

RELEVANT PLANNING POLICIES

REGIONAL PLANNING GUIDANCE FOR THE SOUTH WEST (RPG 10)

POLICY RE5: MANAGEMENT AND TRANSPORTATION OF WASTE

IN ORDER TO ACHIEVE SUSTAINABLE WASTE MANAGEMENT (THE BEST PRACTICABLE ENVIRONMENTAL OPTIONS) IN THE REGION, WASTE PLANNING, DISPOSAL AND COLLECTION AUTHORITIES, THE ENVIRONMENT AGENCY AND WASTE MANAGEMENT AND WATER COMPANIES SHOULD CO-OPERATE TO:

- ESTABLISH A MIX OF WASTE RECOVERY METHODS E.G. RECYCLING, COMPOSTING, ENERGY RECOVERY, ETC., REGIONALLY AND SUB-REGIONALLY, THAT WILL REDUCE RELIANCE ON LANDFILL AND WILL AVOID CREATING OVER-RELIANCE ON ANY ONE METHOD OR FACILITY.
- PURSUE THE FOLLOWING REGIONAL TARGETS:

RECYCLE OR COMPOST AT LEAST 30% OF HOUSEHOLD WASTE BY 2010; AND, 33% BY 2015.

RECOVER VALUE FROM 45% OF MUNICIPAL WASTE BY 2010; AND 67% BY 2015.

REDUCE LANDFILLING OF BIODEGRADABLE MUNICIPAL WASTE TO 75% OF THE 1995 PRODUCTION LEVEL BY 2010; AND, 50% BY 2013.

REDUCE LANDFILLING OF INDUSTRIAL AND COMMERCIAL WASTE TO 85% OF THE 1998 LEVEL BY 2005.
- GIVE PRIORITY TO THE PROVISION OF WASTE MANAGEMENT FACILITIES THAT WILL RECOVER VALUE FROM WASTE AT OR NEAR THE PUA(S). THOSE FACILITIES SHOULD TAKE ACCOUNT OF WASTE MANAGEMENT REQUIREMENTS IN THE PUA(S) CONCERNED AND ITS NEIGHBOURING COUNTY AREAS AND SHOULD BE PLANNED TO CONTRIBUTE TO THE ACHIEVEMENT OF THE REGIONAL TARGETS ABOVE, IN RESPECT OF THE URBAN AREA(S) AND ITS HINTERLAND.
- ENSURE THAT SUB-REGIONAL REQUIREMENTS ARE TAKEN INTO ACCOUNT IN STRUCTURE AND WASTE LOCAL PLANS AND IN WASTE PLANNING DECISIONS. STRUCTURE OR (WHERE APPROPRIATE) WASTE LOCAL PLANS SHOULD PROPOSE TARGETS FOR THE PROVISION OF VALUE RECOVERY CAPACITY AMONG PARTICIPATING WASTE PLANNING AUTHORITIES. PROVISION AT PUAS AND AT OTHER URBAN AREAS SHOULD TAKE THE WASTE MANAGEMENT REQUIREMENTS OF THEIR NEIGHBOURING COUNTY AREAS INTO ACCOUNT.

WILTSHIRE AND SWINDON STRUCTURE PLAN 2016 (ADOPTED APRIL 2006)

PROVISION OF RECYCLING AND RECOVERY FACILITIES

W2 IN ORDER TO INCREASE RECYCLING AND RECOVERY OF RESOURCES FROM WASTE, PROPOSALS FOR THE RECYCLING OR THE RECOVERY OF ENERGY FROM WASTE WILL BE FAVOURABLY CONSIDERED, SUBJECT TO THEIR ENVIRONMENTAL IMPACT.

PROVISION OF ADEQUATE WASTE FACILITIES

W3 PROVISION FOR AN ADEQUATE NETWORK OF WASTE MANAGEMENT FACILITIES SHOULD BE MADE HAVING REGARD TO:

- (1) MEETING THE WASTE MANAGEMENT NEEDS OF THE PLAN AREA.
- (2) THE PROXIMITY OF THE FACILITIES TO THE SOURCE OF THE WASTE.
- (3) MAKING A CONTRIBUTION, WHERE APPROPRIATE, TOWARDS ACHIEVING REGIONAL SELF SUFFICIENCY.
- (4) ACHIEVING THE BEST PRACTICABLE ENVIRONMENTAL OPTION.

