

**BRAYDON: COMPOSTING AND TYRE RECYCLING OPERATION AT
PARKGATE FARM, PURTON, FOR HILLS MINERALS AND WASTE LTD.
(Application No. N/07/07008)**

Purpose of Report

1. To consider the above application and to recommend that conditional planning permission be granted.

The Site

2. Parkgate Farm is a complex of derelict farm buildings approximately 7 km west of Swindon and 1 km north-west of the village of Purton. The settlement of Paven Hill is approximately 500 metres south of the site.
3. Land immediately east of the site has been granted permission for landfill (N/05/07021) and to the north, south and west is farmland.
4. The Gloucester to Swindon railway line is 600 metres to the north-west of Parkgate Farm. Access over the railway has already been established by a bridge from the adjacent landfill site. However, the access road would have to be extended westwards to Parkgate Farm. Access would be via the established route to the landfill site off the C414. The haul route follows a private road, 'Mopes Lane', before crossing the old Purton Landfill and railway bridge. Purton village has a weight limit. Therefore, all vehicles over 7.5 tonnes would need to access the site from the north along the B4553.
5. A bridleway runs immediately west of the site boundary and there is a footpath along the southern boundary. There are no residential properties within 500 metres of the boundary of the application site.
6. The application site at Parkgate Farm is approximately 4 hectares in size and is designated in the adopted Wiltshire and Swindon Waste Local Plan 2011 as a preferred area for strategic waste management, particularly for outdoor composting.
7. A location plan is attached at **Appendix 1** and a site plan is attached at **Appendix 2**.

Site History

8. No relevant planning history for this site.

Proposal

9. The application proposes to utilise land and farm buildings at Parkgate Farm for a composting facility and a tyre shredding operation. The use of the site would be temporary as the permission for the landfill to the east requires the removal of the haul road and bridge over the railway by the 15th August 2024. If this application is approved, the use of the site for composting and tyre recycling would be tied into that end date.
10. A mobile office would be located on site but no permanent buildings would be constructed. Some existing farm buildings would be refurbished and two would be demolished to provide manoeuvring space.
11. The proposals would require a waste management licence from the Environment Agency.

Composting

12. The composting facility would receive a maximum of 25,000 tonnes of green waste per annum from Household Recycling Centres (HRCs) and kerbside collections in and around Swindon. The green waste may be supplemented by cardboard, wood, parks materials and other suitable organic material. The waste would be shredded to a uniform size and formed into long windrows 2.5 metres high and 4 metres wide. The windrows would be located on a newly constructed concrete pad which would drain to a surface water lagoon. Any liquid draining into the lagoon would be re-circulated into the windrows.
13. The material in the windrows would be composted for an average of 10-12 weeks and left to mature for a further 4 weeks before being screened to remove over sized material. The final product would be bagged for sale at HRCs or sold in bulk to landscapers or growers.
14. The composting operation would generate an average of 14 and a maximum of 20 incoming loads per day. It is anticipated that three loaded vehicles would leave the site per day. In the interests of an efficient operation, lorries bringing in green waste would be backfilled with compost.

Tyre Shredding

15. The tyre shredding operation would receive around 12,000 tonnes of tyres per annum from HRCs and garages in the Swindon area. Loads would be maximised on each lorry to reduce the number of deliveries to the site. Tyres would pass through a mobile shredder to create a 150-300mm product to be used in landfill sites as a drainage layer to replace the use of primary aggregate.
16. It is anticipated that the tyre recycling operation would generate an average of twenty loads a week to the site (i.e. 40 lorry movements). The majority of the shredded tyres would be used within the adjacent landfill, but some may be used at the Chapel Farm landfill site near Swindon.

Planning Policy

17. The following are considered relevant to the determination of this application:

- Policies C11, W1, W2, W3 and W4 of the Adopted Wiltshire Structure Plan 2016. (The Structure Plan)
- Policies 1, 3 and 6 of the Adopted Wiltshire and Swindon Waste Local Plan 2011. (The Waste Local Plan).
- Policies NE12 and NE13 of the North Wiltshire Local Plan 2011.

