bioaerosols and odour with account for local topography will need to be undertaken. Assessment for PM10 and dust will also be needed.</p>
<p>Landscape, townscape and visual</p>	<p>Visual impacts on surrounding residences and farms will need to be mitigated through sensitive site planning and screen planting.</p>
<p>Traffic and transportation</p>	<p>A new direct site access will need to be provided off the existing private access road into the site. Capacity analysis will be required at the signalised network of junctions between the A419 and A4311. Consultation with the Highways Agency will need to take place in relation to any increase in traffic accessing the A419 at the Lady Lane junction. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
<p>Water environment</p>	<p>There are a number of non-main river watercourses adjacent to the site and there are potentially contaminating land uses in the area. Opportunities to maintain and enhance watercourses should be sought as part of any development. The site partially lies within an area identified as being 'Susceptible to Surface Water Flooding'. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. Flood Risk Assessment, Surface Water Management Plan and Contamination Assessment will be required to support a planning application. Liaison with the Environment Agency will be necessary.</p>
<p>Any other issues or comments</p>	<p>The site is in proximity to an active landfill and recycling facility. Account should be taken of the combined impacts of operations upon the locality.</p> <p>The site falls within the MOD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>
<p>Cumulative effects</p>	<p>No cumulative effects identified at the plan-making stage.</p>
<p>Links to the Waste Core Strategy</p>	<p>Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>

Waterside Park, Swindon



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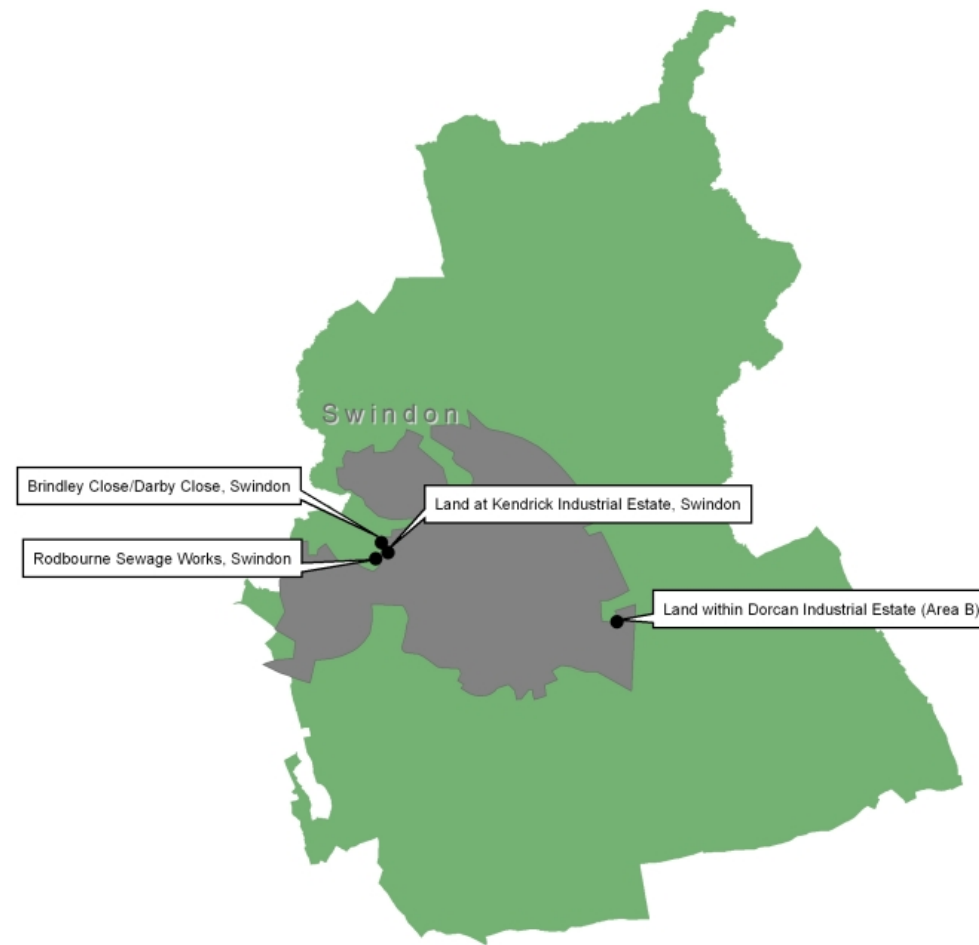
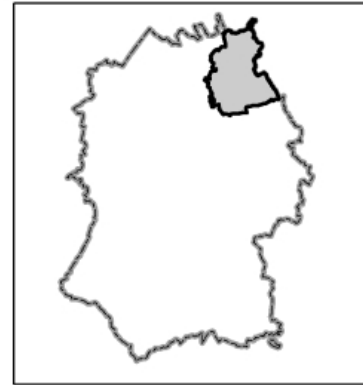
Table 6.2 Waterside Park, Swindon