ADOPTED WILTSHIRE AND SWINDON WASTE LOCAL PLAN 2011 (ADOPTED MARCH 2005)

POLICY 2

THE NEED FOR WASTE DEVELOPMENT AND REGIONAL SELF SUFFICIENCY

WASTE MANAGEMENT PROPOSALS WILL ONLY BE PERMITTED WHERE:

- (a) THERE IS A DEMONSTRATED NEED TO CATER FOR WILTSHIRE AND SWINDON'S WASTE ARISING; OR
- (b) THERE IS A NEED TO MEET A DEMONSTRATED CROSS BOUNDARY REQUIREMENT, WHICH ACCORDS WITH THE PROXIMITY PRINCIPLE, AND TO PROVIDE FOR WASTE ARISING WITHIN THE PLAN AREA; OR
- (c) IN THE CASE OF LANDFILL, THE DEVELOPMENT IS NEEDED FOR OPERATIONAL OR RESTORATION PURPOSES;

AND WHERE THE NEED FOR THE DEVELOPMENT OUTWEIGHS ANY MATERIAL PLANNING OBJECTIONS.

POLICY 6

ENVIRONMENTAL PROTECTION, HUMAN HEALTH, AND AMENITY AND TRANSPORT

PROPOSALS FOR 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. A HIGH STANDARD OF DESIGN WILL BE REQUIRED AND APPLICANTS WILL NEED TO DEMONSTRATE IN THEIR APPLICATION THAT THEIR PROPOSALS FULFIL THE FOLLOWING REQUIREMENTS:

- (a) SAFEGUARDING THE AMENITY AND CHARACTER OF ANY NEARBY DWELLINGS, SETTLEMENTS AND OTHER NEARBY, SENSITIVE LAND USES, INCLUDING URBAN GREEN SPACES, AND THE COUNTRYSIDE. IN ADDITION WASTE MANAGEMENT DEVELOPMENT SHOULD NOT IMPEDE THE IMPROVEMENT OF ADJOINING AREAS OF DEGRADED ENVIRONMENT.
- (b) HIGH QUALITY DESIGN OF THE SITE, BUILDINGS, STRUCTURES AND ACCESS ROADS, TO ACHIEVE AN ACCEPTABLE VISUAL IMPACT ON THE SURROUNDING AREA.
- (c) THE CONTROL OF NOISE AND LIGHT EMISSIONS AND THEIR IMPACT ON EXISTING OR COMMITTED NOISE OR LIGHT SENSITIVE DEVELOPMENT OR AREAS.
- (d) THE CONTROL OF AIR EMISSIONS, INCLUDING SMELL AND DUST.
- (e) THE NEED TO AVOID THE CREATION OF CONTAMINATED LAND.
- (f) CONTROL OF THE IMPACTS OF TRAFFIC MOVEMENT ON LOCAL COMMUNITIES, SENSITIVE AREAS AND THE HIGHWAY NETWORK, INCLUDING MAKING THE BEST AND MOST EFFICIENT USE OF STRATEGIC AND LOCAL LORRY ROUTES. WHERE APPROPRIATE, APPLICATIONS SHOULD BE ACCOMPANIED BY A TRANSPORT ASSESSMENT WHICH ADDRESSES THE IMPACT ON THE ROAD NETWORK OF TRAFFIC GENERATED BY THE PROPOSED DEVELOPMENT.
- (g) PROTECTION OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND.
- (h) PROTECTION AND WHERE APPROPRIATE ENHANCEMENT OF THE WATER ENVIRONMENT, INCLUDING PROTECTION OF GROUNDWATER, WATERCOURSES AND OTHER SURFACE WATER, THE AVOIDANCE OF FLOOD RISK AND THE EFFICIENT USE OF WATER.
- (i) PROTECTION AND WHERE APPROPRIATE ENHANCEMENT OF ANY AFFECTED DESIGNATED SITES OF NATURE CONSERVATION, HABITAT AND BIODIVERSITY, LANDSCAPE, COUNTRYSIDE, ARCHAEOLOGICAL AND/OR CULTURAL HERITAGE IMPORTANCE, INCLUDING LISTED BUILDINGS AND CONSERVATION AREAS, TAKING INTO ACCOUNT THE OBJECTIVES OF THE DESIGNATIONS.
- (j) PROTECTION OF OTHER FEATURES IDENTIFIED AS BEING IMPORTANT FOR BIODIVERSITY, AND ANY RARE AND PROTECTED SPECIES.
- (k) PROTECTION OF IMPORTANT LOCAL LANDSCAPES.
- (l) PROTECTION OF THE SETTINGS OF LISTED BUILDINGS, CONSERVATION AREAS AND SCHEDULED MONUMENTS.

