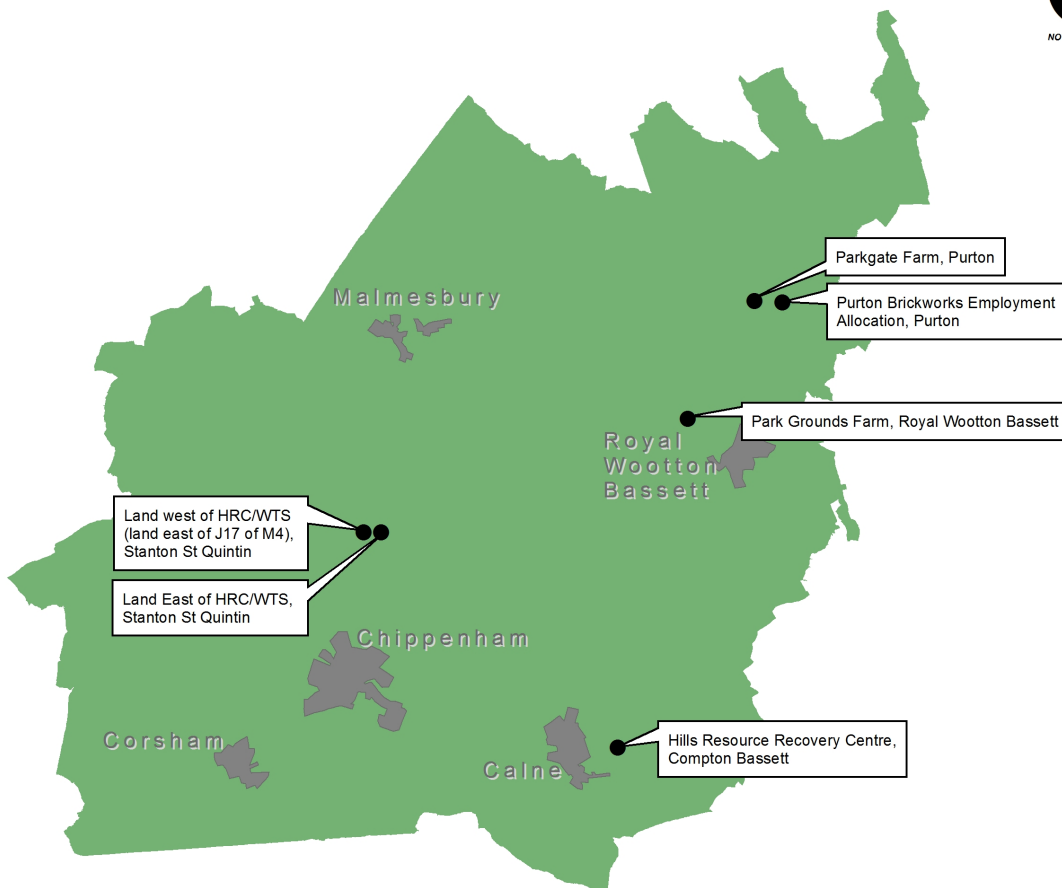
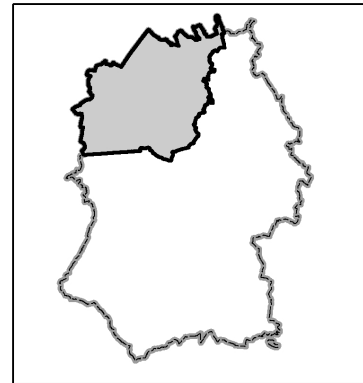


## 2 North Wiltshire

### 2.1 Strategic sites

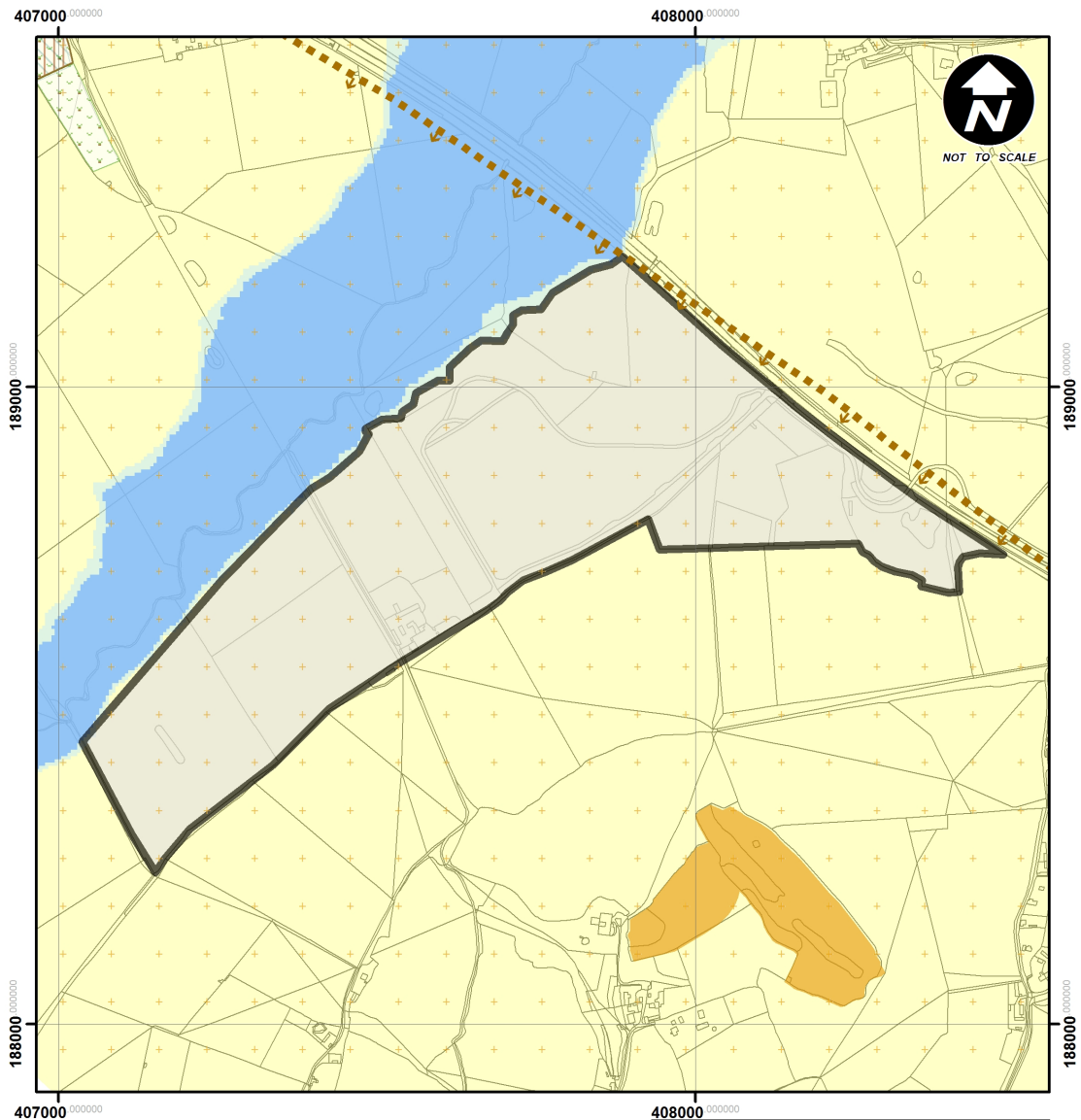
# North Wiltshire strategic scale waste sites