Waterside Park, Swindon	
Potential use/s	Local Recycling, Inert Waste Recycling /Transfer and Waste Treatment
Grid reference	413199 186317
Current use/s	The site is located immediately west of the Cheney Manor Industrial Estate. The site is home to the Swindon Commercial Services and a range of waste management activities, including a Household Recycling Centre, a Materials Recovery Facility and a composting facility.
Description of site	The site is approximately 3.5km north-west of Swindon town centre. The site has an existing access on to Darby Close which allows access to the wider road network of the employment area. Junction 16 of the M4 is located approximately 4.5km south west of Waterside Park and the site is approximately 6km from the A3102 or A419, which are both part of the Wiltshire HGV Route Network. The site is bounded to the north by playing fields and to the east by the Cheney Manor Key Employment Area. The southern boundary is delineated by a railway line and open space and the railway to the west. The River Ray is also adjacent to the western boundary of the site. There are residential areas located 0.5km north east and east of the site.
Size of site	9.1 ha
Planning context	Site is not allocated within the adopted Swindon Borough Local Plan, but is adjacent to the Cheney Manor Key Employment Area (E4/13).
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	Some parts of the site are undeveloped and there are significant areas of scrub and rough grassland within the proposed site boundary. A site level survey should be undertaken if development is on, or adjacent to part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt. This should be in the form of an extended Phase I survey with particular reference to reptiles, badgers and water voles if any ditches are affected. Appropriate enhancement in line with the requirements of PPS9 would include improvement of connectivity to strengthen wildlife corridors both through and around the site.
Human health and amenity	Potential impacts on air quality (including odour, dust and fumes), noise and vibration levels affecting existing uses on the industrial estate and residents living within 500m of the site will need to be investigated.
Landscape, townscape and visual	Potential impact on existing setting and views onto the site from the surrounding area. Sensitive site planning and visual mitigation measures will be essential due to the urban fringe location of the site and proximity to residential properties and footpaths. A summer-time footpath survey to the west of the site and night-time visual survey will be required.
Traffic and transportation	The site benefits from existing access and a local road network which is suitable for HGVs. Impact of development on capacity will need to be investigated to ensure the surrounding area will not be unduly affected. A

Waterside Park, Swindon

	<p>Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
<p>Water environment</p>	<p>The site lies within Flood Zones 2 and 3 and within an area identified as being 'Susceptible to Surface Water Flooding'. There is a historic record of a small amount of flooding on the site in 1968. Any development on the site must seek to reduce risk on the site and elsewhere. Measures to reduce flood risk may include but are not limited to changes of use to less vulnerable uses, relocation or reductions in building footprint, provision of additional flood storage and improved flood resistance of buildings. The River Ray is immediately adjacent to the western boundary of the site and there is potential for changes to its flow and quality, pluvial and groundwater flooding. Any works within 8m of the River Ray will require Environment Agency consent and should comply with Environment Agency pollution prevention guidelines PPG5. Opportunities to maintain and enhance non-main river watercourses on and adjacent to the site should be sought as part of any development. The site is on a minor aquifer and there are potential groundwater contamination issues. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. Flood Risk Assessment, Surface Water Management Plan and Contamination Assessment will be required to support a planning application.</p>
<p>Any other issues or comments</p>	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>The site falls within the MOD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>
<p>Cumulative effects</p>	<p>Potential for impacts on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation.</p>
<p>Links to the Waste Core Strategy</p>	<p>Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>