- (m) PROTECTION OF OTHER IMPORTANT ARCHAEOLOGICAL REMAINS, PARKS AND GARDENS OF HISTORIC INTEREST AND THE ROUNDWAY DOWN BATTLEFIELD.
- (n) PROTECTION OF OTHER RECREATIONAL, CULTURAL AND TOURISM ASSETS.
- (o) THE SAFEGUARDING OF RIGHTS OF WAY.
- (p) THE SAFEGUARDING OF CANAL AND RAILWAY ROUTES WHERE THEIR RE-USE MAY BE ACHIEVABLE; AND
- (q) THE REQUIREMENT TO SAFEGUARD AIRFIELDS.

POLICY 11

MATERIALS RECOVERY AND RECYCLING FACILITIES

MATERIALS RECOVERY AND RECYCLING FACILITIES OUTSIDE OF THE PREFERRED AREAS IDENTIFIED IN POLICIES 3 AND 4 WILL BE PERMITTED AT THE FOLLOWING LOCATIONS:

- (a) EXISTING OR PROPOSED GENERAL INDUSTRIAL AREAS; OR
- (b) PREVIOUSLY USED OR DEVELOPED LAND OR BUILDINGS; OR
- (c) IN ASSOCIATION WITH OTHER WASTE MANAGEMENT DEVELOPMENT; OR
- (d) AT CURRENT LANDFILL SITES, PROVIDED THE DEVELOPMENT, EITHER ON ITS OWN OR CUMULATIVELY WHEN CONSIDERED WITH OTHER DEVELOPMENT, DOES NOT UNDULY PREJUDICE THE AGREED RESTORATION TIMETABLE OR OTHERWISE UNDULY EXTEND THE ANTICIPATED LIFE OF THE SITE. (THE USE OF THE FACILITIES WILL BE REQUIRED TO CEASE PRIOR TO THE PERMITTED COMPLETION DATE OF THE SITE UNLESS AN EXTENSION OF TIME TO RETAIN SUCH FACILITIES IS GRANTED); OR
- (e) WHERE PROPOSALS ARE FOR "BRING SITES" WITH PUBLIC ACCESS FOR RECYCLING, OTHER SUITABLE LOCATIONS ACCESSIBLE TO THE COMMUNITY, WITHIN PREVIOUSLY DEVELOPED AREAS OR LAND ALLOCATED FOR DEVELOPMENT PROVIDED THE APPLICATION DEMONSTRATES TO THE SATISFACTION OF THE WPAS THAT THE PROPOSAL MEETS THE RELEVANT CRITERIA SET OUT IN POLICY 3 AND 4. THE PROPOSAL SHOULD ALSO COMPLY WITH POLICIES 1, 2 AND 5 TO 10 OF THIS PLAN.

SITES OFFERING ACCESS TO THE PUBLIC SHOULD PROVIDE FOR PEOPLE WITH DISABILITIES AND SERVE AS WIDE A CROSS SECTION OF THE COMMUNITY AS POSSIBLE. ENCOURAGEMENT WILL BE GIVEN TO THE PROVISION OF FACILITIES THAT CAN BE ACCESSED BY PUBLIC TRANSPORT, WALKING AND CYCLING.