**Key**

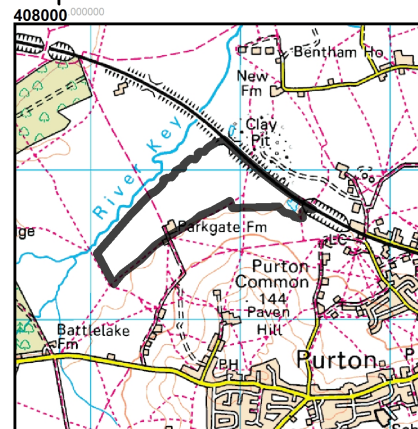
- Strategic waste sites in North Wiltshire
- Key settlements in North Wiltshire
- North Wiltshire

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## Inset map N1

Parkgate Farm,  
Purton

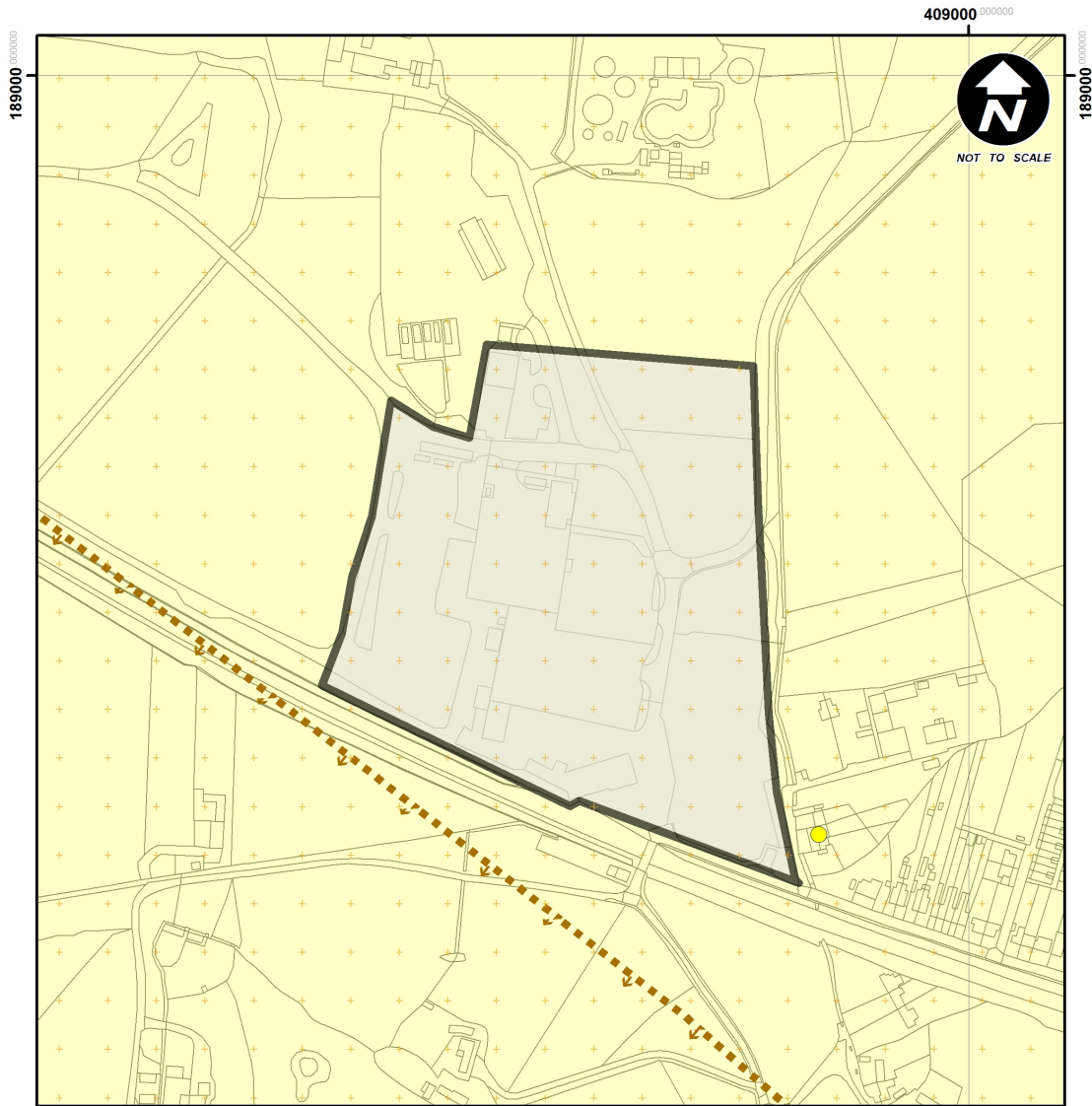


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Table 2.1 Parkgate Farm, Purton

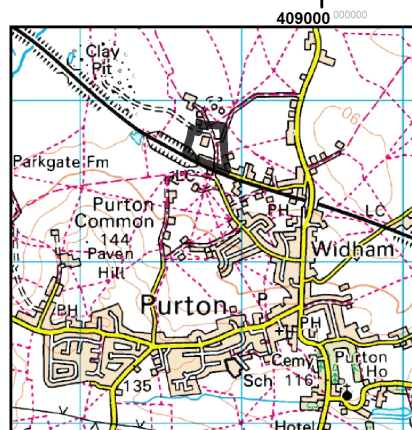
<b>Parkgate Farm, Purton</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	407675 188866
<b>Current use/s</b>	The site operates as a strategic landfill for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

