



Waste topic paper 2:

Broad Locations for Strategic Waste Management Facilities



Final Report

March 2012

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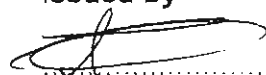
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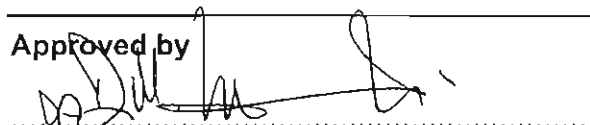
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Somerset County Council

Waste Topic Paper 2: Broad Locations for Strategic Waste Management Facilities

Final Report

AMEC Environment & Infrastructure
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March 2012



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Contents

1.	Introduction	1
1.1	Assessment Drivers	1
1.2	Assessment Scope and Objectives	4
1.3	Report Structure	4
2.	Identification of Potential Broad Locations	6
2.1	Overview	6
2.2	Stage 1: Defining an Initial Search Area	7
2.3	Stage 2: Mapping of Opportunities	15
2.4	Stage 3: Identification of Potential Broad Locations	17
3.	Assessment of Potential Broad Locations	22
3.1	Overview	22
3.2	Zone A: Bridgwater	24
3.3	Zone B: Taunton	29
3.4	Zone C: Yeovil	34
3.5	Zone D: Street and Glastonbury	39
3.6	Zone E: Wells	44
3.7	Zone F: Frome	48
4.	Conclusions and Next Steps	52
4.1	Overview	52
4.2	Defining Strategic Sites	52
4.3	Assessment of Broad Locations	53
4.4	Accommodating Identified Need	54
4.5	Next Steps	54

Appendices

Appendix A	Review of Planning Policy Locational Criteria
Appendix B	PPS10 Annex E Locational Criteria

List of Tables and Figures

Table 1.1	Estimated Capacity Requirement for Other Recovery	2
Table 2.1	Waste Management Facility Land Take	16
Table 3.1	Outline of Assessment Pro Forma and Data Sources	22
Table 3.2	Opportunities and Constraints - Zone A: Bridgwater	25
Table 3.3	Opportunities and Constraints - Zone B: Taunton	30
Table 3.4	Opportunities and Constraints - Zone C: Yeovil	35
Table 3.5	Opportunities and Constraints - Zone D: Street and Glastonbury	40
Table 3.6	Opportunities and Constraints - Zone E: Wells	44
Table 3.7	Opportunities and Constraints - Zone F: Frome	48
Figure 2.1	Identification of Potential Broad Locations: Approach Overview and Outputs	6
Figure 2.2	Stage 1a: Inclusionary Criteria (Option A)	10
Figure 2.3	Stage 1a: Inclusionary Criteria (Option B)	11
Figure 2.4	Stage 1b: Exclusionary Criteria	12
Figure 2.5	Residual Area of Search (Option A)	13
Figure 2.6	Residual Area of Search (Option B)	14
Figure 2.7	Potential Development Opportunities (Option A)	18
Figure 2.8	Potential Development Opportunities (Option B)	19
Figure 2.9	Potential Broad Locations (Option A)	20
Figure 2.10	Potential Broad Locations (Option B)	21
Figure 3.1	Zone A - Bridgwater	28
Figure 3.2	Zone B - Taunton	33
Figure 3.3	Zone C - Yeovil	38
Figure 3.4	Zone D - Street and Glastonbury	43
Figure 3.5	Zone E - Wells	47
Figure 3.6	Zone F - Frome	51

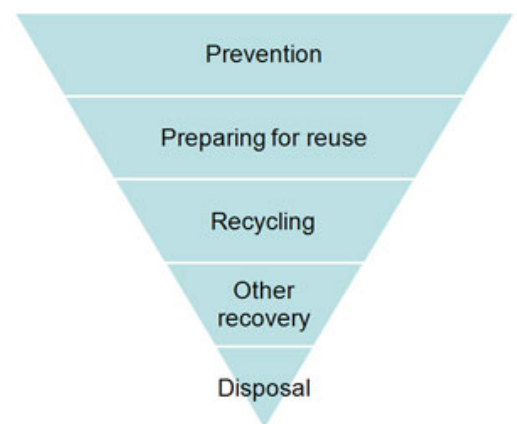
1. Introduction

AMEC Environment & Infrastructure UK Limited (hereafter referred to as AMEC) has been commissioned by Somerset County Council to undertake a study to identify and assess broad locations for the development of strategic waste management facilities in Somerset. This report details the approach to the study and presents the outcomes of the assessment process and will, alongside other elements of an extensive evidence base, support the preparation of the Minerals and Waste Development Framework (MWDF) Waste Core Strategy for Somerset.

1.1 Assessment Drivers

The way that waste is managed is changing, moving away from disposal to landfill to more sustainable forms of treatment. This is driven in part by legislation such as the revised EU Waste Framework and Landfill Directives¹ and also by an increasing appreciation that waste is a resource from which value can be obtained whether through reuse, recycling or other recovery. Reflecting the transition from landfill to more sustainable waste management, the emerging vision of the Waste Core Strategy for Somerset sets out that:

- by 2016 the facilities should be in place for a step-change in the management of biodegradable waste and for a major shift from landfilling to recovery of residual waste after recycling and reuse; and
- by 2028 the facilities should be in place for Somerset to minimise the amount of waste sent for disposal to landfill to the small fraction of waste that remains after treatment, the materials used for landfill cover and certain hazardous wastes.



Source: <http://www.letsrecycle.com>

Over the lifespan of the Waste Core Strategy, Somerset will also accommodate significant levels of growth with the resident population expected to increase by approximately 11% to 600,800² and the number of households projected to rise by around 24% to 280,000³ between 2011 and 2028. This will place additional demands on existing waste management infrastructure and increase the need for further provision.

