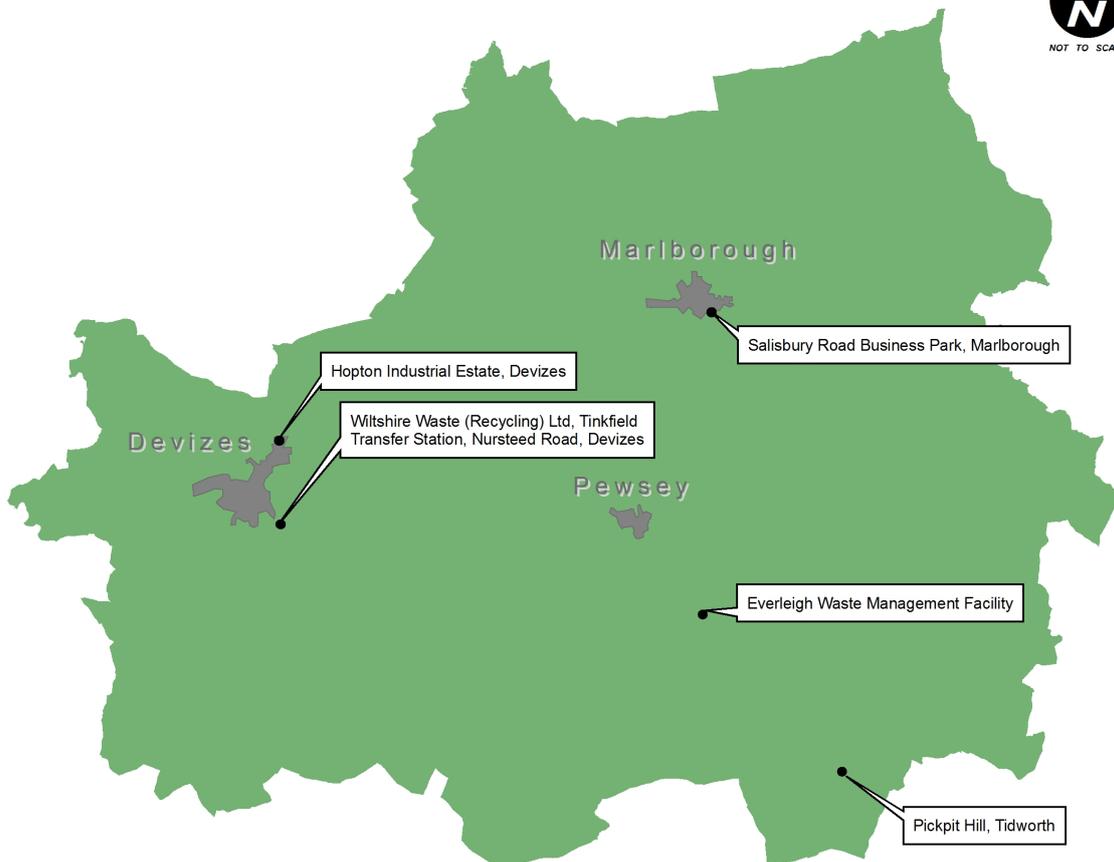
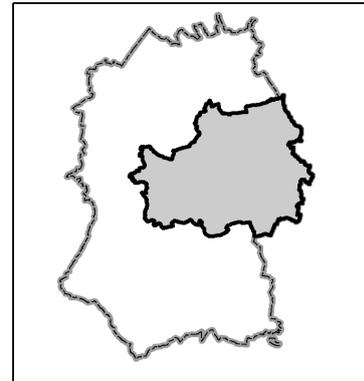