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



## Inset map N2

Purton Brickworks  
Employment Allocation,  
Purton

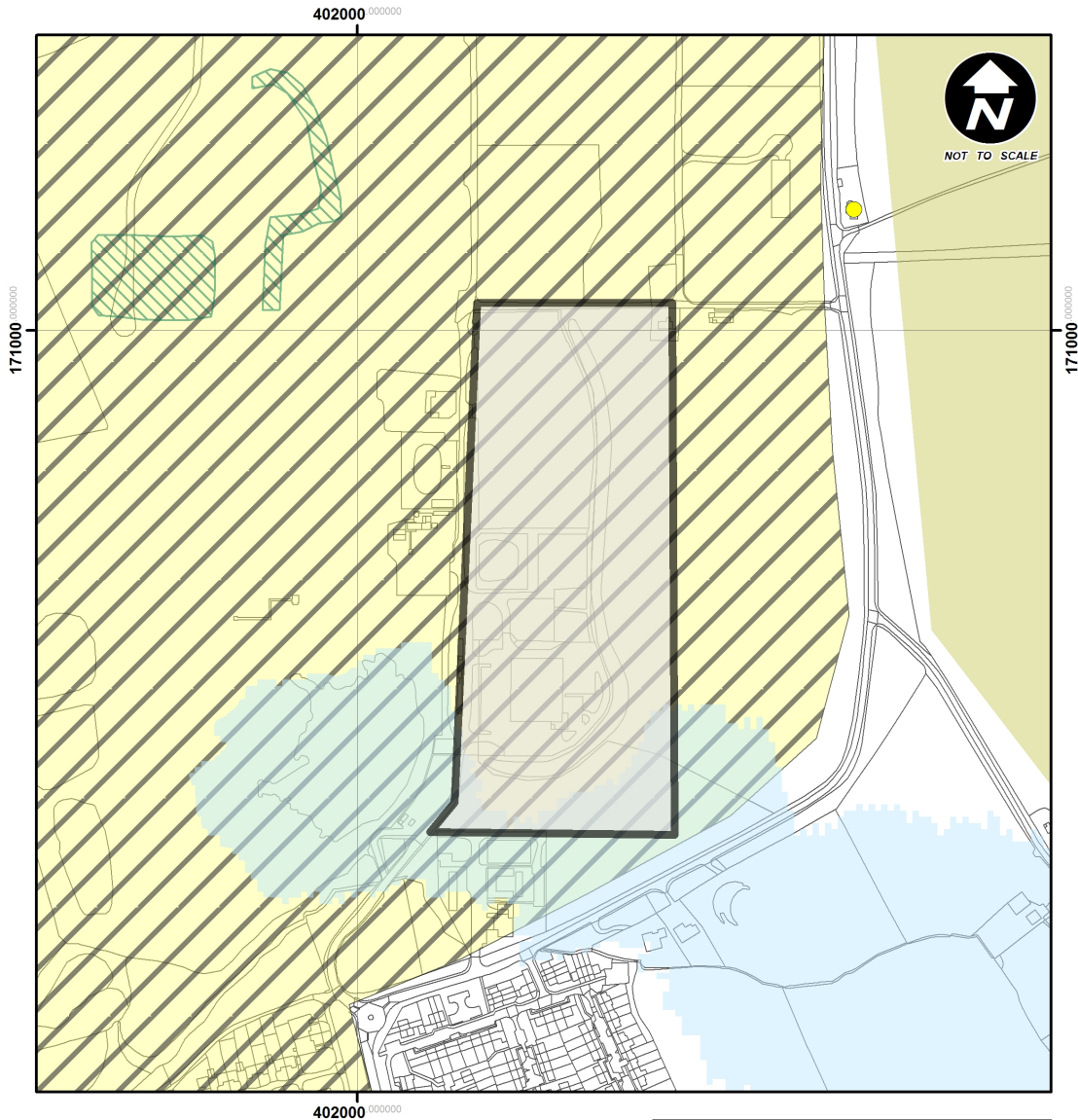


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Table 2.2 Purton Brickworks Employment Allocation, Purton

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

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



### **Inset map N3**

Hills Resource  
Recovery Centre,  
Compton Bassett

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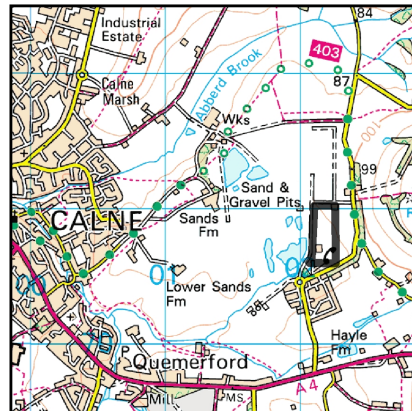




Table 2.3 Hills Resource Recovery Centre, Compton Bassett

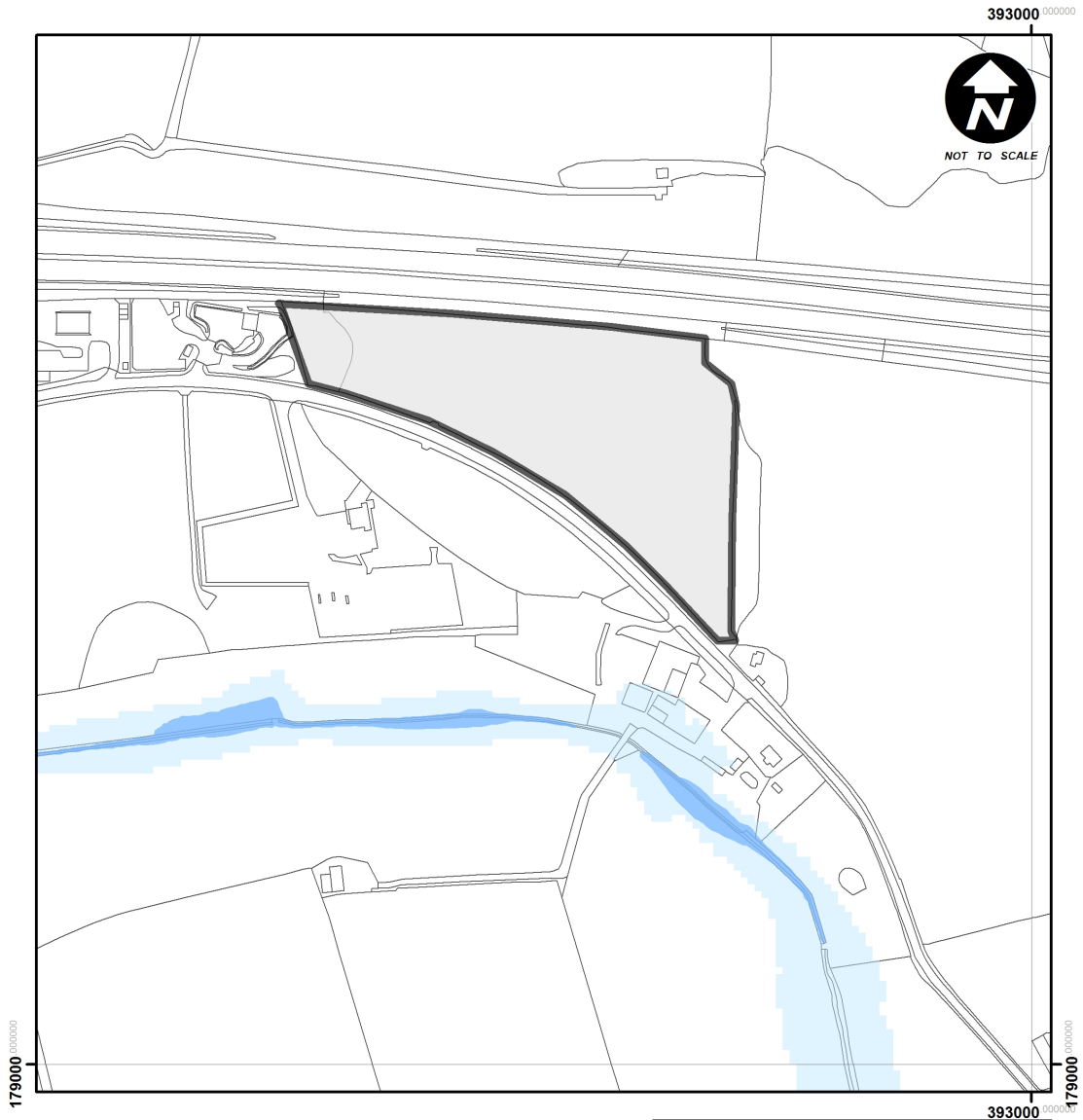
<b>Hills Resource Recovery Centre, Compton Bassett</b>	
<b>Potential use/s</b>	Waste Treatment (excluding energy from waste).
<b>Scale</b>	Strategic.
<b>Grid reference</b>	402156 170841
<b>Current use/s</b>	The site is located within an operational waste management facility which includes non-hazardous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

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

## Hills Resource Recovery Centre, Compton Bassett

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

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



## Inset map N4

Land East of HRC/WTS,  
Stanton St Quintin

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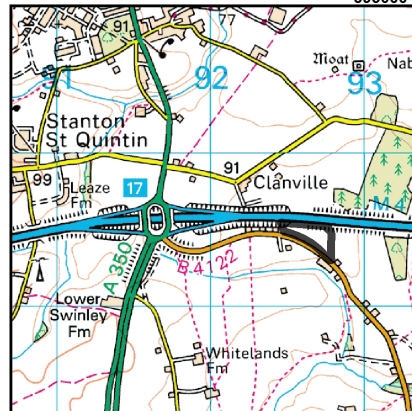