Swindon Local Sites

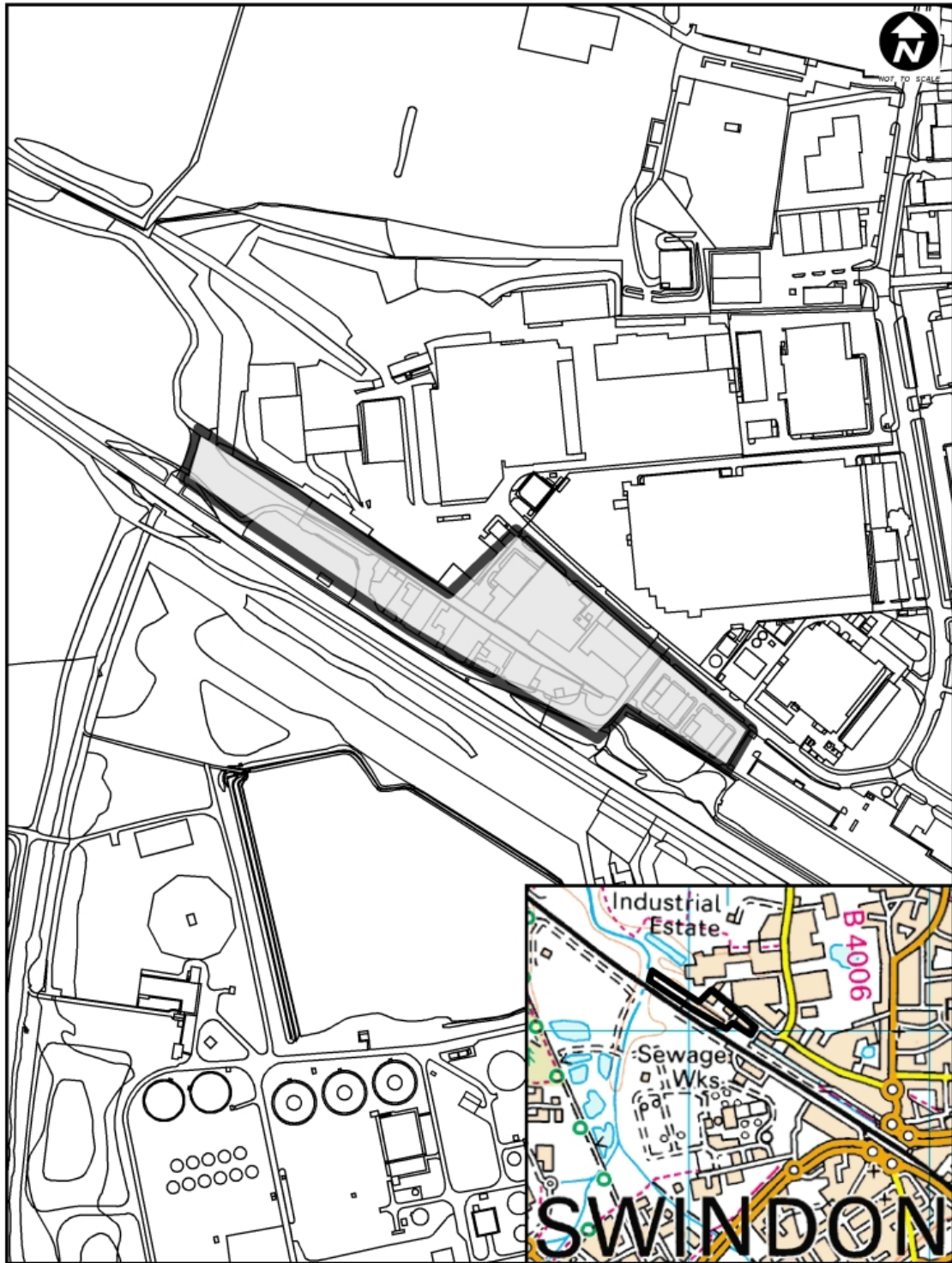


Key

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

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Brindley Close/Darby Close, Swindon



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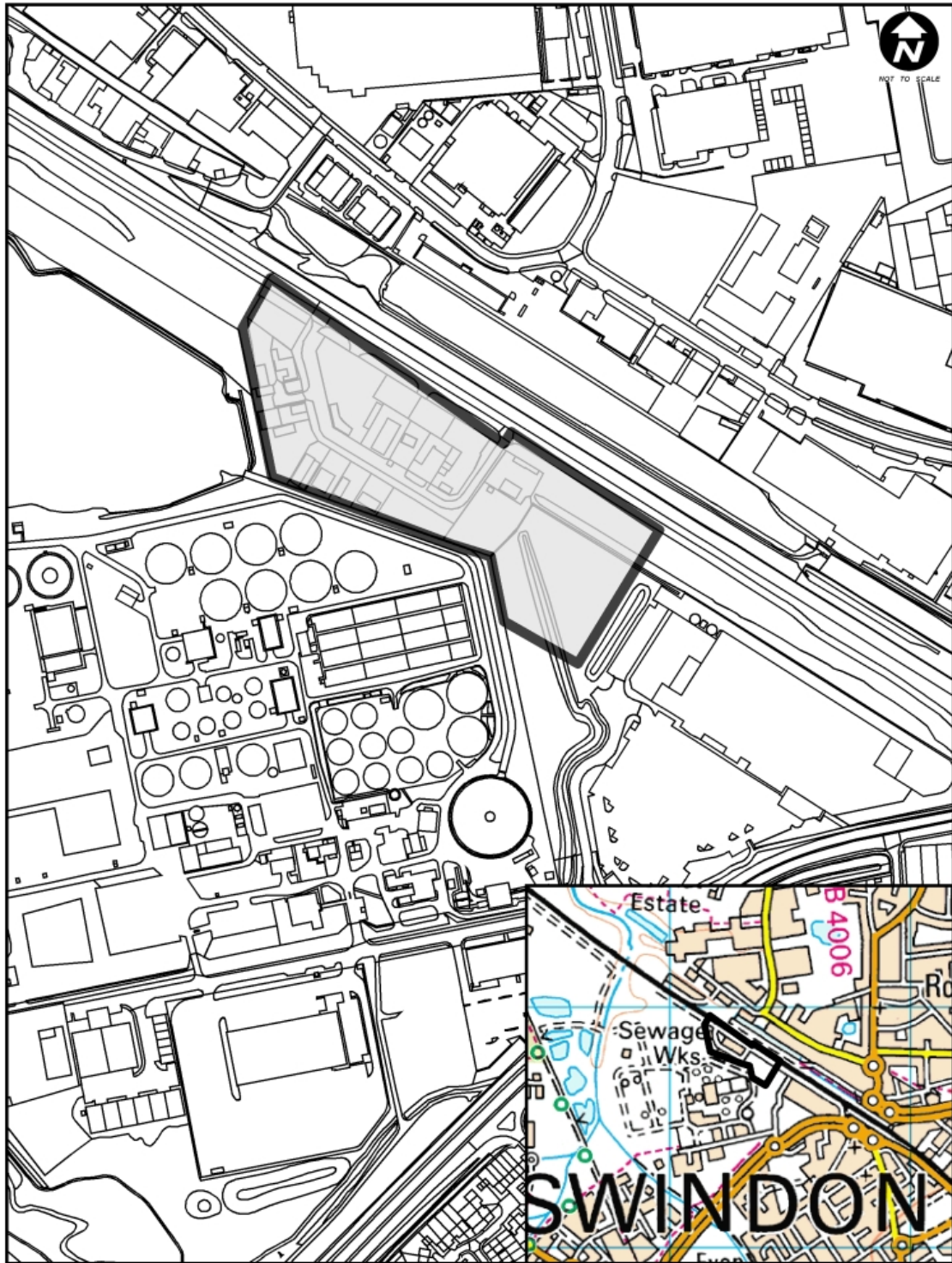
Table 6.3 Brindley Close/Darby Close, Swindon