# 4 East Wiltshire

## 4.1 Local sites

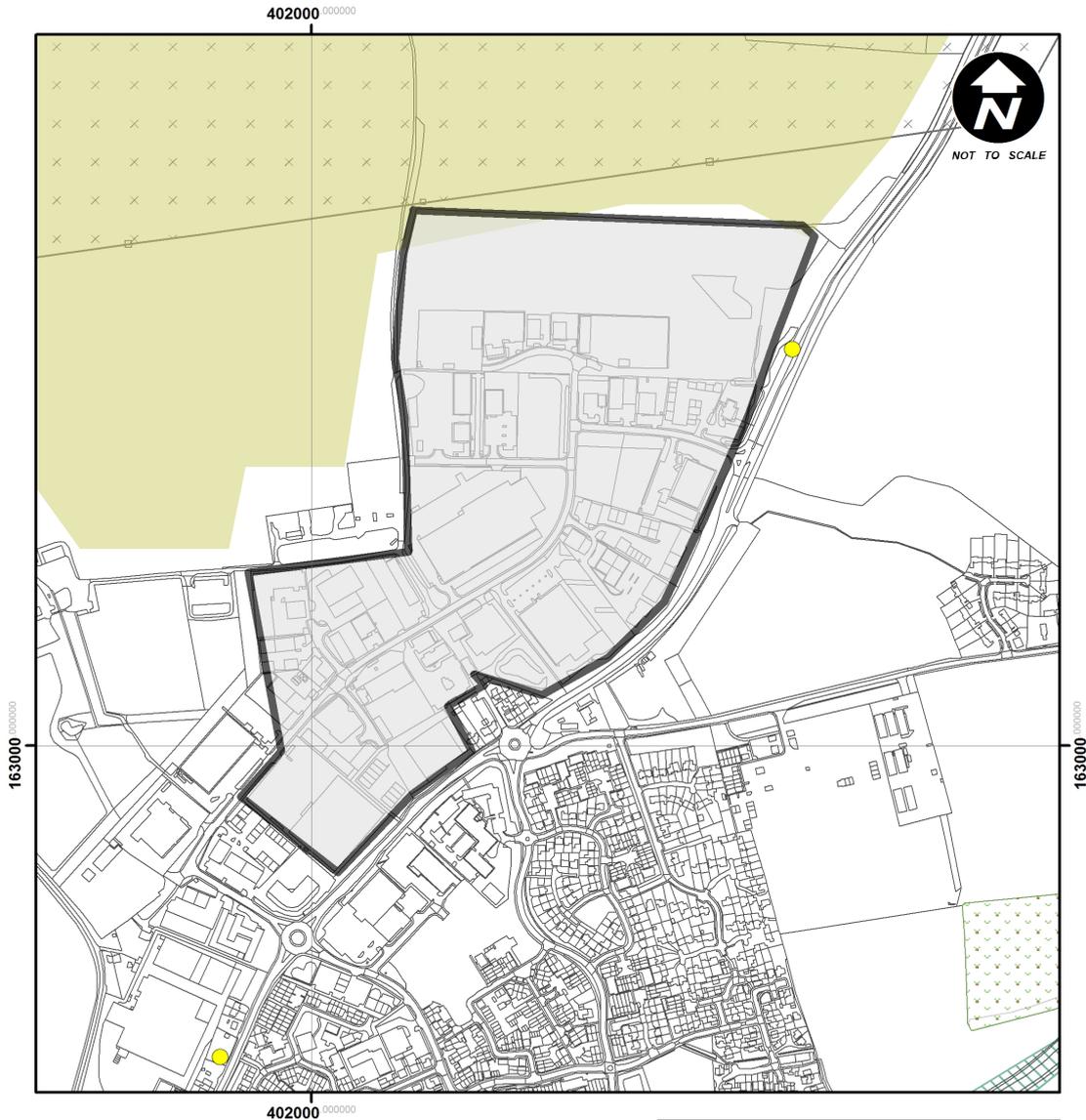
# East Wiltshire local scale waste sites



**Key**

- Waste sites in East Wiltshire
- Key settlements in East Wiltshire
- East Wiltshire

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## Inset map E1

Hopton Industrial Estate,  
Devizes

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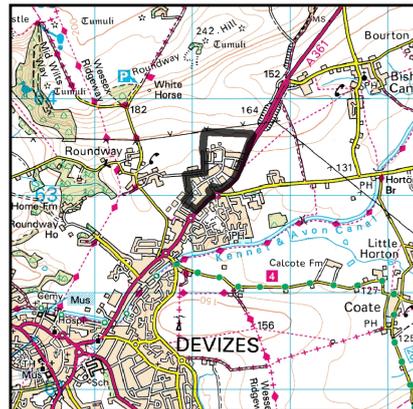
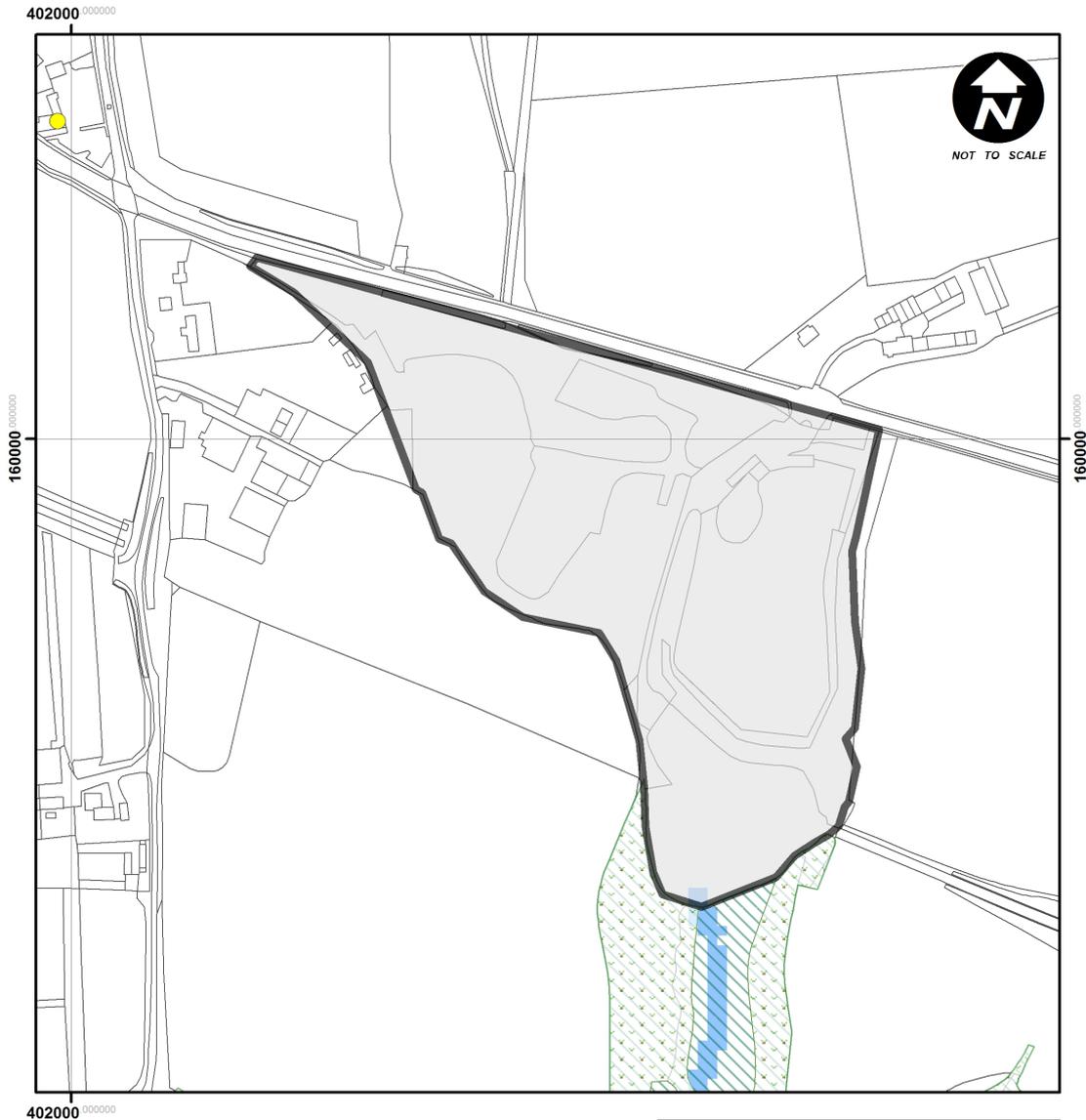