Table 2.4 Land East of HRC/WTS, Stanton St Quintin

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

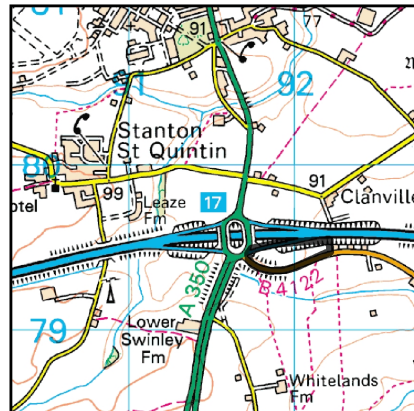
## Land East of HRC/WTS, Stanton St Quintin

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



## Inset map N5

Land West of HRC/WTS,  
Stanton St Quintin



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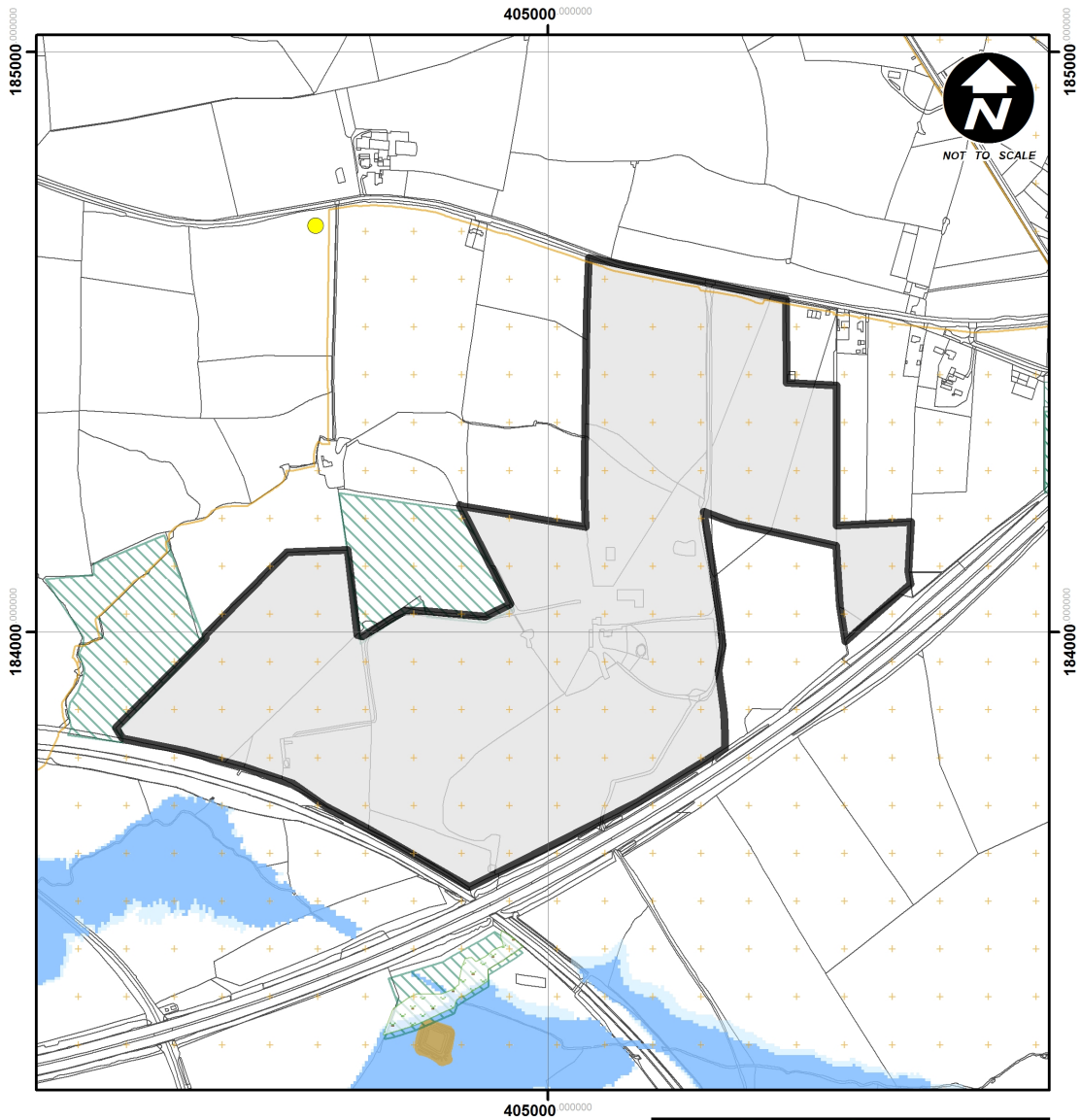
Table 2.5 Land West of HRC/WTS, Stanton St Quintin

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



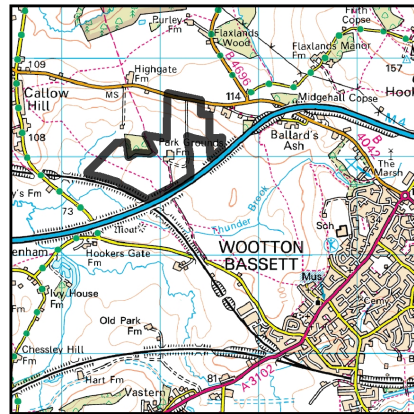
**Land West of HRC/WTS, Stanton St Quinton**

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



## Inset map N6

Park Grounds Farm,  
Royal Wootton Bassett



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Table 2.6 Park Grounds Farm, Royal Wootton Bassett

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

## Park Grounds Farm, Royal Wootton Bassett

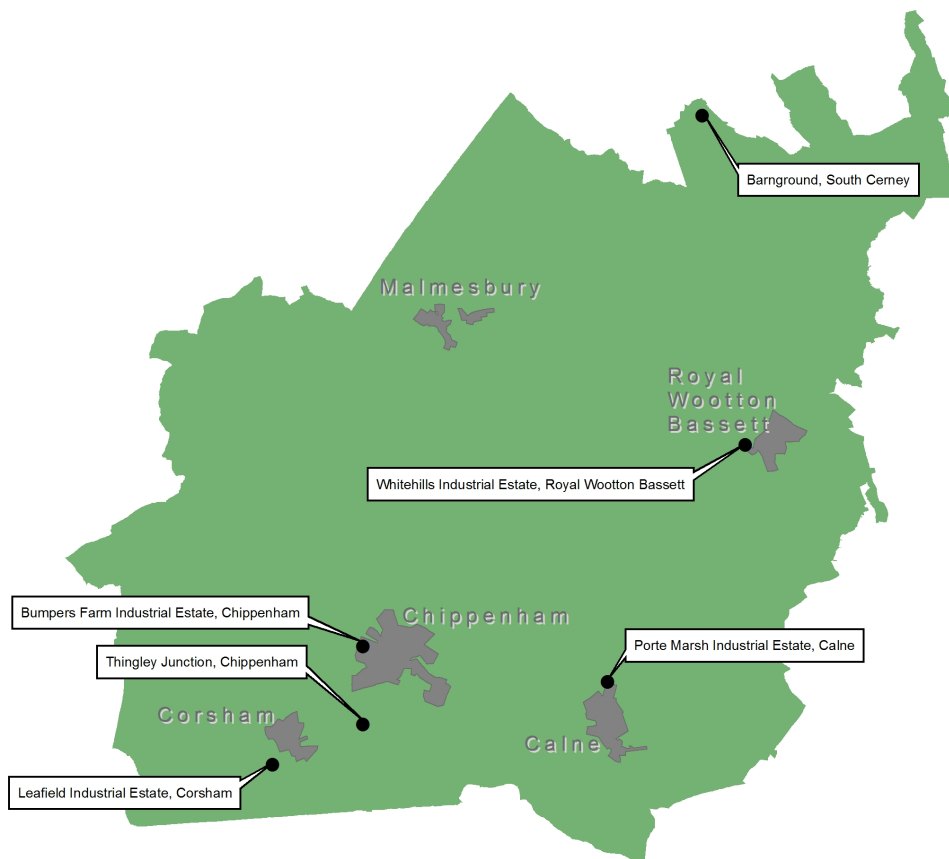
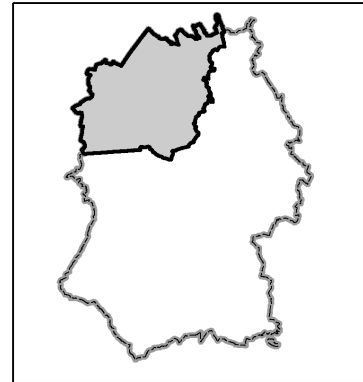
	<p>Air quality risks for the intended use are low to high without mitigation. Mitigation for dust, odour and bioaerosols will be required. Detailed assessment is recommended for bioaerosols and odour if the layout of the site is to include facilities within 250m of sensitive receptors. Given the size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