Brindley Close/Darby Close, Swindon	
Potential use/s	Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	413125 186060
Current use/s	The site is an industrial estate within the Swindon urban area and comprises several small business and industrial units which include scrap yards and waste transfer stations.
Description of site	The site is approximately 3.5km north west of Swindon town centre. The site has an existing access on Brindley Close which allows access to Darby Close and the wider road network of the employment area. To the north, east and west of the site is the Waterside Park and Cheney Manor Industrial Estate which contains small businesses including small manufacturing, engineering businesses and some waste uses. The site is flanked to the south by the local railway line beyond which lies the Kendrick Industrial Estate and Rodbourne Sewage Treatment Works. There are residential areas situated within 0.7km north and east of the site. The northern part of the site is in Flood Zone 2.
Size of site	2.9 ha
Planning context	Darby Close is located within the Cheney Manor Key Employment Area (E4/13) within the adopted Swindon Borough Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is wholly within an existing light industrial area and there is unlikely to be any loss of natural habitat, however it is diagonally adjacent to Cheney Manor Ponds County Wildlife Site. It is therefore likely that there will be a requirement for robust mitigation to ensure ponds are not adversely impacted by any new development proposals. There are existing records of great crested newts, water voles and otters in the immediate vicinity. A site level survey of ecology should be sufficient at the planning application stage.
Human health and amenity	All air quality risks for the intended use are low to moderate (in-combination) without mitigation. Dust and odour mitigation will be required. Detailed assessment should be undertaken for odour.
Traffic and transportation	The site benefits from an existing access however the kerbed radii at the Brindley Close/Darby Close junction should be increased to allow easier access into the site. The area to the north of the site is mainly residential and unsuitable for HGVs. Therefore it is preferable that operational vehicles should access the site via the south, rather than the north, of the site. The impact of development on existing capacity will need to be investigated to ensure the surrounding area will not be unduly affected. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.
Water environment	The western part of the site is located on a minor aquifer of high vulnerability and is in Flood Zone 2 associated with the River Ray (220m west of the site). The remainder of the site is in Flood Zone 1. The site is within an area identified as being 'Susceptible to Surface Water Flooding'. There is a non-main river watercourse (Railway Lagoon Brook) on the site and a large

Brindley Close/Darby Close, Swindon

	<p>body of water (man made lagoon) in close proximity to the south east of the site. It should be investigated whether these pose a flood risk to the site. There is some risk to fluvial flooding to part of the site (area within Flood Zone 2) and a risk of pluvial and groundwater flooding. There has been extensive past and present industrial use of site that could give rise to potential contamination issues. Proposals should consider mitigation such as SuDS within site design to control run-off. There does not appear to be an existing foul sewer connection, which would have to be taken into account in the assessment of the site. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. Flood Risk Assessment, Surface Water Management Plan and Contamination Assessment will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>There may be the potential to combine the site with the Waterside Park site allocation immediately to the north to accommodate a larger waste management facility.</p> <p>The site falls within the MOD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>
Cumulative effects	<p>Potential for impacts on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation.</p>
Links to the Waste Core Strategy	<p>Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>

Land at Kendrick Industrial Estate, Swindon



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Table 6.4 Land at Kendrick Industrial Estate, Swindon

Land at Kendrick Industrial Estate, Swindon	
Potential use/s	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Inert Waste Recycling/Transfer
Grid reference	413366 185723
Current use/s	The site is a developed industrial estate located within the Swindon urban area and adjacent to the Cheney Manor Industrial Estate. The site supports a number of small scrap yards, skip hire businesses and general industrial units.
Description of site	The site is located in Rodbourne, 3.5km west of Swindon town centre. The site is accessed via Galton Way which is in turn accessed from the Great Western Way dual carriage way via a priority T junction with a central island. The north eastern boundary of the site is defined by a local railway line, the south eastern extent is delineated by a retail warehousing development. Rodbourne Sewage Treatment Works lies adjacent to the south west and Shaw Landfill Site, which is currently under restoration, forms the north western boundary. The residential areas of Mannington Park and Even Swindon are located approximately 0.3km to the south east of the site. Schools in the vicinity are Even Swindon School to the south east and Nova Hreod to the north west. The site is in proximity to an area prone to flooding and designated as a Flood Zone 3 area. The national cycle route 45 passes the Galton Way/Great Western Way junction.
Size of site	3.5 ha
Planning context	The site is not allocated in the adopted Swindon Local Plan.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is wholly within an existing light industrial area and there is unlikely to be any loss of natural habitat however it is approximately 30m south from Cheney Manor Ponds County Wildlife Site, on the opposite side of the railway. There are records of otters and water voles in the immediate surrounding area and a site level survey will be required to determine if these species could be impacted by any future development at the site. There may be a requirement for mitigation to ensure the County Wildlife Site ponds are not adversely impacted by any new development proposals.
Human health and amenity	Basic dust and odour control measures are required however detailed assessment should not be necessary.
Traffic and transportation	Access to the HGV route network can be gained via the A3102, however, some issues regarding capacity on the site access and off site junctions in the vicinity of the site will require further investigation. Resurfacing of Galton Way and provision of better pedestrian facilities along the road may be required however this is non-essential works and will depend on the type of waste development proposed. The indicative route of the proposed Purton-Iffley link road travels through the site and any impacts on this will need to be considered.