These policies are set out in full in **Appendix 3**.

Consultations

18. **North Wiltshire District Council (Planning)** – no objection.
19. **North Wiltshire District Council (Environmental Health Officer)** – suggest condition to restrict noise levels at residential gardens.
20. **Braydon Parish Council** – no objection.
21. **Purton Parish Council** – support proposal in principle. However, concern over noise to residents in Lower Paven Hill.
22. **Local Member, Mrs Helen Dixon** - no comment received.
23. **Environment Agency** – no objections in principle subject to pollution control conditions being imposed on any permission.
24. **Natural England** – no objection, subject to satisfactory bat survey and mitigation measures being agreed.
25. **Local Highway Authority** – no objection.
26. **Countryside Section (Ecologist)** – advises that whole site of potential value to bats. Proposal should also include features that will significantly enhance opportunities for biodiversity at the site. Satisfied that existing newt fencing is sufficient to protect Great Crested Newts from the proposed development.
27. **Countryside Section (Landscape Officer)** – recommends all infill hedge planting to be native stock of British provenance. Existing trees and hedges to be screened off to prevent damage from operations. Height of stockpiles and machinery should be limited to 4 metres in height.
28. **County Archaeology** – no objection.
29. **Wiltshire Wildlife Trust** – no objection – Existing trees and vegetation should be retained. Planting of new hedges will provide more linear habitats for bats and other species. Bat and bird boxes could be installed on refurbished buildings. Agricultural buildings themselves should seek to be water and energy efficient during construction and occupation.

30. Copies of the consultation responses are available in the **Members' Room**.

Publicity

31. The application was advertised in the local press and by site notices. A neighbour notification exercise was also undertaken. One letter of representation has been received, raising concern over noise from the tyre shredder.
32. A letter was also received from 'Purton's Qualities', a citizens' sustainability group, which stated that they would not object to the proposal provided that:
- The traffic implications are properly quantified.
 - The noise envelope is properly mapped.
 - The tyre shredder is sited furthest away from the nearest dwelling.
 - The cumulative impact is properly determined.
 - Once landfill operations have been completed to the south of the railway, the composting and tyre recycling are re-located to the north side of the railway bridge and the temporary bridge removed, in accordance with the original decision.
 - Due recognition of earlier failures in odour control are reflected in the application.
33. Copies of the representations are available in the **Members' Room**.

Planning Considerations

34. The planning application must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Having considered the consultation responses, letters of representation, National Planning Policy and Development Plan Policies, it is considered that the relevant issues in the determination of this application are:
- Sustainable waste management
 - Impact on amenity

Sustainable Waste Management

35. The application site has been identified in the Waste Local Plan as a 'Preferred Area for Strategic Waste Management'. Preferred areas provide the locations where it is considered waste related activities would have the least adverse impacts on human health and the environment, and their proximity to the point of waste arising.
36. The Government, in its Waste Strategy for England 2007 and PPS10, has defined its vision of managing waste in a more sustainable way. Essentially, the strategy involves producing less waste and using waste as a resource wherever possible. Using waste as a resource can require new facilities and Policies W2 and W3 of the Structure Plan and Policies 1 and 3 of the Waste Local Plan support the provision of facilities for waste management, subject to their environmental impact.

37. PPS 7 supports the reuse of buildings in the countryside where this would meet sustainable development objectives. PPS10 gives priority to the re-use of previously developed land and redundant farm buildings and their curtilage for certain waste management facilities.
38. The proposal would make use of previously developed land and buildings, source waste from the local area and contribute to sustainable waste management through recycling and composting. In addition, the tyre shredding would reduce the consumption of primary resources as the shredded tyres would replace the use of primary aggregate as a drainage layer. The proposal is, therefore, in accordance with the Development Plan.