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



## 2.2 Local sites

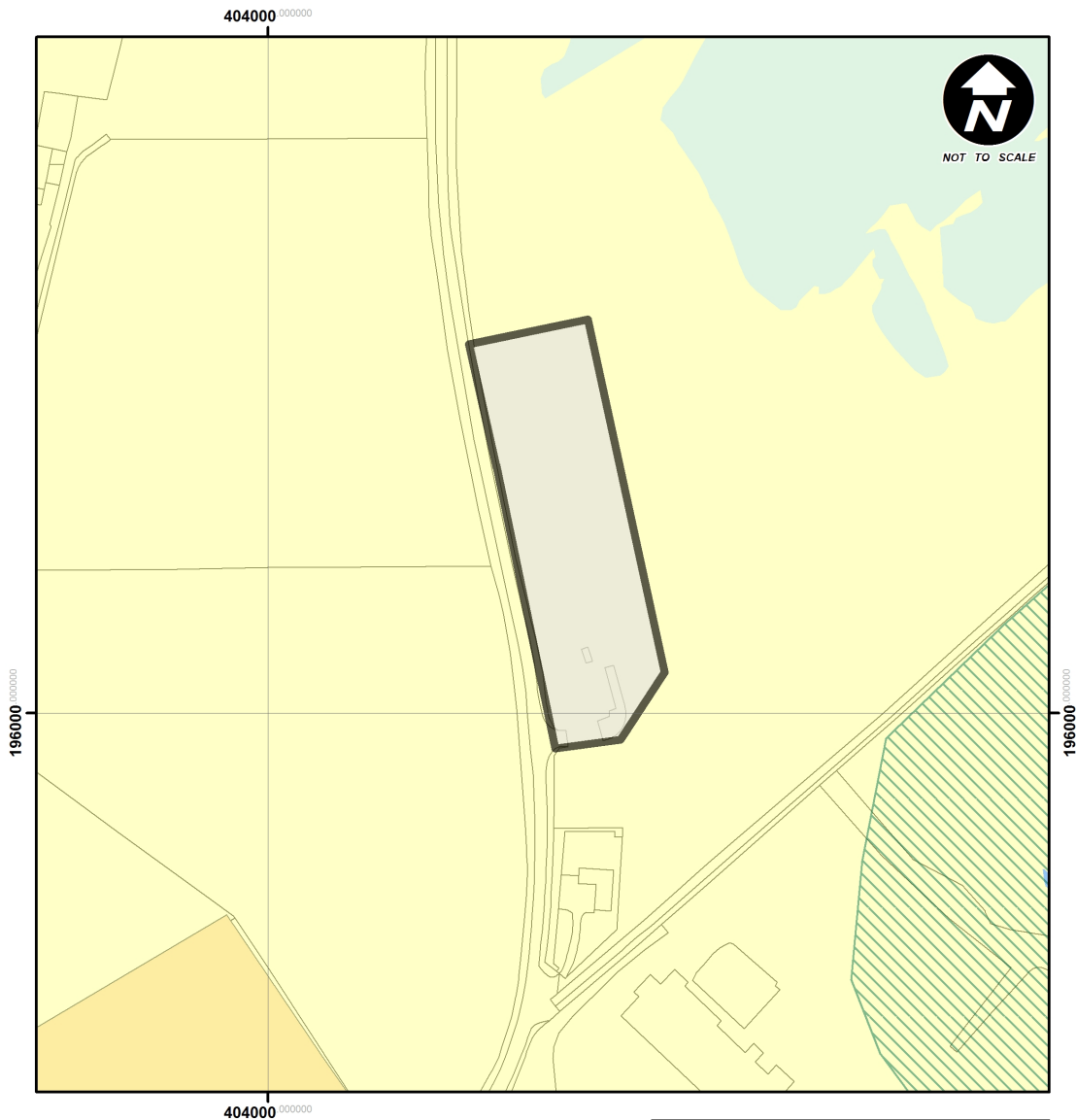
# North Wiltshire local scale waste sites



**Key**

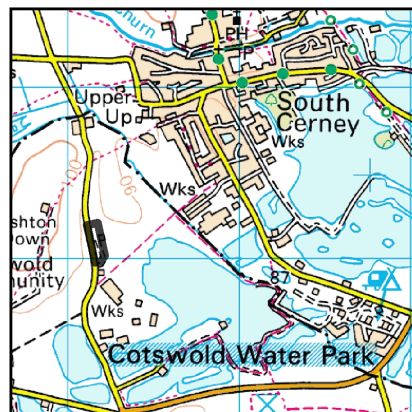
- Local waste sites in North Wiltshire
- Key settlements in North Wiltshire
- North Wiltshire