¹ Directives 2008/98/EC and 1999/31/EC respectively

² Based on Office for National Statistics 2008-based subnational population projects

³ Based on Communities and Local Government 2008-based household projections to 2033 for England

Waste Management Need

In this context, research undertaken by Somerset County Council⁴ has identified in particular a pressing need for residual waste treatment capacity in Somerset. **Table 1.1** highlights the total capacity requirement for “other recovery” of municipal solid waste and commercial and industrial waste streams to 2028 (the plan period).

Table 1.1 Estimated Capacity Requirement for Other Recovery

Waste Stream	Estimated Maximum Annual Capacity Required (tonnes)	Permitted but Not Implemented (tonnes)	Capacity Gap (tonnes)
Municipal solid waste	93,380	0	93,380
Commercial and industrial waste	103,500	45,000 (WP2)	58,500
Total	196,880	45,000	151,880

Source: Somerset County Council (2011) Waste Topic Paper 1: Waste Management Need to 2028

There is an identified need to deliver other recovery capacity to accommodate a total of 93,380 tonnes of municipal solid waste (which is planned to be delivered by 2015/16) and 58,500 tonnes of commercial and industrial waste (taking into account a permitted but not yet implemented pyrolysis plant at Haybridge near Wells [WP2]). This equates to a total capacity gap of 151,880 tonnes (or 196,880 tonnes should WP2 not come forward).

The Somerset Waste Partnership (SWP) provides waste and recycling services on behalf of Mendip, South Somerset, Sedgemoor and West Somerset District Councils, Taunton Deane Borough Council and Somerset County Council. They are responsible for all municipal waste management within Somerset. It is understood that the SWP has not yet determined the preferred technology option for the treatment of this residual waste although the following four options have been identified:

1. Export as much untreated residual waste as possible out of county to a merchant facility, which is likely, but not necessarily, to be at Avonmouth. This facility is likely to be either energy from waste (EfW) or mechanical biological treatment (MBT);
2. EfW in Somerset scaled to meet just Somerset's needs (including some commercial waste). In practice the amount of waste available at high recycling levels will be insufficient to justify the higher cost of a smaller scale facility;
3. MBT process in Somerset (scaled to meet Somerset's needs including some commercial waste). This process would have the following outputs: recyclate; fines (organic particles, grit etc); and primarily, solid recovered fuel (SRF). The SRF (which is storable) could go either: a) in bulk loads to a large central

⁴ Somerset County Council (2011) *Waste Topic Paper 1: Waste Management Need to 2028*

combustion facility e.g. coal fired power station or industrial process; or b) to local combined heat and power (CHP) type schemes (possibly involving pyrolysis or gasification) if these emerge as part of planned urban extensions or other developments in Somerset. Over time the outlet could move from (a) to (b) if local users are developed;

4. Managed flexibility or lowest cost compliance option, involving export (as per option 1) or a low tonnage of waste if necessary to meet landfill allowance trading scheme (LATS) targets up to 2020 and continuing to use landfill for the larger proportion remaining until at least 2020.

Whilst there is deemed to be sufficient recycling capacity to deal with municipal solid and commercial and industrial waste arisings during the plan period, it is expected that the Council will seek to encourage the provision of separated waste reprocessing capacity. Under existing arrangements, the reprocessing of dry recyclables predominantly takes place outside the County and although it is unrealistic to expect all materials to be reprocessed within Somerset, there may be scope to accommodate some reprocessing capacity which, potentially, could include regional/sub-regional scale facilities. In addition, there may be a need to provide temporary or more permanent facilities to accommodate the recycling of some construction and demolition waste, which is projected to increase during the plan period (although it can be reasonably assumed that a large proportion of this waste will be reused or recycled on site/off site). Additional biodegradable waste management capacity may also come forward over the plan period. At the time of writing this report, it is understood that the SWP is currently working with Viridor to deliver a 45,000 tonnes per annum capacity anaerobic digestion facility.

Accommodating Identified Need: Strategic Waste Management Facilities

Article 28(2d) of the revised EU Waste Framework Directive sets out that waste management plans should be prepared containing “*sufficient information on the location criteria for identification and on the capacity of future disposal or major recovery installations*”. At the national level, Planning Policy Statement 10: Planning for Sustainable Waste Management (PPS10)⁵ states that waste planning authorities “*should identify in development plan documents sites and areas suitable for new or enhanced waste management facilities for the waste management needs of their areas*”.

In this context, the Council has explored how best to meet Somerset’s waste management need. Issues and Options consultation⁶ undertaken as part of the preparation of the Waste Core Strategy suggested that there is support for the provision of a mix of small and larger, more strategic sites to accommodate capacity requirements.



⁵ Paragraph 17

⁶ Somerset County Council (2007) *Future Waste Planning In Somerset: Issues and Options Consultation - October 2007*

Smaller-scale waste treatment has attracted some local interest in the context of low carbon development and decentralised energy production; however, preliminary results from research commissioned by the County Council (not yet published) suggests limited scope for integration of waste treatment at an appropriate scale. The research indicates that anaerobic digestion with CHP is the most suitable candidate technology and any plans for delivery of relatively small scale anaerobic digestion would need to be considered in the wider context of the county's plans for biodegradable waste management. For the foreseeable future, this approach is considered unlikely to deliver on a strategic scale for Somerset's needs, but may form part of the County Council's approach to non-strategic waste sites.

Discussions with industry stakeholders considered interest in small scale facilities and it was noted that larger facilities are generally more economically viable. Taking into account the scale of the County's need for other recovery and issues relating to viability raised by stakeholders, it is considered likely that requirements will be largely met via one or two strategic waste sites providing a facility(ies) to meet Somerset's identified waste management need for other recovery of municipal solid and/or commercial and industrial waste streams. Over the plan period strategic sites comprising facilities for the reprocessing of dry recyclables, biodegradable waste management (e.g. anaerobic digestion) and inert construction and demolition waste may also come forward.