Table 4.1 Hopton Industrial Estate, Devizes

<b>Hopton Industrial Estate, Devizes</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local.
<b>Grid reference</b>	402275 163375
<b>Current use/s</b>	The site comprises an existing industrial/business park with a mix of B2 and B8 uses plus land allocated for employment use. A HRC is currently operational at the site.
<b>Description of site</b>	The site is located on the north eastern edge of Devizes, to the west of the A361 London Road. The estate is connected by wide roads with footways which are currently accessed from three junctions on the A361. The two southern access points are in the form of roundabouts onto the A361 and the northern access point is a priority junction. The northern and western boundaries of the site are defined by hedgerows and trees, with fields beyond. The eastern boundary is delineated by the A361 with a combination of agricultural fields, commercial and residential uses beyond the road. The southern extent of the site merges with the adjacent Garden Industrial Estate. The site has reasonable access to the centre of Devizes and is located approximately 450m north of the Kennet and Avon Canal. The site is located in proximity to a number of designated sites including the North Wessex Downs AONB and is situated 1.3km east of Roundway Down and Covert SSSI. There are numerous SMs located to the west of the site.
<b>Size of site</b>	28.7 ha
<b>Planning context</b>	The site is designated as a Protected Strategic Employment Site and as Land Allocated for Employment Development in the saved policies of the current Kennet District Local Plan and thereby the subject of a number of policies including PD1, ED17 and ED25. The emerging Wiltshire Core Strategy identifies the industrial estate and land to the south of the industrial estate as principle employment areas (Core Policy 12 – Spatial Strategy: Devizes Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Survey at the site level to inform any planning application should consist of an extended Phase I survey with particular respect to badgers, barn owls and farmland birds on adjacent arable fields. Depending on the findings of the survey a lux plot and lighting constraints may be required to ensure avoidance of light pollution onto fields.
Historic environment and cultural heritage	Potential impacts on the setting of the adjacent Roundway Down Registered Battlefield to the north west of the site will need to be considered. Direct impacts are unlikely as the site is an existing industrial estate but note, the listed building milestone in the north east of the site. A Heritage Statement will be required.
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols and fumes), noise and vibration levels affecting existing uses on the industrial estate and surrounding receptors will need to be investigated.

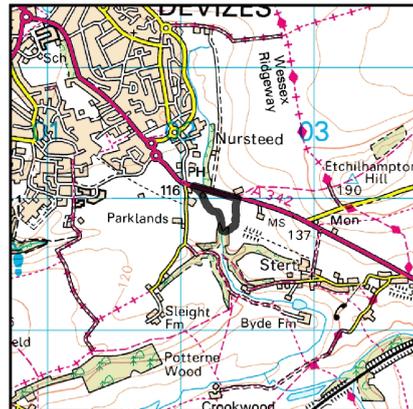
## Hopton Industrial Estate, Devizes

<p>Landscape, townscape and visual</p>	<p>The North Wessex Downs AONB is immediately to the north and west of the site. Appropriate screening and landscaping will be required to avoid harming the rural character of the adjacent AONB. This may involve planting of native/evergreen hedgerows and woodland belts to the north of the site. Sensitive site planning should be adopted to minimise the visual impact of new facilities from the AONB. Development should work with the topography of the land, involving sensitive levels design to minimise the impact on the valley-side topography of the northern end of the site and utilise its natural enclosure for screening any development.</p> <p>Consideration will need to be given to the visual impact on local footpaths. Off-site planting should screen views onto the site to reduce the visual impact. Any development will need to safeguard PRoW.</p>
<p>Traffic and transportation</p>	<p>Potential impacts on the A361 and surrounding roads as a result of an increase in traffic will need to be investigated, although the site is considered appropriate for the proposed uses. Issues with on-street parking along Hopton Road will also need to be considered. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
<p>Water environment</p>	<p>The site is underlain by a principal aquifer. In addition, the north eastern corner of the site abuts SPZ 2 for a public water supply. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. The site is in Flood Zone 1 however 'Areas Susceptible to Surface Water Flooding' cross the site in a number of locations. Pluvial or groundwater flooding could interrupt site operations and cause pollution to spread from the site. The site could increase the flood risk elsewhere. Proposals should consider mitigation such as SuDS design to control runoff. A FRA and liaison with the Environment Agency will be required to support a planning application.</p>
<p>Any other issues or comments</p>	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p>
<p><b>Cumulative effects with other waste site allocations</b></p>	<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>
<p><b>Links to the Waste Core Strategy</b></p>	<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 E2