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## Inset map N7

Barnground,  
South Cerney



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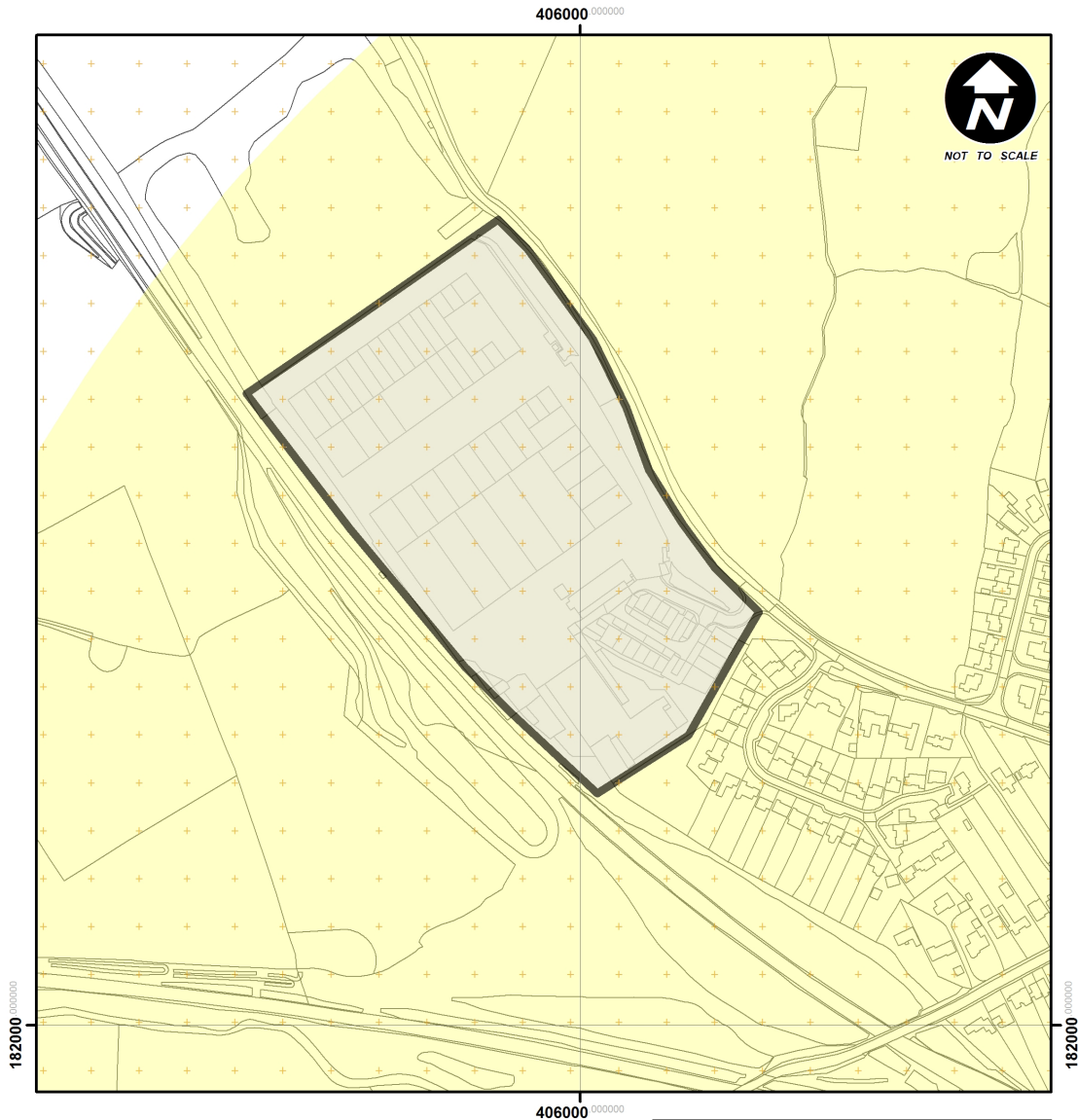


Table 2.7 Barnground, South Cerney

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

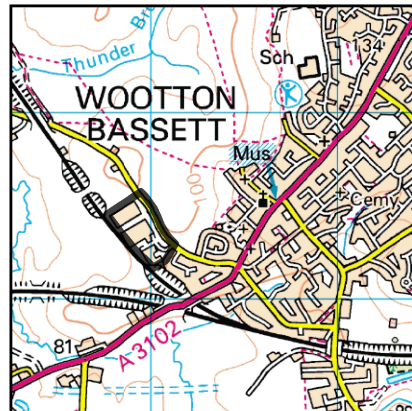
## Barnground, South Cerney

	<p>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.</p>
Traffic and transportation	<p>It is recommended that improvements be made to the site access in terms of a ghost island right turn lane. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is underlain by a secondary aquifer and overlies a Source Protection Zone (SPZ) 2. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. There is potential for contamination issues from past activities and any development would need to address any contamination risks. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Proposals should consider mitigation such as SuDS within site design and infiltration devices.</p> <p>There is no foul sewer connection to this site. Any drainage from waste handling/storage areas would have to be contained in a sealed tank and then taken off-site for disposal.</p> <p>A FRA/surface water drainage scheme, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>This site falls within the MoD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>No cumulative effects identified at the plan-making stage.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## Inset map N8

Whitehills Industrial Estate,  
Royal Wootton Bassett



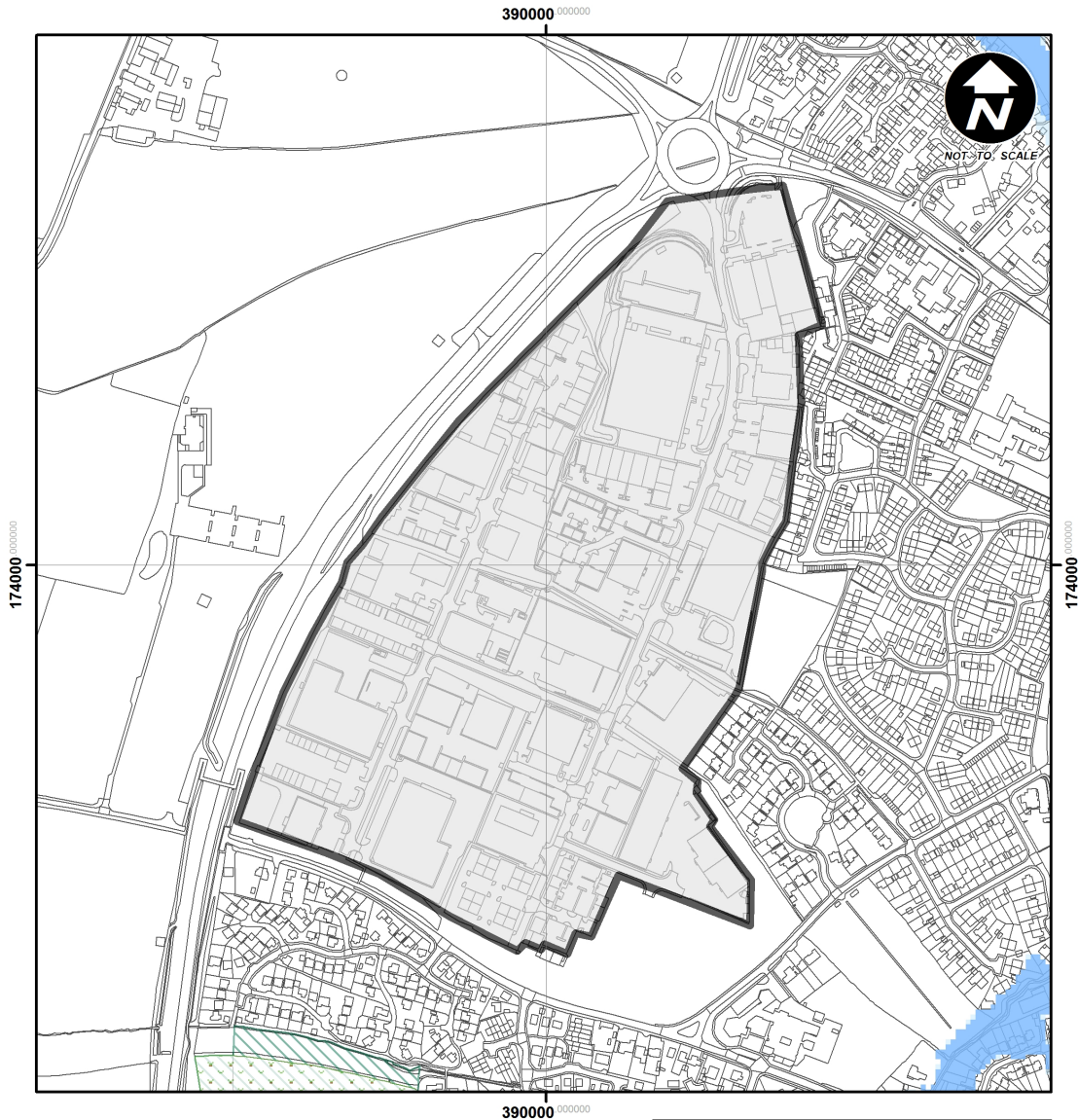
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Table 2.8 Whitehills Industrial Estate, Royal Wootton Bassett