In order to ensure that there are sufficient opportunities in the County to meet this requirement and in appropriate locations (without impeding industry flexibility), the Council intends to identify broad locations in the Waste Core Strategy with the potential to deliver sites capable of accommodating strategic waste management facilities.

1.2 Assessment Scope and Objectives

In response to the drivers outlined above, the purpose of this study was to help identify and assess broad locations for the development of strategic waste management facilities. The specific objectives of the assessment were as follows:

- To identify broad locations which have the potential to accommodate strategic waste management facilities;
- To assess identified broad locations in terms of the potential development opportunities they provide and constraints; and
- To recommend potential broad locations for inclusion within the Waste Core Strategy for Somerset.

1.3 Report Structure

Reflecting the scope and objectives above, the remainder of this report is structured as follows:

- Chapter 2** Provides an overview of the methodology employed to identify potential broad locations for strategic waste management facilities and presents the outputs of this process.
- Chapter 3** Presents the detailed assessment of potential broad locations.

Chapter 4 Draws together the key conclusions of the study and outlines the next steps.

Status of Assessment & Potential Broad Locations

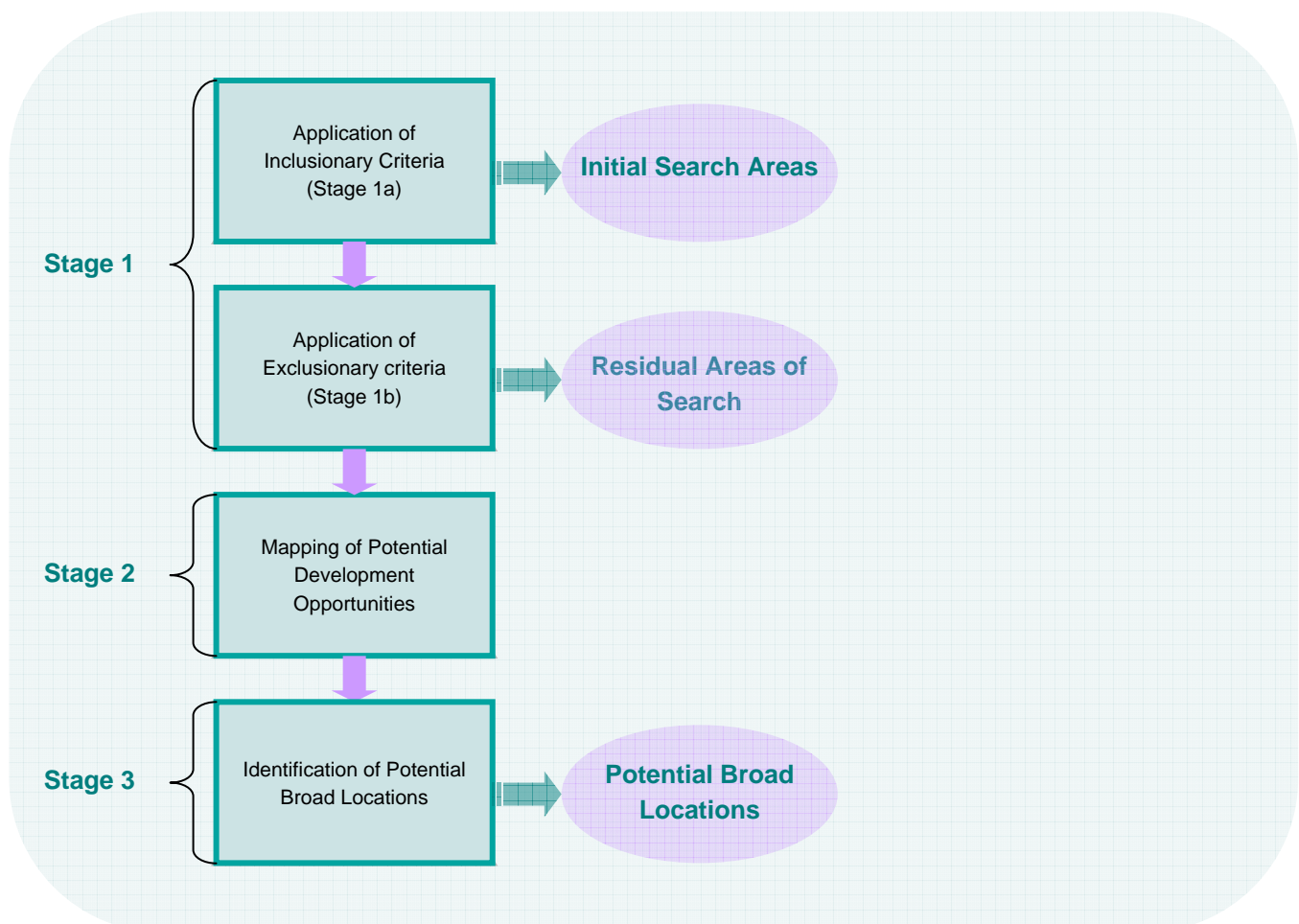
This report is not a planning decision making document, it identifies broad locations where the development of strategic waste management facilities may be appropriate. As such, the findings of this report do not preclude other areas or sites coming forward as part of ongoing plan preparation or through the planning application process. Any areas that are identified in this report will be tested further through ongoing plan preparation and sites contained therein will be subject to the planning application process before they could be deemed suitable in planning terms. In this respect, this report will form an important part of the evidence base supporting the development of Somerset's emerging Waste Core Strategy.