Wiltshire Waste (Recycling) Ltd,  
Tinkfield Transfer Station,  
Nursteed Road,  
Devizes

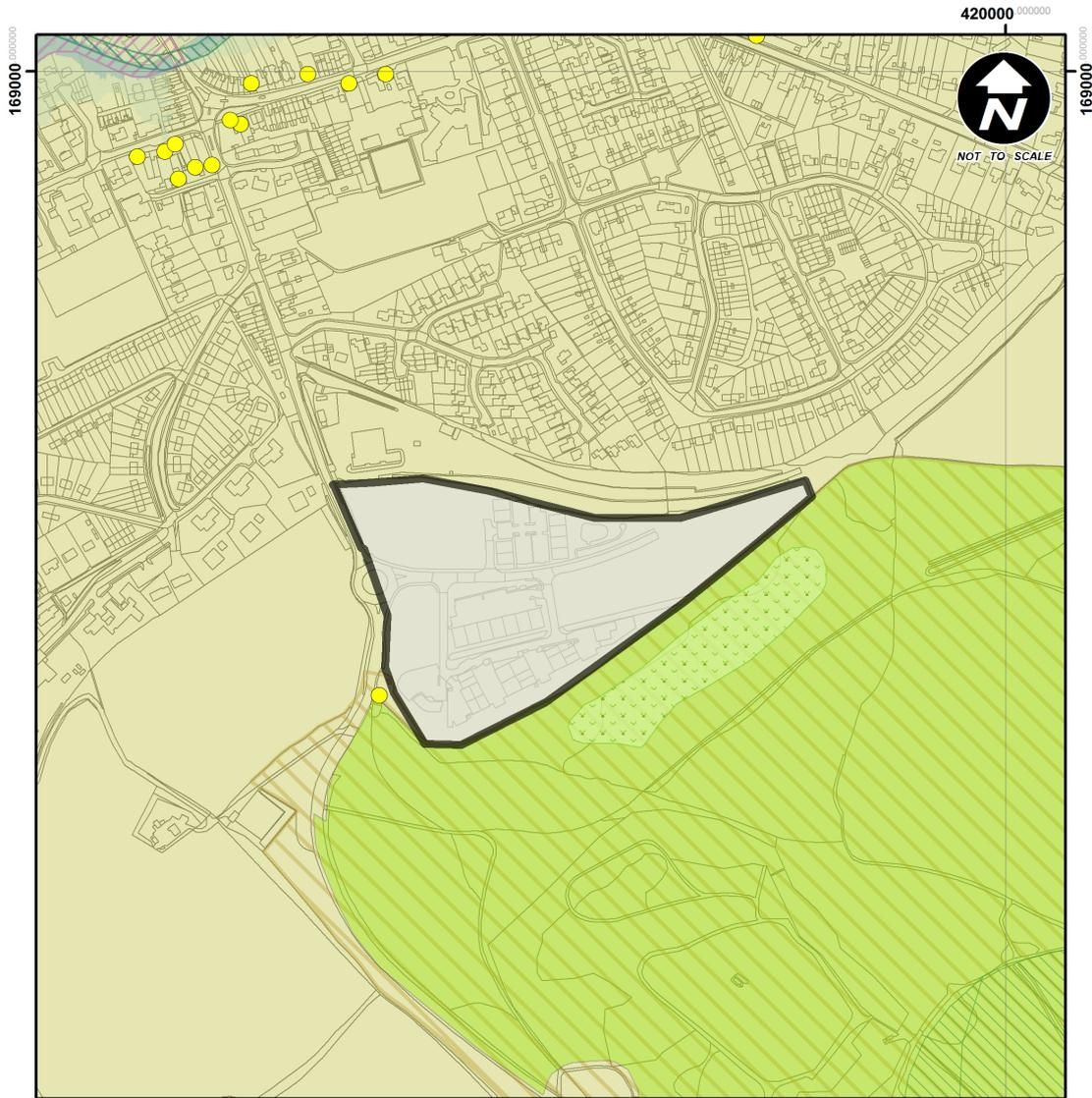


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Table 4.2 Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes

<b>Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes</b>	
<b>Potential use/s</b>	Waste Treatment.
<b>Scale</b>	Local.
<b>Grid reference</b>	402300 160016
<b>Current use/s</b>	The site is a former landfill site. The eastern part is currently in use as a WTS and inert recycling. An area centrally located within the site has a valid planning permission for green waste composting.
<b>Description of site</b>	The site is located on the south east fringe of Devizes, to the south of the A342 Monument Hill. The site is located in a rural setting surrounded by fields containing small farms. There are residential properties in the area including Ridgecroft, in an elevated position to the north of the site. The site is bounded to the north by the A342, which is screened by a combination of mature hedgerow and bunds. The embankments of a dismantled railway line running parallel to the A342 adjoin the southern end of the site on each side.
<b>Size of site</b>	4.8 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current Kennet District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is situated immediately adjacent to Nursteed Farm Woods CWS. There are existing records of badgers on the site and immediately adjacent land. Any future planning application should be informed by an extended Phase I survey of the application site and surrounding area, with particular reference to badgers and reptiles. There will be a requirement to provide habitat enhancement to buffer the woodland and to provide corridors around and across the site. Consideration will have to be given to the need for sensitive siting of buildings and plant within the site so that waste operations carried out at the site do not result in adverse impact to the CWS.
Historic environment and cultural heritage	The southern tip of the site includes the postulated site of a former flour mill of 1841 and any potential impacts on this will need to be investigated. Development of the site may also 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 impacts on air quality (including odour, bioaerosols, dust and fumes) and noise levels affecting receptors living in close proximity to the site will need to be examined. Mitigation for dust, bioaerosols and odour is recommended. Detailed assessment should be undertaken. The site is partially shielded from residential properties by the A342 and existing bunding. Acoustic screening in the form of bunds, buildings or fences on the northern,