<b>Whitehills Industrial Estate, Royal Wootton Bassett</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local.
<b>Grid reference</b>	405929 182302
<b>Current use/s</b>	The site is an existing industrial estate with office, general industrial and warehousing uses.
<b>Description of site</b>	The site is located on the south western fringe of Royal Wootton Bassett. The site is currently accessed from a priority junction with Whitehill Lane. Whitehill Lane itself forms the minor arm of a priority junction with the High Street (A3102). The site is approximately 5km from J16 of the M4. The north eastern boundary of the site is formed by Whitehill Lane and the south eastern boundary is formed by the residential settlement located along Whitehill Lane on the east of the site. The south western boundary is delineated by a railway and to the north west of the site is scrub land and fields.
<b>Size of site</b>	7.3 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A site level survey will be required in order to design appropriate enhancement for biodiversity relative to the existing surrounding habitat features. There are existing records of badgers on land to the north west of the site and if construction or other physical change is to be undertaken near the boundary of the existing hard standing, it would be prudent to check for badger activity within 30m of the site boundary so that necessary actions can be taken to avoid harming badgers or destroying their setts.
Human health and amenity	Potential impacts on neighbouring receptors, particularly noise, odour and bioaerosols will need to be considered as part of any planning application. Acoustic screening in the form of bunds, buildings or fences may be required depending on the siting of the facilities. The facilities should be sited as far away from the south eastern boundary as practical and by at least 150m.
Landscape, townscape and visual	Visual impacts on surrounding residences and farms should be mitigated through sensitive site planning and screen planting, as well as the creation of vegetated earth bunds to the north and west boundaries. The use of native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and strengthen rural character. Where possible, site buildings should be in keeping with the local vernacular/architectural style.
Traffic and transportation	The environmental impact associated with an increased number of HGVs, as well as access to the site via the Whitehill Lane/Bath Road junction is an area for concern. A Transport Assessment, including the likely impact on the M4 Junction 16, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the

## Whitehills Industrial Estate, Royal Wootton Bassett

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



## **Inset map N9**

**Bumpers Farm  
Industrial Estate,  
Chippenham**

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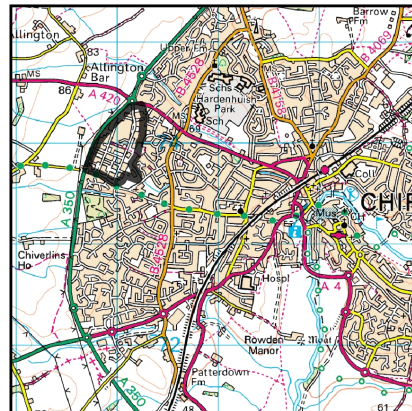


Table 2.9 Bumpers Farm Industrial Estate, Chippenham

<b>Bumpers Farm Industrial Estate, Chippenham</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local.
<b>Grid reference</b>	389936 173889
<b>Current use/s</b>	The site is an existing industrial estate comprising of variety of employment and retail uses.
<b>Description of site</b>	The site is located on the western fringe of Chippenham. The existing access to the site is via a direct connection to the A350/A420 roundabout which provides good access to the M4 (approximately 5.5km north of the site). The site is flanked by residential properties to the east on Longstone Road and to the south beyond Frogwell. The western boundary of the site is delineated by the A350 which is screened with a bund and tree planting. Beyond the A350 Chippenham Rugby Union Football Club is located. St Peters church and school is located to the south west of the site. A PRow runs through the site.
<b>Size of site</b>	25.9 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan although a proposed residential allocation is situated adjacent to the north eastern boundary of the site.
<b>Site development - key issues and potential mitigation measures</b>	
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 impacts on neighbouring receptors, particularly noise, odour and bioaerosols will need to be considered as part of any planning application. Acoustic screening in the form of bunds, buildings or fences may be required depending on the location of a waste facility. Facilities should be sited as far away from the southern and eastern boundary as practical (i.e. towards the mid west part of the site) and at a minimum distance of 150m from any dwelling.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Dust and odour control measures will be required but detailed assessment is not necessary.</p> <p>Any development will need to safeguard PRow.</p>
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

## Bumpers Farm Industrial Estate, Chippenham

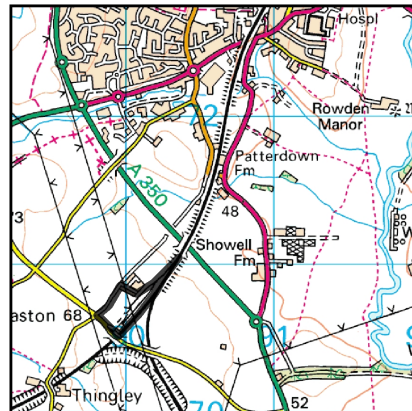
	<p>taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site lies on a secondary aquifer and is in a SPZ 2. The site's eastern boundary adjoins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