2. Identification of Potential Broad Locations

2.1 Overview

This chapter details the methodology adopted to identify potential broad locations for the development of strategic waste management facilities and presents the outputs of this process. AMEC's approach utilised both a top-down application of constraints and a bottom-up mapping of potential development opportunities. This approach comprised three principal stages which are presented in **Figure 2.1** and discussed in more detail in the following sections.

Figure 2.1 Identification of Potential Broad Locations: Approach Overview and Outputs



2.2 Stage 1: Defining an Initial Search Area

The purpose of **Stage 1** was to develop and implement a set of locational criteria to highlight where in Somerset the development of strategic waste management facilities may be appropriate in broad planning policy terms. This process was principally informed by a review of criteria contained within national and local planning policies (see **Appendix A**) including Annex E of PPS10 (which is reproduced in **Appendix B** of this report) and resulted in the identification and application of both *inclusionary criteria* (**Stage 1a**) and *exclusionary criteria* (**Stage 1b**).

Stage 1a: Application of Inclusionary Criteria

Inclusionary criteria were principally shaped by the findings of research undertaken by the County Council relating to waste transport⁷, together with the likely concentrations of waste arisings. This research sets out that policies should explore the potential to support the location of major new waste facilities:

- in places that make the most of opportunities to use rail or water transport;
- on or close to strategic freight routes, thereby promoting the use of the best possible road where alternative modes are not viable; and
- in close proximity to Somerset's main urban areas.

Reflecting the findings of this research, two inclusionary criteria were developed. The first sought to highlight areas where development would reduce the transportation of waste and comprised the following two options:

- **Option A:** within, on the edge of or in close proximity to (within 21km/13 miles)⁷ the towns of Bridgwater, Taunton or Yeovil;
- **Option B:** within, on the edge of or in close proximity to⁸ (within 10.5km/6.5 miles) Bridgwater, Taunton, Yeovil, Burnham-on-Sea and Highbridge, Chard, Crewkerne, Frome, Glastonbury, Ilminster, Minehead, Shepton Mallet, Street, Wellington, Wells and Wincanton.

Option A reflects both the status of Bridgwater, Taunton and Yeovil as the County's largest settlements and the expectation that they will accommodate the majority of the County's growth. In this respect, it is anticipated that development of strategic waste management facilities in this area would be near to the County's current and future principal sources of waste arisings thereby reducing the need to transport waste. Option B forms a more decentralised approach and serves to expand the initial search area to include those settlements designated as centres for development within the Somerset and Exmoor Joint Structure Plan Review (2000).

⁷ 21km/13 miles is the average distance travelled by waste for disposal in Somerset, calculated from annual monitoring data between 2004 and 2009. See Somerset County Council (2011) Waste Topic Paper 3: *Transport Policy and Infrastructure* for further detail.

⁸ 10.5km/6.5 miles is half the average distance travelled by waste for disposal in Somerset, reflecting a more decentralised approach.

Defining proximity in a second inclusionary criteria reflected the desire to ensure accessibility to Somerset's strategic transport network and alternative transport modes and included those areas within 2km of national and county freight routes, rail lines or key wharfs of Dunball and Combwich⁹. This criterion was applied to both Option A and Option B providing two initial search areas which are shown in **Figure 2.2** and **Figure 2.3** respectively.

Stage 1b: Mapping of Exclusionary Criteria

Having established the extent of the initial areas of search, it was necessary to understand where development may or may not be acceptable in land use planning policy terms. This was achieved through the application of exclusionary criteria.

Exclusionary criteria predominantly comprised those international and national designations listed in **Box 1**.

Box 1 Exclusionary Location Criteria	
Natural Environment Special Areas of Conservation (SAC) Special Protection Areas (SPA) Sites of Special Scientific Interest (SSSI) RAMSAR Sites National Nature Reserves Ancient Woodland National Parks Areas of Outstanding Natural Beauty (AONB) Flood Zone 3b	Built Environment Scheduled Monuments Registered Historic Battlefields Registered Parks and Gardens Listed Buildings (Grade I) Listed Buildings (Grade II*)

Figure 2.4 maps the occurrence of the criteria outlined above across the County.