<b>Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes</b>	
	<p>western and eastern boundaries of the facility may be required and the facility should be sited towards the middle of the site area, with a minimum of 150m to the nearest residential dwelling.</p> <p>Any development will need to safeguard PRoW.</p>
Landscape, townscape and visual	Views onto the site from nearby properties and PRoW will need to be considered. Site planning should avoid the loss of mature hedgerows and trees around and within the site, but make use of the existing earth bunds to continue screening views. Care will need to be taken when designing the site entrance to ensure that views into the site from the A342 and Ridgcroft are not opened up.
Traffic and transportation	Potential for impacts on the A342 and A361. Consideration is required of the mitigation measures to ensure the site access is fit for purpose. Mitigation should involve improving visibility and safety at the access point off the A342. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is underlain by a principal aquifer and there is a history of potentially contaminating land use on site. There are two streams that enter the site which is predominantly within Flood Zone 1 (southern tip of the site is in Flood Zone 3 associated with the Stert Valley). There is little risk from fluvial flooding but there is a risk of pluvial or groundwater flooding. It is recommended that a strip of land at least 8m wide above the culvert line is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. The landfill history of the site should be considered in order to determine the appropriate level of groundwater protection. 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, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	Any new facilities must consider the existing waste operations already permitted within the site boundary.
<b>Cumulative effects with other waste site allocations</b>	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.
<b>Links to 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 E3

Salisbury Road Business Park,  
Marlborough

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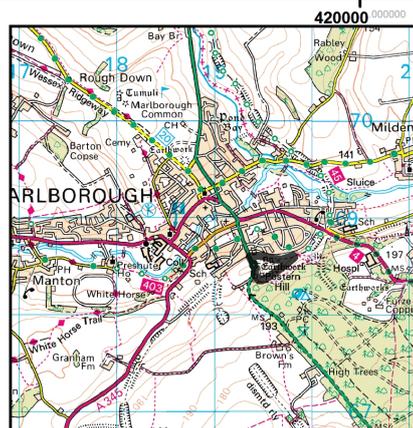
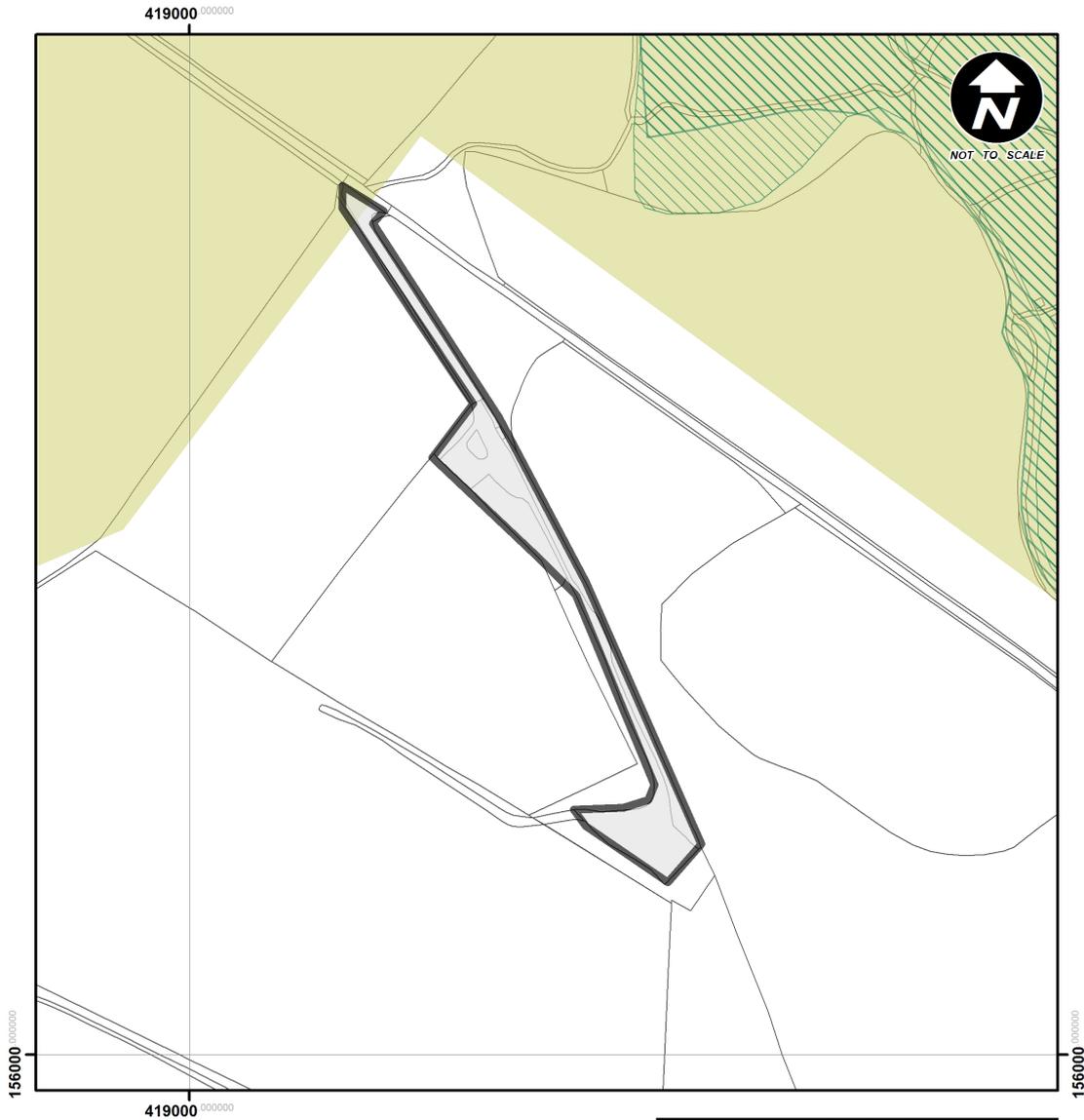