Land at Kendrick Industrial Estate, Swindon

	<p>A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p>
Water environment	<p>The River Ray is 455m west of the site. The site is within Flood Zones 2 and 3 and lies partly within an area identified as being 'Susceptible to Surface Water Flooding'. There is a non-main river watercourse on the site. Opportunities to maintain and enhance this watercourse should be sought as part of any development. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. The western edge of the site is underlain by a minor aquifer. There has been extensive past and present industrial use of the site that could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. Flood Risk Assessment, Surface Water Management Plan and Contamination Assessments will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>The site falls within the MOD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>
Cumulative effects	<p>Potential for impacts on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation.</p>
Links to the Waste Core Strategy	<p>Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>

Rodbourne Sewage Treatment Works, Swindon



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Table 6.5 Rodbourne Sewage Treatment Works, Swindon

Rodbourne Sewage Treatment Works, Swindon	
Potential use/s	Waste Water Treatment
Grid reference	413148 185621
Current use/s	The site is an existing sewage treatment works.
Description of site	The site is located adjacent to the Cheney Manor Industrial Estate within the Swindon urban area and is approximately 3.7km west of Swindon town centre. The site has an existing access off of Great Western Way, which is a dual carriageway and forms part of the main road network for Swindon. The site is approximately 5 km from the A3102 (part of the Wiltshire HGV Route Network). Junction 16 of the M4 is approximately 3.5km south west of the site. The northern boundary of the site is defined by the Shaw Farm Landfill Site which is currently being restored and Kendrick Industrial Estate, beyond which lies a local railway line. To the east of the site is a retail warehousing development and the southern boundary is formed by industrial units on Barnfield Road and the residential area to the south of the Great Western Way. The River Ray and the Swindon Sewage Treatment Works Lagoons Wildlife Site forms the western boundary of the site, consequently half of the site is identified as falling within Flood Zone 3.
Size of site	32 ha
Planning context	The site is not allocated in the adopted Swindon Local Plan. There is an employment site allocation (Policy 4/12) adjacent to the southern boundary and a housing allocation (Policy H2/7) approximately 0.4 km to the north east of the site. The emerging Swindon Core Strategy (Policy CT3) identifies the need for expansion of the existing treatment works to meet future needs.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	The site is adjacent to the Swindon Sewage Treatment Works Lagoon County Wildlife Site and Rivermead County Wildlife Site. A limit on land take and/or a limit on increase in vehicle movements close to the lagoon may be required to prevent adverse impact on ecology. There are numerous existing records of otter, water vole and great crested newt in the immediate surrounding area. A site level survey of ecology to determine any adverse impact on these species, to inform the planning application will be required.
Human health and amenity	<p>Potential impacts on air quality (including odour and bioaerosols), noise and nuisance levels affecting sensitive receptors in the surrounding area will need to be considered.</p> <p>All air quality risks for the intended use are high without mitigation. Bioaerosol and odour mitigation will be required. Detailed assessment should not be necessary as the site is currently used for water treatment.</p>
Traffic and transportation	The site is accessible and located on previously developed land. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.

Rodbourne Sewage Treatment Works, Swindon

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

Land within Dorcan Industrial Estate, Swindon



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Table 6.6 Land within Dorcan Industrial Estate, Swindon

Land within Dorcan Industrial Estate, Swindon	
Potential use/s	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station and Local Recycling
Grid reference	419032 184084
Current use/s	The site is currently vacant and is surrounded by other industrial premises.
Description of site	<p>The site is located within Dorcan Industrial Estate on the eastern edge of the Swindon urban area, approximately 5 km east of Swindon town centre. The site has two established access points on to Edison Road, which allows access to the A419. The site is bounded to the north, east and west by existing industrial buildings. The southern extent of the site is defined by Edison Road,</p> <p>with an industrial building to the south east and residential dwellings to the south west. Beyond the industrial estate lies a number of potential receptors which include residents in Dorcan, Eldene, Liden and Covingham including a school and shops, leisure facilities located at the school and a hospital. The site is located in Flood Zone 1.</p>
Size of site	2.4 ha
Planning context	The site is allocated as a Key Employment Area (Policy DMP5) in the adopted Swindon Local Plan which also identifies two housing allocations (Policy H2/17, H2/18 and H2/13) in excess of 0.5km to the north and east of the site. The emerging Swindon Core Strategy designates the site as part of a larger Key Employment Area (Policy CP3) and beyond it is the Eastern Villages (Policy NC4) a large mixed use urban extension.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	Operation of the site for the proposed waste facilities is unlikely to result in any adverse impact to local biodiversity. A site level survey for the presence of any protected species should inform any planning application for the site.
Human health and amenity	<p>Potential impacts on air quality (including odour, dust and fumes), noise, vibration and nuisance levels affecting existing uses on the industrial estate, residents and other sensitive users in the surrounding area will need to be considered.</p> <p>The site is part of an existing industrial estate with little or no screening to residential properties to the south west. Acoustic screening in the form of bunds, buildings or fences may be required. The facility should be sited as far away from the south west boundary as practical and no closer than 150m from the nearest receptor (i.e. the proposed development should be located in the north eastern corner of the proposed site).</p> <p>Dust and odour control measures will be required to protect residential receptors within 500m of the site.</p>