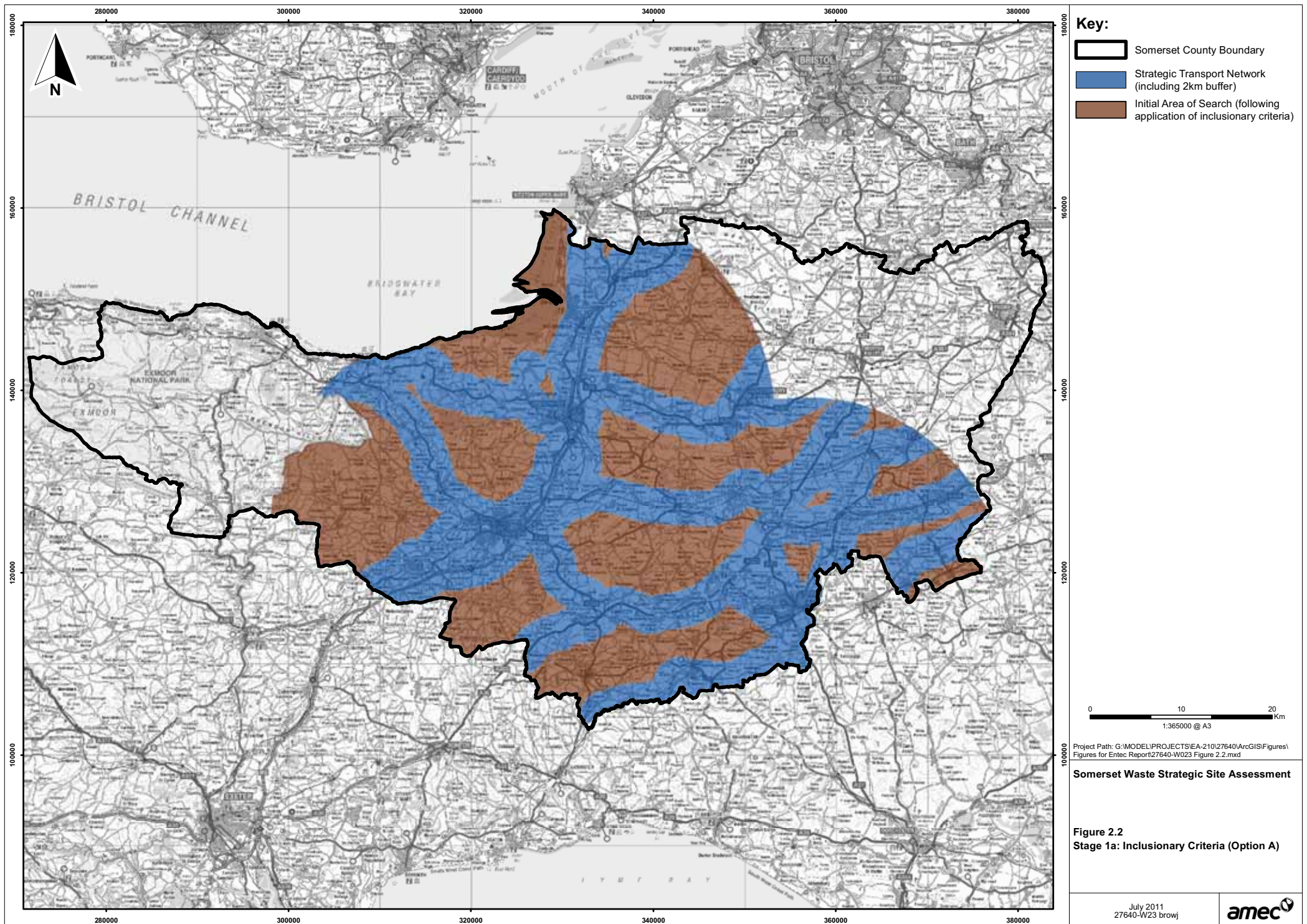
Residual Areas of Search

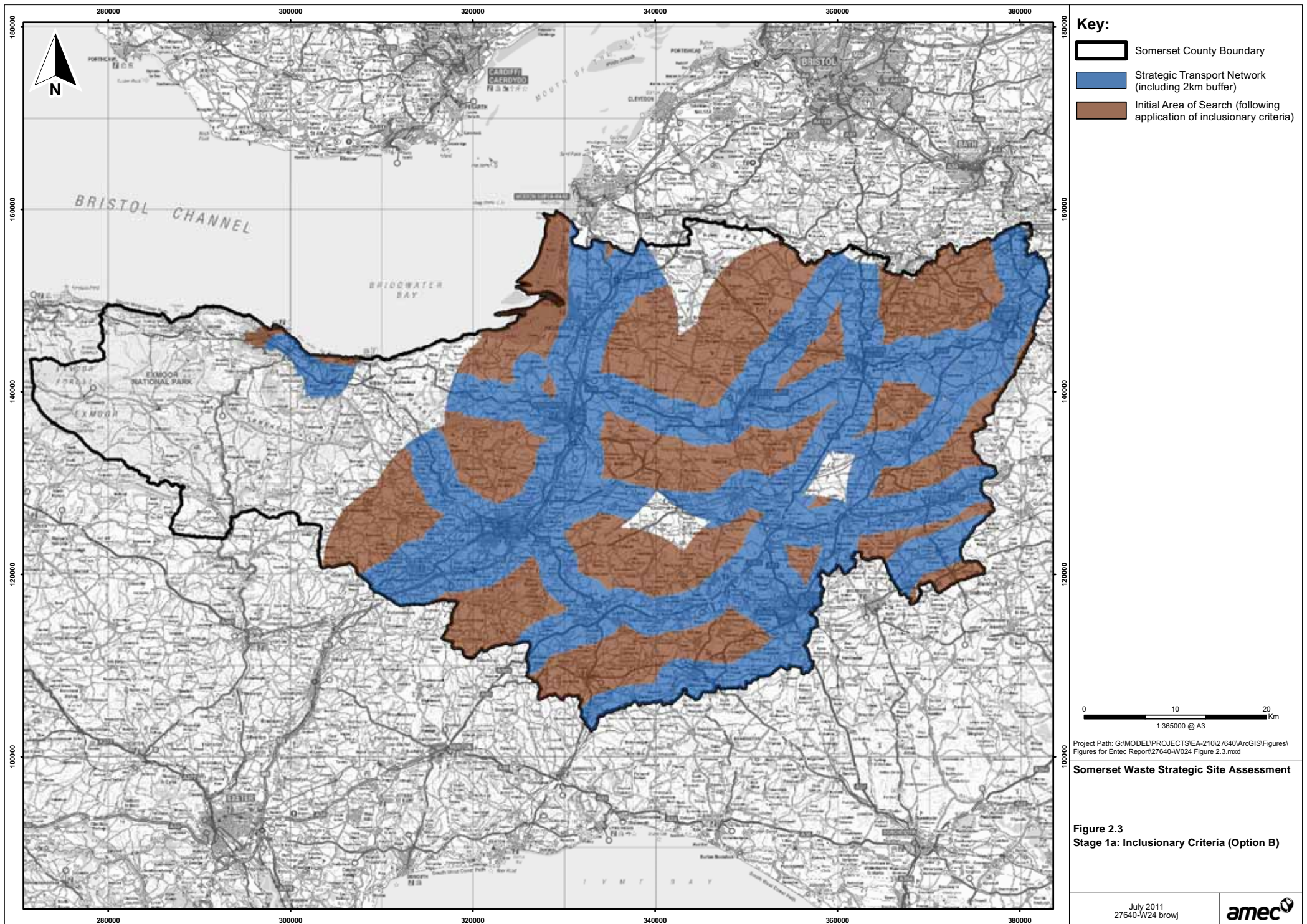
Application of both the inclusionary and exclusionary criteria¹⁰ outlined above presented two residual areas of search. The first (Option A) generates an area centred on Bridgwater, Taunton and Yeovil but which also covers a number of the County's other larger settlements including Street and Glastonbury located towards the centre of the County, Highbridge to the north west, Crewkerne to the south and Wincanton to the east. The second (Option B) effectively expands the area identified under Option A to include Frome, Wells and Shepton Mallet. These residual