Table 4.3 Salisbury Road Business Park, Marlborough

<b>Salisbury Road Business Park, Marlborough</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local.
<b>Grid reference</b>	419520 168500
<b>Current use/s</b>	The site has been prepared with infrastructure and landscaped to accommodate a small business/trading estate with a mix of B1 and B2 employment uses, although not all units have been constructed. A new, purpose-built HRC was opened in the business park in March 2011.
<b>Description of site</b>	The site is located on the southern fringes of Marlborough. The site is bound to the west by the A346 Salisbury Road, to the north by a disused railway (the embankment is covered in dense scrub) and to the south by Savernake Forest SSSI. The site has good links to the Wiltshire HGV Route Network (A4 and A346). The existing access to the site is directly from the A346 Salisbury Road via a purpose built roundabout. The A346 is also classed as a primary route network. The site is located within the North Wessex Downs AONB.
<b>Size of site</b>	6.1 ha
<b>Planning context</b>	The site is allocated as a Rural Employment location in the saved policies of the current Kennet District Local Plan (Policy ED7).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A HRC was granted planning permission, after extensive ecological survey and mitigation for dormice, bats and reptiles. Lighting restrictions have been imposed to protect commuting bats and dormice. Mitigation for any further development will need to complement that already detailed as part of extant permission. An appropriately scoped site level survey should be sufficient to support any future planning application for expansion of development.
Historic environment and cultural heritage	<p>The site was subject to an archaeological investigation ahead of its commercial development because it abuts the Earthworks on Postern Hill. Potential impacts on this asset will need to be considered as part of any planning application.</p> <p>At the south-west corner of the site is the Grade II listed Salisbury Road Lodge to Tottenham House. The site also borders the northern edge of the Grade II* Registered Park of Tottenham House and Savernake Forest. Further impact on these heritage assets, including their environmental quality, should be carefully considered.</p>
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols and fumes), noise and vibration levels affecting existing uses on the business park and surrounding receptors will need to be investigated.
Landscape, townscape and visual	The site is located within the North Wessex Downs AONB. The semi-enclosed setting and existing commercial character of the site means that it can accommodate change, especially away from the A346. Mitigation through

## Salisbury Road Business Park, Marlborough

	sensitive site planning, the retention of existing planting (where possible) and screen planting will be required. Views into the site from nearby housing estates and PRow will be of particular importance.
Traffic and transportation	Consideration of the appropriate location of a waste facility within the business park should be considered. There is potential for congestion at peak times and an appropriate routing of HGVs will need to be established in order to minimise environmental impacts. A Transport Assessment should be submitted with a planning application to identify the measures that will be 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 has high permeability, overlies a principal aquifer and is in close proximity to a SPZ 1. Appropriate measures would need to be put in place to protect the water environment. Contamination may be present and any contamination risks will need to be appropriately dealt with. Pluvial flooding could interrupt operations and cause pollution to spread from the site. The Environment Agency will require details of a ground investigation and infiltration tests to assess the suitability of certain sustainable drainage methods. If infiltration cannot be achieved, there is an opportunity to provide a range of above ground SuDS such as ponds, swales and detention basins etc. If contamination proves to be a constraint then most SuDS can be lined to prevent any seepage into the ground. There does not appear to be a foul sewer connection to this site, so any contaminated drainage from waste storage/handling areas would have to be contained in a sealed tank and taken off site for disposal. A FRA and contamination risk assessment in coordination with the Environment Agency will be required to assess the impact of surface water run-off and any potential sources such as ground water and overland flows.
Any other issues or comments	Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to 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 E4