Land within Dorcan Industrial Estate, Swindon	
Landscape, townscape and visual	Due to the existing condition of the site and surrounding character of the Dorcan Industrial Estate, the significance of impacts related to the development of the site for waste management purposes is likely to be slight to negligible, however care will need to be taken to ensure impacts on residents to the south are minimised. Landscape enhancements may provide a beneficial impact for the site and character of the Dorcan Industrial Estate as a whole.
Traffic and transportation	All proposals will need to ensure that the existing access is used for entrance to and from the site. The eastern access can be considered for use, but only as an exit from the site due to its location on the gyratory and proximity to the merge of Edison Road with the gyratory. Potential impact on A419 and its junctions. Routing agreements will be sought to ensure that HGVs route via Edison Road and Dorcan Way only to access suitable lorry routes (either the A419, A4259 or A4312).
Water environment	There are surface watercourses in proximity to the site and the site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. This is particularly important in this area as the wider Dorcan area is known to be susceptible to surface water and fluvial flooding. There has been extensive past and present industrial use of site that could give rise to potential contamination issues. Flood Risk Assessment, Surface Water Management Plan and Contamination Assessment will be required to support a planning application.
Any other issues or comments	Any new facilities must not prejudice the existing industrial units operating in the surrounding area.
Cumulative effects	No cumulative effects identified at the plan-making stage.
Links to the Waste Core Strategy	Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

Appendix 1: Glossary of Terms

Table .1 Glossary of terms

Glossary of terms	
AMR	ANNUAL MONITORING REPORT - A report that principally describes how a Local Planning Authority is performing in terms of meeting the targets and aspirations for Local Development Document preparation as set out in its three-year project plan (the Local Development Scheme). If, as a result of monitoring performance, the Authority's Scheme requires modification, the AMR will be used to justify why targets have not been met within the monitoring year.
AONB	AREA OF OUTSTANDING NATURAL BEAUTY - A landscape area of high natural beauty which has special status, and within which major development will not be permitted, unless there are exceptional circumstances. Designated under the 1949 National Parks and Access to the Countryside Act.
CLG	COMMUNITIES AND LOCAL GOVERNMENT - Government department for planning and local government.
	COMMERCIAL WASTE - Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment, excluding municipal and industrial waste.
	COMPOSTING - A biological process which takes place in the presence of oxygen (aerobic) in which organic wastes, such as garden and kitchen waste are converted into a stable granular material. This can be applied to land to improve soil structure and enrich the nutrient content of the soil.
CD&E	CONSTRUCTION/DEMOLITION WASTE - Includes waste arising from the construction, repair, maintenance and demolition of building and structures.
	CONTROLLED WASTE - Comprised of household, industrial, commercial, hazardous (special), clinical and sewage waste which require a waste management license for treatment, transfer and disposal. The main exempted categories comprise mine, quarry and farm wastes. The government is currently consulting on the extension of controls to farm wastes. However, materials used for agricultural improvement, such as manure and slurry, will not become controlled. Radioactive and explosive wastes are controlled by other legislation and procedures.
CS	CORE STRATEGY DEVELOPMENT PLAN DOCUMENT - This will be one of the most important Development Plan Documents to be produced. Wiltshire Council and Swindon Borough Council have produced both Minerals and Waste Core Strategies to define the long term strategic vision and policies for minerals and waste development in the Plan area.
	DEVELOPMENT PLAN (THE) - The Government is committed to ensuring that planning decisions on proposals for development or the change of use of land should not be arbitrary. The statutory development plan will continue to be the starting point in the consideration of planning applications (Section 38(6) of the Planning and Compulsory Purchase Act 2004). The development plan consists of: (i) the Regional Spatial Strategy prepared by the South West Regional Assembly ("the Regional Planning Body") (proposed for revocation); and

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	(ii) Development Plan Documents prepared by the district Councils, unitary authorities, National Park authorities (where applicable) and the County Councils.
DPD	DEVELOPMENT PLAN DOCUMENTS - DPDs are spatial planning documents that are subject to independent examination. They will have 'development plan' status (please see the explanation of 'the development plan').
	EC DIRECTIVE - a European Community legal instruction, which is binding on all Member States, but must be implemented through legislation of national governments within a prescribes timescale.
	ENERGY RECOVERY - includes a number of established and emerging technologies, though most energy recovery is through incineration technologies. Many wastes are combustible, with relatively high calorific values – this energy can be recovered through (for instance) incineration with electricity generation, gasification, pyrolysis or refuse derived fuel.
EA	ENVIRONMENT AGENCY - Established in April 1996, combining the functions of former local waste regulation authorities, the National Rivers Authority and Her Majesty's Inspectorate of Pollution. Intended to promote a more integrated approach to waste management and consistency in waste regulation. The Agency also conducts national surveys of waste arising and waste facilities.
	GREENFIELD SITE - a site previously unaffected by built development.
	HAZARDOUS WASTE - Waste which by virtue of its composition, carries the risk of death, injury or impairment of health, to humans or animals, the pollution of waters, or could have an unacceptable environmental impact if improperly handled, treated or disposed of, as controlled in the EC Directives on Hazardous Waste and defined by Special Waste Regulations 1996 (as amended) (schedule 2).
	HOUSEHOLD WASTE - As a major component of the municipal waste stream, household waste includes waste from household collection rounds, bulky waste collection, hazardous household waste collection, garden waste collection, civic amenity site waste, and wastes collected though council recycling schemes.
HRC	HOUSEHOLD RECYCLING CENTRE - Site to which the public can bring domestic waste, such as bottles, textiles, cans and paper for free disposal. HRCs may also accept bulky household waste and green waste. Where possible, the collected waste is recycled after sorting.
	INCINERATION - The controlled burning of waste, either to reduce its volume, or its toxicity. Energy recovery from incineration can be achieved by utilising the calorific value of paper, plastic, etc to produce heat or power. Current flue-gas emission standards are very high. Ash residues still tend to be disposed of to landfill.
	INDUSTRIAL WASTE - Waste from any factory and from any premises occupied by an industry (excluding mines and quarries).
	INERT WASTE - waste which, when deposited into a waste disposal site, does not undergo any significant physical, chemical or biological transformations and which complies with the criteria set out in Annex 111 of the EC Directive on the Landfill of Waste.