## Inset map N10

Thingley Junction,  
Chippenham

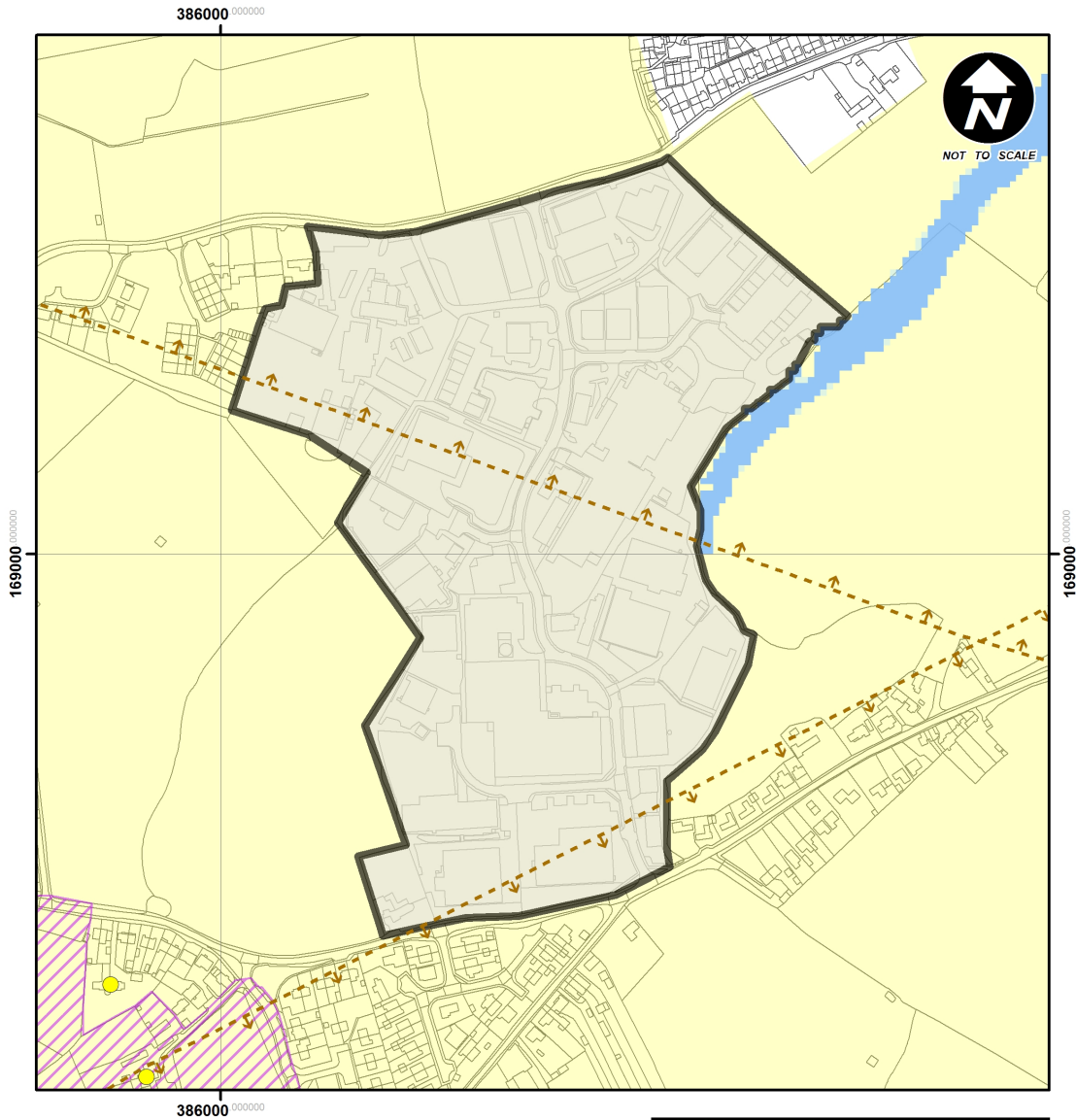


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Table 2.10 Thingley Junction, Chippenham

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

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



## Inset map N11

Leaffield Industrial Estate,  
Corsham

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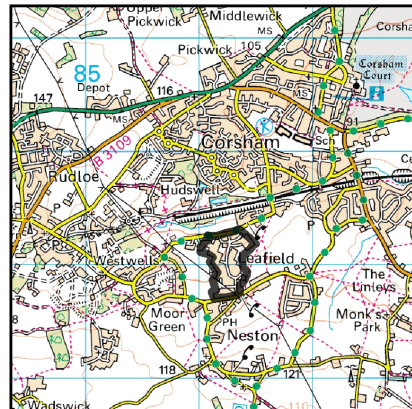
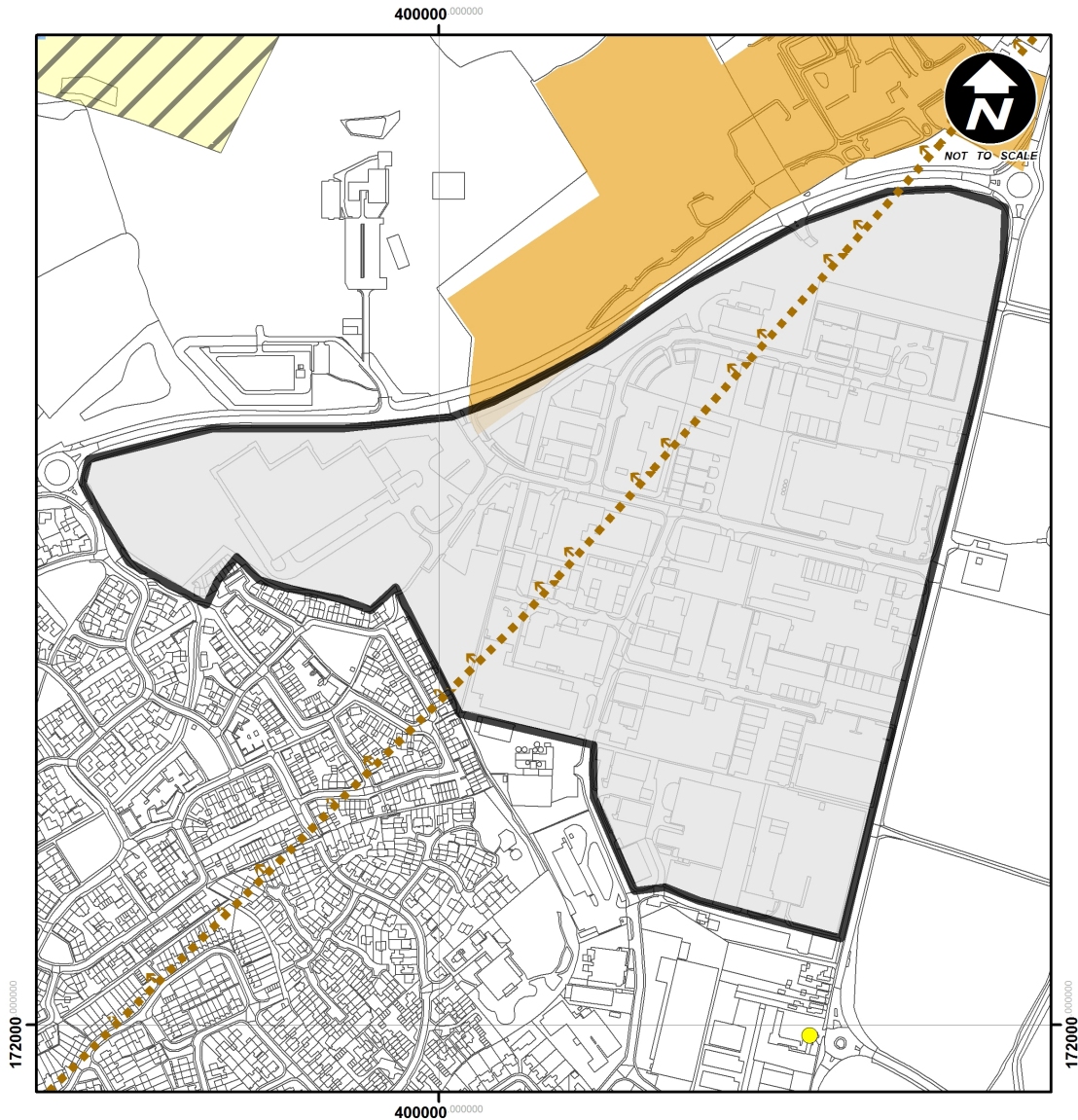


Table 2.11 Leaffield Industrial Estate, Corsham

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

## Leaffield Industrial Estate, Corsham

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



## Inset map N12

Porte Marsh  
Industrial Estate,  
Calne

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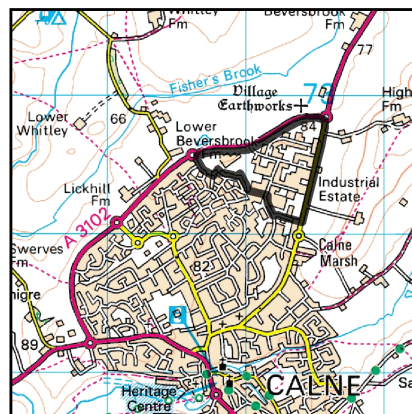


Table 2.12 Porte Marsh Industrial Estate, Calne

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



## Porte Marsh Industrial Estate, Calne

Traffic and transportation	Detailed investigation is required into the impact that increased traffic could have on Calne town centre and the A4. Capacity issues on the existing roundabouts on the A3102 and A4 in the immediate vicinity should also be assessed. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	A FRA will be required to support a planning application.
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. RAF Lyneham has effectively closed. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.</p>
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Chippenham and Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