Everleigh Waste  
Management Facility,  
Everleigh

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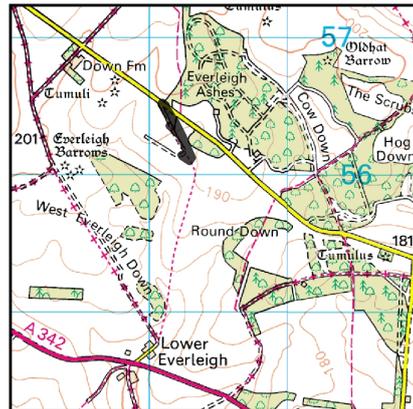
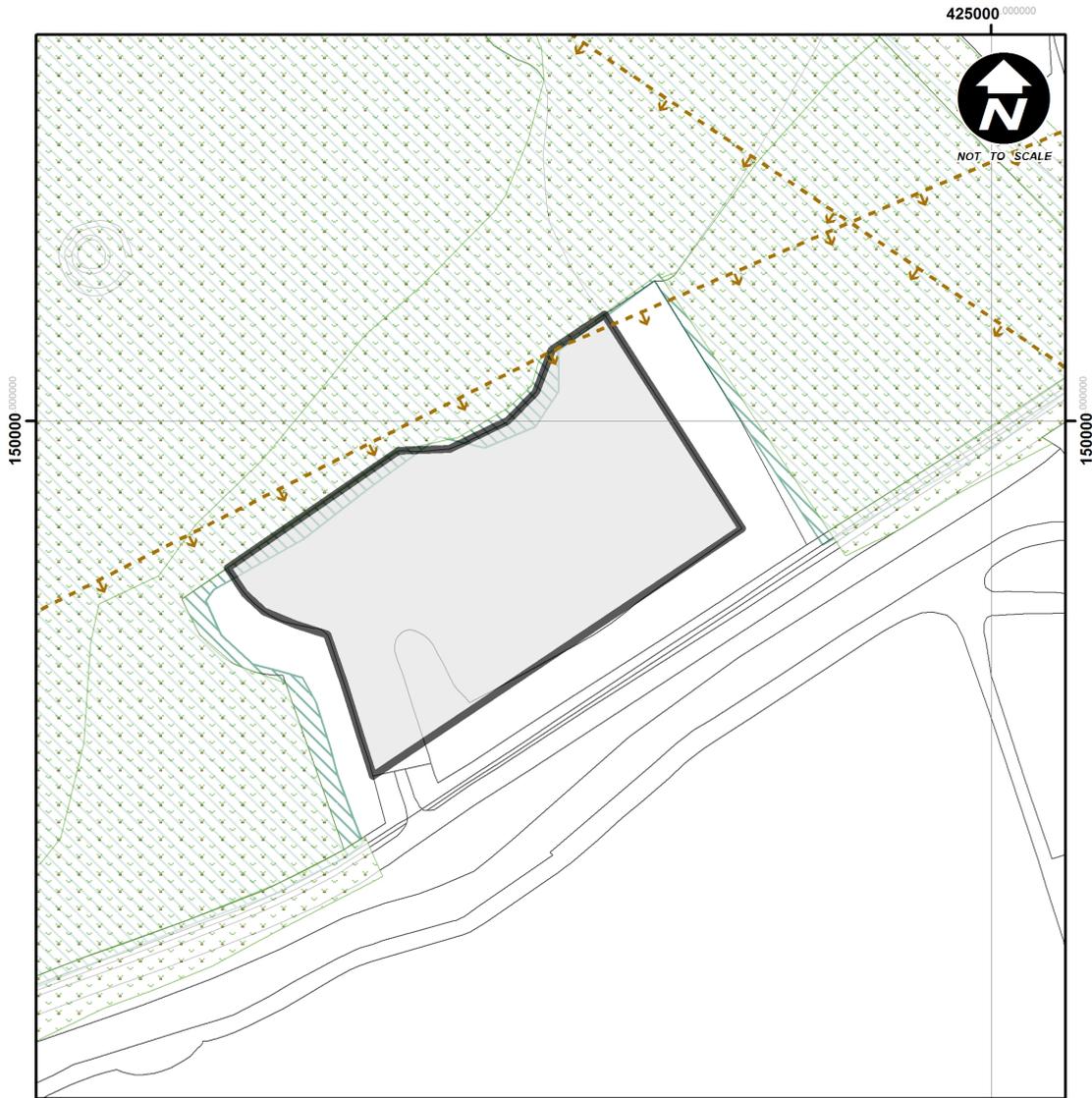


Table 4.4 Everleigh Waste Management Facility, Everleigh

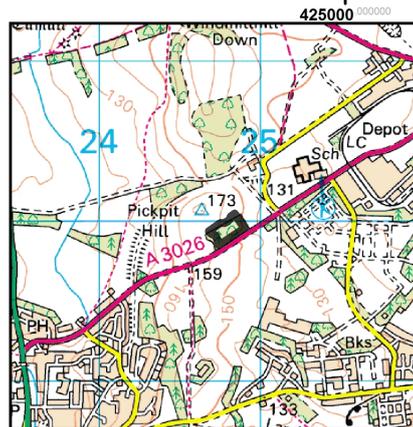
<b>Everleigh Waste Management Facility, Everleigh</b>	
<b>Potential use/s</b>	Inert Waste Recycling/Transfer and Composting.
<b>Scale</b>	Local.
<b>Grid reference</b>	419171 156367
<b>Current use/s</b>	Site comprises a HRC at its northern end and a municipal WTS at the southern end.
<b>Description of site</b>	This narrow strip of land is located in a remote, rural setting 2km north of Lower Everleigh and 3km south east of Pewsey, just north of the A342. The site has an existing access onto Everleigh Road which links to the A345 at Pewsey and to the A342 at Everleigh. The site is relatively well-screened from views to the north and east by the presence of conifers and pines. At the southern end of the site the WTS has been screened from the wider landscape to the south. The site lies adjacent to a former landfill facility for municipal waste which was restored to grassland in 1996. The site is situated within a wider landscape characterised by open rolling chalk downs, and is in proximity to the North Wessex Downs AONB which abuts the northern boundary of the site. A PRow borders the eastern side of the site.
<b>Size of site</b>	0.9 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current Kennet District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	The site is immediately adjacent to woodland and 150m from Everleigh Ashes CWS which is designated for its Ancient Woodland interest and is also an important area of dormouse habitat. Any expansion on the site is unlikely to impact on the Ancient Woodland, but it would be advisable to undertake an extended Phase I habitat survey with particular reference to dormice and bats to inform any future planning application. Some lighting constraints may be necessary to protect dormice and bats from possible disturbance. Appropriate enhancement in line with Planning Policy Statement (PPS) 9 could seek to extend areas of suitable dormouse habitat around the site boundary to connect with other habitats in the wider countryside.
<b>Historic environment and cultural heritage</b>	There are no heritage assets recorded within the site boundary. However, there are three SMs within 700 metres south-west and north-west. Any amelioration of impact on their setting will rely on existing or new planting and a restricted height of proposed development.
<b>Human health and amenity</b>	<p>Potential impacts on air quality (including odour, dust and fumes), noise, vibration and nuisance levels affecting people working on or using existing operations on the site will need to be investigated. Development should have regard to the Environment Agency 250m bioaerosol buffer for composting operations.</p> <p>Any development will need to safeguard PRow. The current footpath may need to be diverted as it is already in close proximity to the waste works and is unmanaged.</p>