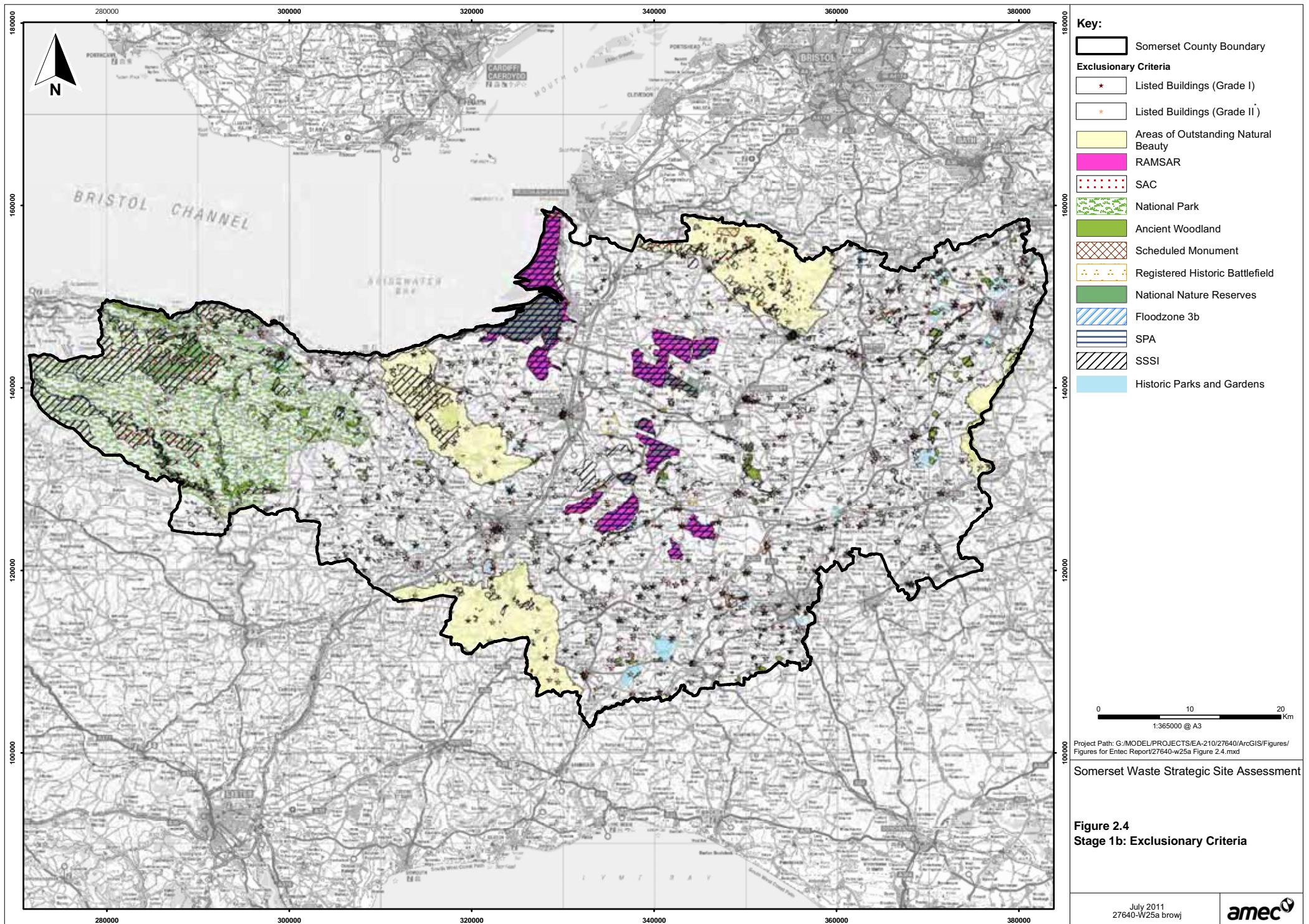
⁹ As identified in Somerset County Council (2011) *Transport Policy and Infrastructure*.