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IV	IN-VESSEL COMPOSTING - In-vessel composting takes place in specially designed vessels that controls moisture, temperature and aeration of the composting process allowing rapid decomposition of biodegradable waste.
	LANDFILL - The deposit of waste onto and into land in such a way that pollution or harm to the environment is prevented and, through restoration, to provide land which may be used for another purpose.
	LAND USE PLANNING - the Town and Country Planning system regulates the development and use of land in the public interest, and has an important role to play in achieving sustainable waste management.
LDD	LOCAL DEVELOPMENT DOCUMENT - A LDD will form part of the Local Development Framework and can either be a Development Plan Document (DPD) or a Supplementary Planning Document (SPD). Wiltshire Council is responsible for producing a Minerals and Waste Development Framework containing Minerals and Waste Local Development Documents.
LDF	LOCAL DEVELOPMENT FRAMEWORK - The LDF comprises a portfolio of local development documents that will provide the framework for delivering the spatial planning strategy for the area. District and Unitary Authorities will prepare LDFs for their area.
LDS	LOCAL DEVELOPMENT SCHEME - The LDS sets out a three year programme for the preparation of LDDs. As a unitary Planning Authority, Wiltshire Council have prepared separate but complimentary Development Schemes, setting out a timetable for preparation of all planning policy documents including Minerals Development Documents and Waste Development Documents. Schemes must be submitted to the Secretary of State for approval and monitored annually through the AMR system.
MOD	MINISTRY OF DEFENCE - The part of the Government responsible for matters of military defence
MRF	MATERIALS RECOVERY/RECYCLING FACILITY - A site where recyclable waste, usually collected via kerbside collections or from Household Recycling Centres, is mechanically or manually separated, baled and stored prior to reprocessing.
	MUNICIPAL WASTE - Includes all wastes collected by the Waste Collection Authorities, or their agents, such as all household waste, street litter, municipal parks and gardens waste, and some commercial and industrial wastes.
	NON INERT WASTE - Organic waste that decomposes after disposal to land. May include household, industrial, commercial and special waste.
PPG	PLANNING POLICY GUIDANCE NOTES - Government policy statements on a variety of issues that are material considerations in determining planning applications.
PPS	PLANNING POLICY STATEMENT - Guidance documents which set out national planning policy. They are being reviewed and updated and are replacing PPGs.
	RESTORATION - The methods by which the land is returned to a condition suitable for an agreed after-use following the completion of tipping operations.
	RECOVERY - The process of extracting a product of value from waste materials, including recycling composting and energy recovery.

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	<p>RECYCLING - Involves the reprocessing of wastes, either into the same product or a different one. Many non-hazardous industrial wastes such as paper, glass, cardboard, plastics and scrap metal can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.</p>
	<p>REDUCTION - achieving as much waste reduction as possible is a priority action. Reduction can be accomplished within a manufacturing process involving the review of production processes to optimise utilisation of raw (and secondary) materials and recirculation processes. It can be cost effective, both in terms of lower disposal costs, reduced demand from raw materials and energy costs. It can be carried out by householders through actions such as home composting, re-using products and buying goods with reduced packaging.</p>
RSS	<p>REGIONAL SPATIAL STRATEGY - these provided a regional level planning framework for the regions of England, outside London where spatial planning is the responsibility of the Mayor. They were introduced in 2004. Their revocation was announced by the new Conservative/Liberal Democrat government on 6 July 2010. On 10th November 2010 Mr Justice Sales ruled in the case of Cala Homes (South) Ltd v Secretary of State for Communities and Local Government that The Secretary of State for Communities and Local Government was not entitled to use the discretionary power to revoke regional strategies contained in s 79(6) of the Local Democracy, Economic Development and Construction Act 2009 to effect the practical abrogation of the regional strategies as a complete tier of planning policy guidance.</p>
	<p>RE-USE - The reuse of materials in their original form, without any processing other than cleaning. Can be practised by the commercial sector with the use of products designed to be used a number of times, such as re-useable packaging. Householders can purchase products that use refillable containers, or re-use plastic bags. The processes contribute to sustainable development and can save raw materials, energy and transport costs.</p>
SA	<p>SUSTAINABILITY APPRAISAL - Local Planning Authorities are bound by legislation to appraise the degree to which their plans and policies contribute to the achievement of sustainable development. The process of Sustainability Appraisal is similar to Strategic Environmental Assessment but is broader in context, examining the effects of plans and policies on a range of social, economic and environmental factors. To comply with Government policy, Wiltshire Council and Swindon Borough Council are producing a Sustainability Appraisal that incorporates a Strategic Environmental Assessment of its Minerals and Waste Local Development Documents.</p>
SAC	<p>SPECIAL AREAS OF CONSERVATION - designation made under the Habitats Directive to ensure the restoration or maintenance of certain natural habitats and species some of which may be listed as 'priority' for protection at a favourable conservation status.</p>
	<p>SAVED PLAN & SAVED POLICIES - Under the Planning and Compulsory Purchase Act 2004 the Wiltshire and Swindon Minerals and Waste Local Plans have been 'saved' for a period of three years (either from the date of adoption or September 2004 as appropriate).</p>