WEST WILTSHIRE DISTRICT PLAN 1ST ALTERATION (JUNE 2004)

E1 SITES FOR EMPLOYMENT PURPOSES ARE ALLOCATED, AS DEFINED ON THE PROPOSALS MAP, AT:

- (A) **TROWBRIDGE** - 12.1 HECTARES (30 ACRES) NORTH OF WEST ASHTON ROAD TO INCLUDE A 30 METRE (98 FEET) WIDE HEAVILY LANDSCAPED BUFFER STRIP AROUND THE SITE. THE LANDSCAPING PROPOSALS ON THE NORTHERN BOUNDARY OF THE SITE WILL COMPLEMENT AND INTEGRATE WITH THE ADJOINING BISS MEADOWS COUNTRY PARK. ACCESS TO THIS SITE WILL BE FROM A NEW DISTRIBUTOR ROAD TO BE PROVIDED BY THE DEVELOPER, SEE POLICY T4(B). THE NEW DISTRIBUTOR ROAD WILL LINK WEST ASHTON ROAD TO THE PROPOSED RESIDENTIAL DISTRIBUTOR ROAD T4(C). THE DEVELOPER WILL UNDERTAKE ANY NECESSARY IMPROVEMENTS TO THE WEST ASHTON ROAD, ITS JUNCTION WITH THE A350 AND THE YARNBROOK ROUNDABOUT ASSOCIATED WITH THE EMPLOYMENT DEVELOPMENT.

- (B) **MELKSHAM** - 34.5 HECTARES (85 ACRES) GROSS, SOUTH AND WEST OF THE EXISTING BOWERHILL INDUSTRIAL ESTATE TO INCLUDE A NEW LINK ROAD TO THE A350, SEE POLICY T4(E), AND HEAVILY PLANTED BUFFER STRIP TO THE SOUTH AND EAST OF THE SITE. THE ROUTE OF THE MELKSHAM-SEMINGTON DIVERSION WILL BE SAFEGUARDED. RELOCATION OF THE EXISTING CHRISTIE MILLER SPORTS FIELD WILL BE SUBJECT TO A FIRM COMMITMENT WHICH SECURES AN ALTERNATIVE LOCATION, TIMING OF IMPLEMENTATION, AND AN EQUIVALENT LEVEL OF FORMAL SPORTS PROVISION TO MEET THE NEEDS OF THE LOCALITY.

- (C) **WESTBURY** - 4 HECTARES (9.9 ACRES) OFF STATION ROAD, TO INCLUDE A MIX OF SMALL SCALE LIGHT INDUSTRY AND BUSINESS USES TOGETHER WITH THE PROVISION OF A NEW ROUNDABOUT ACCESS AND DISTRIBUTOR ROAD FROM STATION ROAD TO SERVE THE DEVELOPMENT INCLUDING THE COMPLETION OF A BRIDGE OVER THE RAILWAY (OR ITS SECURED PROVISION TO THE SATISFACTION OF THE COUNTY HIGHWAY AUTHORITY), IN CONJUNCTION WITH THE PROPOSED RESIDENTIAL DEVELOPMENT NORTH OF WESTBURY LEIGH, AS REQUIRED BY THE COUNTY HIGHWAY AUTHORITY (SEE POLICY T4F).

- (D) **WESTBURY** - 13 HECTARES (32.1 ACRES) ADJACENT TO NORTHACRE/BROOK LANE TRADING ESTATE, TO INCLUDE A LANDSCAPED BUFFER STRIP TO THE NORTH, SOUTH AND WEST OF THE SITE. ACCESS TO THIS SITE WILL BE VIA THE PROPOSED NORTHACRE/BROOK LANE TRADING ESTATE ACCESS ROAD WHICH WILL JOIN STORRIDGE ROAD AT ITS JUNCTION WITH QUARTERMASTER ROAD.