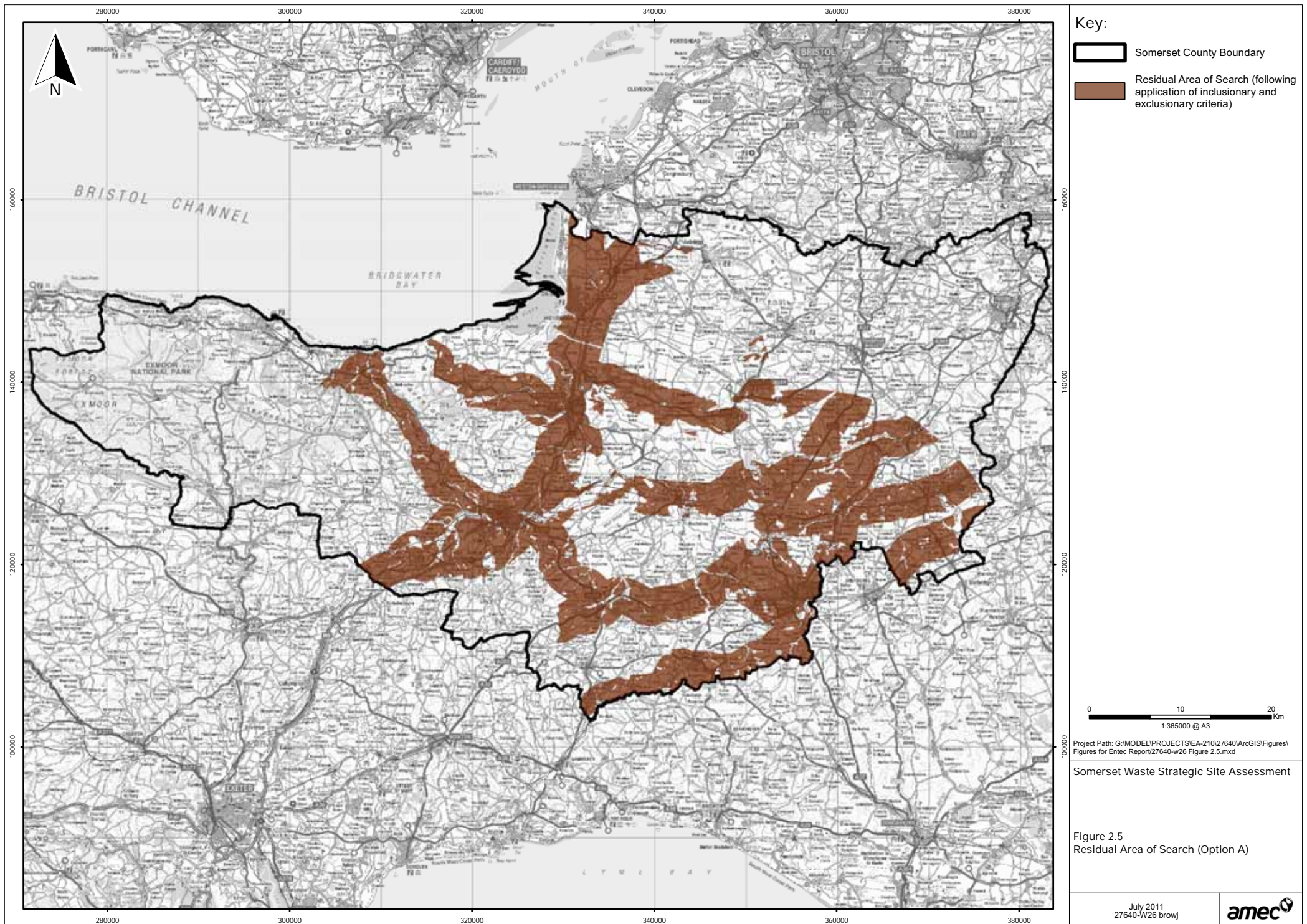
¹⁰ Note that mapping of Listed Buildings across the County did not inform the identification of initial residual search areas per se (given that the boundary extent of each feature is unknown) but instead served to indicate where, within each residual search area, development may not be acceptable.

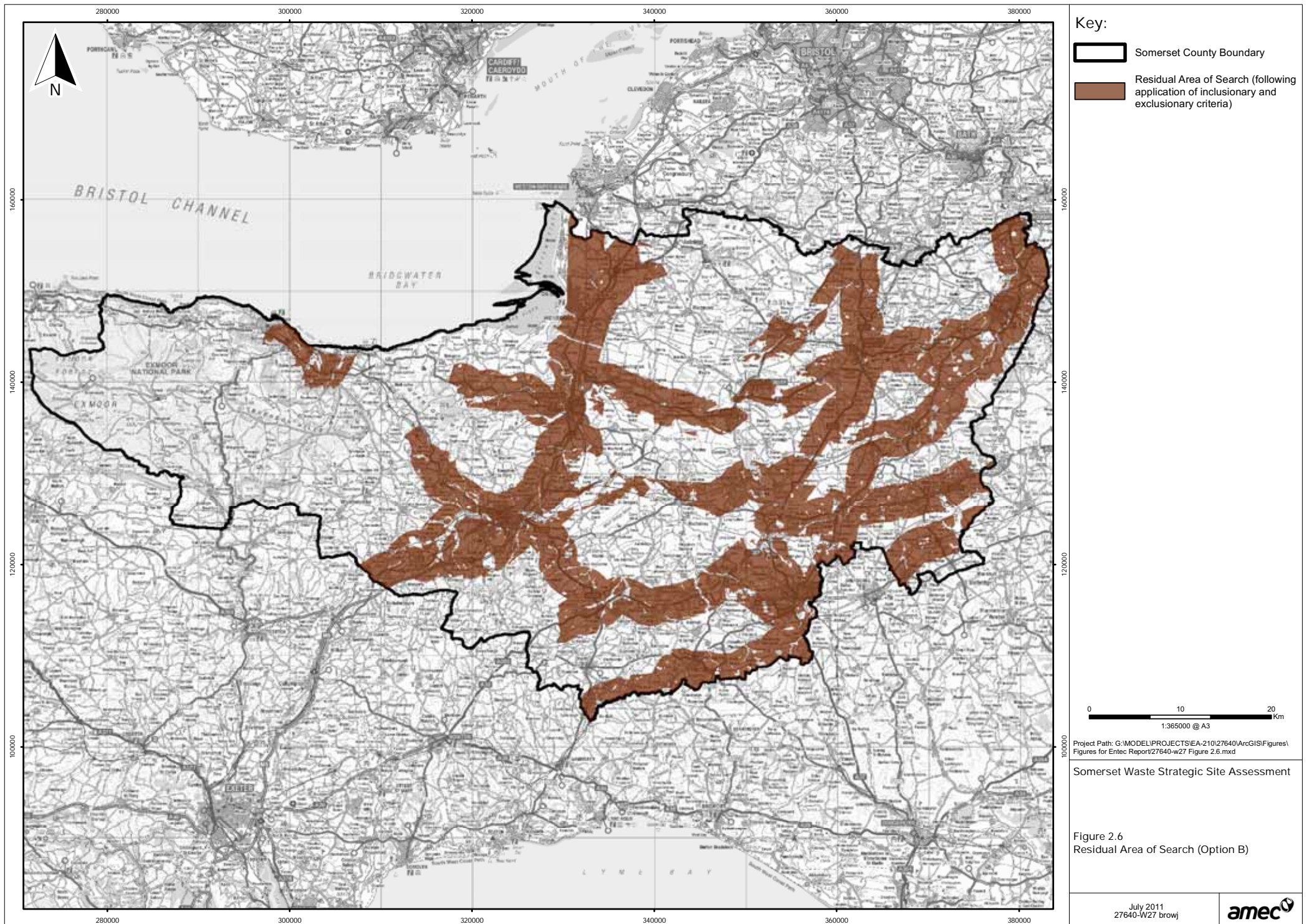
areas are shown in **Figure 2.5** and **Figure 2.6** respectively and helped set the geographical basis for the identification of potential development opportunities (**Stage 2** below).