Impact on Amenity

39. Whilst the site has been identified as a preferred site for strategic waste management, the potential impacts on amenity need to be considered.
40. Policy 6 of the Waste Local Plan states that new and/or extended waste management facilities will only be permitted where it can be demonstrated that there will be no significant adverse impact on the environment, human health or amenity. Policy W4 of the Structure Plan states that waste management facilities should have regard to effects on local amenities, nearby land uses, landscape, traffic generation, water resources, pollution and restoration of the site.
41. The application site is over 500 metres away from any residential property. Therefore, it is unlikely that the development will result in any direct impacts on human health or on the amenity and character of any dwelling or settlement. Hedges between the application site and the adjacent footpath and bridleway would be strengthened to reduce views into the site. The site would not operate on Saturday afternoons, Sundays or Bank/Public Holidays, when the rights of way are likely to be most heavily used.
42. There have been no objections from the Environmental Health Officer in relation to noise or dust, given the site is remote from any sensitive receptors. The Local Highway Authority has not raised any concern in respect of the traffic likely to be generated by the proposals. Noise and dust can be controlled by condition and traffic would be routed as per the existing legal agreement for the adjacent landfill site (i.e. north towards Cirencester and not south to Purton). As all operations would be carried out on a concrete pad draining to a sealed lagoon, any pollution of ground or surface waters can be avoided.
43. The application site is located within the Great Western Community Forest and Braydon Forest as identified by the Structure Plan and North Wiltshire Local Plan. Both Plans contain policies which give a high priority to new woodland planting in this area. The landfill site to the east of Parkgate Farm has provided a substantial belt of new tree planting and so it is considered desirable that this development should add to this by reinforcing the existing hedgerows enclosing the site and retaining and protecting all existing vegetation.

Conclusions

44. The application site is allocated as a strategic site for waste management in the Wiltshire and Swindon Waste Local Plan 2011. The proposal accords with National Planning Policy and Development Plan policies as it would make use of previously developed land and buildings, source waste from the local area and contribute to meeting local waste management targets through recycling and composting. In relation to the impacts on amenity, the mitigation measures proposed are acceptable and can be secured through planning condition.

Recommendation

45. That planning permission be granted for the following reasons and subject to the following conditions:

The proposal accords with Development Plan policies as it would contribute to meeting local waste management targets through recycling and composting and make use of previously developed land and buildings.

Commencement

1. The development hereby permitted shall commence within three years of the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

Duration

2. The use hereby permitted shall be discontinued and all plant and machinery, structures, hardstandings, security fences and haul roads associated with the development shall be removed from the site by 15th August 2024.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

Hours of Operation

3. No vehicle shall enter or leave the site and no working or operations shall take place at the site except between the hours of:

07.30 - 18.00 Monday to Friday
07.30 - 12.00 Saturday.

No working shall take place on Sunday or Bank/Public Holidays.

Reason: For the avoidance of doubt and the interests of local amenity.

Noise

4. The plant associated with the development hereby approved shall be sited and/or screened to ensure that noise emissions shall not exceed a Rating Level of 40dB (over any 15 minute period) when measured free-field in any residential garden. Measurements and assessments shall be carried out in accordance with BS4142:1997.

Reason: To safeguard the amenity of the area and local residents.

Site operations

5. With the exception of tyres, only those waste materials specified in the application, namely 'green' waste shall be deposited, stored or processed at the site. No animal wastes shall be deposited, stored or processed at the site.

Reason: To minimise the spread of animal disease/minimise impact on the amenity of the local area and users of the adjacent rights of way network.

6. No development shall be commenced until the detailed design of the access road has been submitted to and approved in writing by the Waste Planning Authority. The access road shall thereafter be constructed only in accordance with the approved details.

Reason: To ensure that the access road is constructed with due regard to highway safety and the local environment.

Dust

7. The haul roads, stockpiles, processing areas shall be watered down or treated with an approved dust laying agent at times as may be necessary to prevent dust nuisance arising from the site.