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SAM	SCHEDULED MONUMENT - These are archaeological sites or historic buildings considered to be of national importance by the government. The current legislation, the Ancient Monuments and Archaeological Areas Act 1979, supports a formal system of Scheduled Monument Consent for any work to a designated monument. Scheduling is the only legal protection specifically for archaeological sites.
SCI	STATEMENT OF COMMUNITY INVOLVEMENT - sets out the Council's vision and strategy for the standards to be achieved in involving the community and stakeholders in the preparation of all Local development Documents and in decisions on planning applications.
SEA	STRATEGIC ENVIRONMENTAL ASSESSMENT - Local Planning Authorities must comply with European Union Directive 2001/42/EC which requires a high level, strategic assessment of local development documents (DPDs and, where appropriate SPDs) and other programmes (e.g. The Local Transport Plan and the Municipal Waste Management Strategy) that are likely to have significant effects on the environment.
SPA	SPECIAL PROTECTION AREA - designations made under the EC Directive 79/409 on bird conservation (The Birds Directive), the aim of which is to conserve the best examples of the habitats of certain threatened species of bird the most important of which are included as priority species.
SPD	SUPPLEMENTARY PLANNING DOCUMENT - Whilst not having 'development plan' status, SPDs can form an important part of the local development framework of an area. They can be used to expand policy or provide further detail to policies in development plan documents. Community involvement will be important in preparing SPDs but they will not be subject to independent examination.
SPZ	SOURCE PROTECTION ZONE - These are groundwater sources used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. The SPZ maps show three main zones (inner, outer and total catchment) and a fourth zone of special interest.
SSCT	STRATEGICALLY SIGNIFICANT CITIES & TOWNS - Those settlements which play a critical strategic role either regionally or sub-regionally, as identified in the draft RSS (intended for revocation).
	STAKEHOLDER - Anyone who is interested in, or may be affected by the planning proposals that are being considered.
SSSI	SITE OF SPECIAL SCIENTIFIC INTEREST - This is a conservation designation denoting a protected area in the UK. SSSIs are the basic building blocks of site based nature conservation legislation including the very best wildlife and geological sites, as designated by Natural England. There are over 4,100 SSSIs in England, covering approximately 8% of the country's land area.
SuDS	SUSTAINABLE URBAN DRAINAGE SYSTEM - Sometimes known as Sustainable Urban Drainage Systems (SuDS), these involve a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.

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	SUSTAINABLE WASTE MANAGEMENT - means using material resources efficiently, to cut down on the amount of waste we produce. And where waste is generated, dealing with it in a way that actively contributes to economic, social and environmental goals of sustainable development.
SWRA	SOUTH WEST REGIONAL ASSEMBLY - Body responsible for regional planning and waste strategy matters in the South West (now transferred to the Strategic Leader Board, part of the South West Councils).
	SUSTAINABLE DEVELOPMENT - development which is sustainable in that which meets the needs of the present without comprising the ability of future generations to meet their own needs.
UK BAP	UK BIODIVERSITY ACTION PLAN - Published in 1994, this was the UK Government's response to signing the Convention on Biological Diversity (CBD) at the 1992 Rio Earth Summit. UK BAP Priority Habitat is a list of 65 habitats highlighted as priorities for conservation. The priority habitats cover a wide range of semi-natural habitat types that are judged to be particularly important for biodiversity conservation, and are recognisably distinct within the broad habitats of the UK.
	VOID SPACE - The remaining capacity in active or committed landfill or landraise sites.
	WASTE - Is the wide ranging term encompassing most unwanted materials and is defined by the Environmental Protection Act 1990. Waste includes any scrap metal, effluent or unwanted surplus substance or article that requires to be disposed of because it is broken, worn out, contaminated or otherwise spoiled. Explosives and radioactive wastes are excluded.
	WASTE ARISING - the amount of waste generated in a given locality over a given period of time.
WDD	WASTE DEVELOPMENT DOCUMENT - The replacement to the existing Waste Local Plan as well as constituting other 'non-development plan' documents like Statements of Community Involvement.
	WASTE HIERARCHY - suggests that the most effective environmental solution may often be to reduce the amount of waste generated – reduction. Where further reduction is not practicable, products and materials can sometimes be used again, either for the same or a different purpose – re-use. Failing that, value should be recovered from waste, through recycling, composting or energy recovery from waste. Only if none of the above offer an appropriate solution should waste be disposed.
WEEE	WASTE ELECTRICAL & ELECTRONIC EQUIPMENT - The Waste Electrical and Electronic Equipment Directive (WEEE Directive) aims to minimise the impact of electrical and electronic goods on the environment, by increasing re-use and recycling and reducing the amount of WEEE going to landfill.

Appendix 2: Saved Waste Local Plan (2005) Policies

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

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