<b>Everleigh Waste Management Facility, Everleigh</b>	
Landscape, townscape and visual	Although not within the North Wessex Downs AONB, the close proximity of the site to this designated area will require careful consideration. The semi-enclosed setting and existing waste dominated character of the site means that it can accommodate change. The main visual impacts, on users of the lane and the footpath to the south of the site, could be almost entirely mitigated through sensitive site planning and screen planting. It is recommended that visual surveys from footpaths to the south and north of the site should be undertaken.
Traffic and transportation	Concerns regarding the distance of the site to the Wiltshire HGV Route Network and potential need for new infrastructure/access will need to be investigated. Potential for additional waste related traffic to have an impact on the A303. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is predominantly located on a principal aquifer and lies within 500m of a SPZ 2. The site is in Flood Zone 1 but is shown to lie within 'Areas Susceptible to Surface Water Flooding'. There is no risk of pluvial or fluvial flooding but groundwater flooding could occur. There are currently outstanding groundwater issues at the site and a high level of engineering containment will be required at this site to safeguard the groundwater environment. Investigations will need to be made into the history of the adjacent former landfill site and potential contaminants and issues with building on the site. Proposals should consider mitigation such as SuDS in site design to control run-off. A FRA, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	<p>A former municipal landfill lies adjacent to the site and any development must avoid locating on or otherwise prejudicing the restored landfill area. Any potential hydrological and/or engineering impacts of new development must be addressed with the Environment Agency.</p> <p>This site falls within the MoD statutory safeguarding zone - Netheravon aerodrome Statutory Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to Waste Core Strategy</b>	The site is not located within 16km of a principal settlement, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map E5

Pickpit Hill,  
Tidworth



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Table 4.5 Pickpit Hill, Tidworth

<b>Pickpit Hill, Tidworth</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer and Composting.
<b>Scale</b>	Local.
<b>Grid reference</b>	424790 149947
<b>Current use/s</b>	The site is a former incinerator facility which is now vegetated with woodland.
<b>Description of site</b>	The site is located on the A3026 between Ludgershall and Tidworth, approximately 30km north east of Salisbury. The site is isolated and well screened by hedgerows and woodland which define the boundaries. The site is accessed via the A3206 which runs along the southern boundary of the site. There is a residential area around 650m south west of the site and Wellington Academy is approximately 500m north east.
<b>Size of site</b>	1.9 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current Kennet District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is surrounded on three sides by the Pickpit Hill CWS, designated for its chalk grassland interest, a UK BAP priority habitat, which in turn is important for the large variety of butterflies, reptiles and small mammals, including brown hare. The site itself is covered with trees and scrub, which may offer suitable secluded resting places for birds, bats and small mammals. An extended Phase I habitat survey with particular reference to reptiles, bats and badgers will be required to inform any future planning application on this site. Appropriate enhancement in line with PPS9 could include the provision of new or extended areas of wildlife corridor and refuge sites on the boundary between the waste site and the CWS. A robust management plan will need to address the issue of dust and litter being carried onto the CWS by the prevailing wind and measures put in place to prevent this.
Historic environment and cultural heritage	Consideration should be given to any adverse impact on the historic environment from intervisibility with the non-Scheduled barrow on Pickpit Hill.
Human health and amenity	The site is isolated, however potential impacts on air quality (including odour, dust and fumes), noise and vibration levels affecting residential areas and users of Wellington Academy (north east of the site) will need to be investigated.
Landscape, townscape and visual	The site is well screened by hedgerows and woodland, however the visual impact of waste development should be reduced through sensitive site planning of facilities to minimise the impact on views from the A3026.
Traffic and transportation	Potential impact on the A303 and capacity constraints of the A3026 and adjoining roads to deal with waste related traffic will need to be addressed. Potential mitigation includes relocating the existing site access approximately 180m to the east to improve visibility and providing a dedicated right turn.

## Pickpit Hill, Tidworth

	<p>Consideration should also be given to routing HGV traffic so that it travels from the east via the A342 and the A303 (not through Tidworth). A Transport Assessment should be submitted with a planning application to identify the measures that will be 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 located within Flood Zone 1 but overlies a principal aquifer and is within SPZ 2. Potable supplies are therefore at risk from pollution and any use at the site will only be acceptable if it can be demonstrated that pollution will not occur and risks can be mitigated against. There has been extensive past and present industrial use of the site including landfill which could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. The drainage arrangement for any development proposals for this site should be a material consideration. An assessment as to whether there are suitable surface water disposal options available for the site will need to be undertaken. In addition, the assessment should ensure that foul water discharges from any development can be connected to the public sewer system, where available, subject to a capacity appraisal and agreement upon a point of connection. Appropriate measures would need to be put in place to protect the water environment. 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>This site falls within MoD statutory safeguarding zones - Netheravon aerodrome; Boscombe Down and Middle Wallop 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 Waste Core Strategy</b>	<p>The site is not located within 16km of a principal settlement, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>