Reason: To safeguard the local environment.

Floodlighting

8. No floodlighting shall be erected at the site until a scheme of floodlighting has been submitted to and approved in writing by the Waste Planning Authority. The scheme shall include details of the height of the lighting posts, intensity of the lights (specified in lux levels), spread of light, including approximate light spillage to the rear of the lighting posts, any measures proposed to minimise the impact of the floodlighting or disturbance through glare and the times when such lights will be illuminated. Any floodlighting/external lighting shall be used only in accordance with the provisions set out in the Michael Woods Associates Bat Survey dated October 2007.

Reason: To safeguard the amenity of the area.

Pollution prevention

9. No development shall be commenced until a detailed design of the surface water attenuation scheme, including pollution prevention measures has been submitted and approved in writing to the Waste Planning Authority. The scheme shall be implemented in accordance with the approved programme and details.

Reason: To prevent pollution of the water environment.

10. Any above ground oil storage tank(s) shall be sited on an impervious base and surrounded by a suitable liquid tight bund. No drainage outlet shall be provided. The bunded area shall be capable of containing 110% of the volume of the largest tank and all fill pipes, draw pipes and sight gauges shall be enclosed within its curtilage. The vent pipes shall be directed downwards into the bund.

Reason: To minimise the risk of pollution of groundwater.

11. All waste tipping, handling, sorting, storage and composting shall be carried out upon an impervious concrete base which shall drain to the surface water lagoon.

Reason: To minimise the risk of pollution of watercourses.

Visual Amenity and Landscaping

12. The height of any stockpile or machinery shall be restricted to a maximum of 3 metres.

Reason: In the interests of visual amenity.

13. Prior to the commencement of development, details of the infill planting of the hedgerows shall be annotated on a plan to clearly indicate the locations, size, density and species to be planted. The plan shall be submitted to the Waste Planning Authority for approval. All planting should be of native stock and of British provenance. The scheme shall be implemented in accordance with the approved details and be planted within the first planting season following grant of the planning permission.

Reason: In the interests of amenity and wildlife conservation.

14. All existing trees and shrubs within the application site shall be retained, unless shown on the approved drawings as being removed. All trees and shrubs on or immediately adjoining the site shall be protected from damage during works on site. This shall be in accordance with the relevant British Standards (BS 5837:2005). In the event that trees become damaged or otherwise defective during such period, the Waste Planning Authority shall be notified within seven days and a programme of remedial action shall be submitted for approval and thereafter implemented as approved.

Reason: To ensure that trees to be retained are adequately protected from damage to health and stability throughout the construction period.

15. In order to protect existing habitats, all existing trees and hedges shall be fenced off to prevent encroachment and damage from site operations. The stand-off distances shall be as follows:

Hedges – 4.0m stand-off from the drip line of the hedge to the fence.
Hedges with trees - 5.0m stand-off from the drip line of the tree to the fence.

No placement of goods, fuels or chemicals, soils or other materials shall take place inside the fenced area.

Reason: To ensure that the development does not encroach on existing planting causing root damage and to conserve the habitat at the woodland/hedge edge as a feeding/refuge corridor for wildlife.

16. The details of the proposed fencing as required by Condition 15 shall be submitted to and approved in writing by the Waste Planning Authority prior to erection on site.

Reason: In the interests of the amenities of the locality.

Ecology

17. The clearance of vegetation and demolition of buildings within the application site shall only occur between the end of August and the beginning of March, or following a search for active birds nests within the site by an appropriately qualified person. Clearance of vegetation and all work to buildings in the application area shall be undertaken with due care and attention. Should bats or Great Crested Newts be found, they should be left to disperse of their own accord, all works should cease and Natural England consulted immediately as to how best to proceed.

Reason: To avoid the nominal bird breeding season and in the interests of the amenities of the locality.

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The following unpublished documents have been relied on in the preparation of this Report:

Consultation replies and correspondence