2.3 Stage 2: Mapping of Opportunities

In defining broad locations it is important to ensure that they contain a range of suitable sites and therefore offer a realistic prospect for accommodating development. In this respect, the purpose of the second stage of the assessment was to identify and map potential development opportunities within the two residual search areas (Option A and Option B above).

Sources of Potential Development Opportunities

PPS10 (paragraph 20) provides advice on the siting of waste facilities and states that, in identifying sites and locations for new waste management capacity, the following should be considered:

- On-site management of waste where it arises;
- Industrial sites, looking for opportunities to co-locate facilities together and with complementary activities (reflecting the concept of resource recovery parks); and
- Giving priority to the re-use of previously development land.

Taking into account the guidance contained within PPS10, and reflecting policies contained within the Joint Structure Plan and Somerset Waste Local Plan (2005) (see **Appendix A**), potentially suitable sites were deemed to be those sources identified in **Box 2**.

Box 2 Sources of Potential Development Opportunities

- Existing and allocated waste disposal sites identified through discussion with officers*;
- Historic landfill sites;
- B2 and B8 employment allocations;
- Sites identified within the National Land Use Database (i.e. derelict land and buildings, previously developed land or buildings currently in use and allocated in local plans or with planning permission, previously developed land now vacant and vacant buildings);
- B2 and B8 sites identified in district-level reviews of employment land.

*No existing waste allocations were identified during this assessment

Screening Potential Development Opportunities

At the time of undertaking the assessment, a decision had not been made by the SWP as to their preferred technology(ies) for the management and treatment of residual municipal waste in county. Noting this, and national guidance on remaining technology neutral, it was considered important that any parameters for screening potential development opportunities afford sufficient flexibility to ensure that a range of technologies (excluding landfill) could be accommodated. Potential sites were therefore initially screened in terms of size only before a more detailed review considered opportunities and constraints.

A summary of the common types of waste management facilities and respective typical land takes is set out in **Table 2.1**.

Table 2.1 Waste Management Facility Land Take

Type of Facility	Description	Typical Land Area Required ¹
Materials Recycling Facilities	Buildings used to separate waste streams for subsequent reprocessing. Materials may be separated using a variety of methods including hand picking, mechanical sorting and magnetic separation.	A facility managing around 50,000 tonnes would require 1-2 ha.
In-vessel Composting	Composting proceeds in some form of vessel that provides temperature and moisture control to achieve accelerated composting. Normally also requires an outdoor period of maturation.	A facility managing around 25,000 tonnes would require 1-2 ha or potentially more depending on area needed for maturation.
Anaerobic Digestion	Biological treatment of organic waste in a digester in the absence of oxygen. The digester is some form of container which is heated, sealed and airless. The biogas produced can be used to produce energy.	A facility managing around 40,000 tonnes would require 1 ha.
Mechanical Biological Treatment	Used to describe a number of treatment combinations that normally involve buildings for the separation of non-biodegradables, which may be bulked up for recycling; followed by drying and biological treatment in containers of the remainder. The dry, odourless product can be used as a fuel.	A facility managing around 50,000 tonnes would require 1-2 ha.
Energy from Waste Plant	Various types of facility involving the combustion of waste at high temperatures coupled with energy generation through utilising heat, steam and/or gas.	Normally at least 2 ha is required but requirement can be up to 5 ha for larger plants managing 200,000 tonnes or more.
Advanced Thermal Treatments	Examples are pyrolysis and gasification which are thermal processes. They use high temperatures to break down any waste containing carbon. Gasification is the thermal decomposition of organic material at elevated temperatures in an oxygen restricted environment. Pyrolysis takes place in the absence of oxygen.	A facility managing around 50,000 tonnes would require 1-2 ha.

¹Typical land requirements based upon data in Appendix 4 to the Regional Waste Strategy for the South West 2004-2020.

Whilst **Table 2.1** does not constitute an exhaustive list of all available technologies, it provided a useful starting point for determining an appropriate site size threshold. In this respect, it was considered that a site capable of accommodating a strategic facility that would meet the County's waste management need for treating a particular waste stream or resource would require at least **2ha** of land, particularly if opportunities for the co-locating of

facilities are to be maximised (in accordance with PPS10¹¹) and for sufficient flexibility to be afforded to the Council and prospective developers.

Mapping of Opportunities

Taking forward the sources identified in **Box 2**, and following application of the 2ha site size threshold, potential development opportunities occurring within the residual areas of search were identified and mapped. The output of this process is shown in **Figure 2.7** and **Figure 2.8** for Option A and Option B respectively.

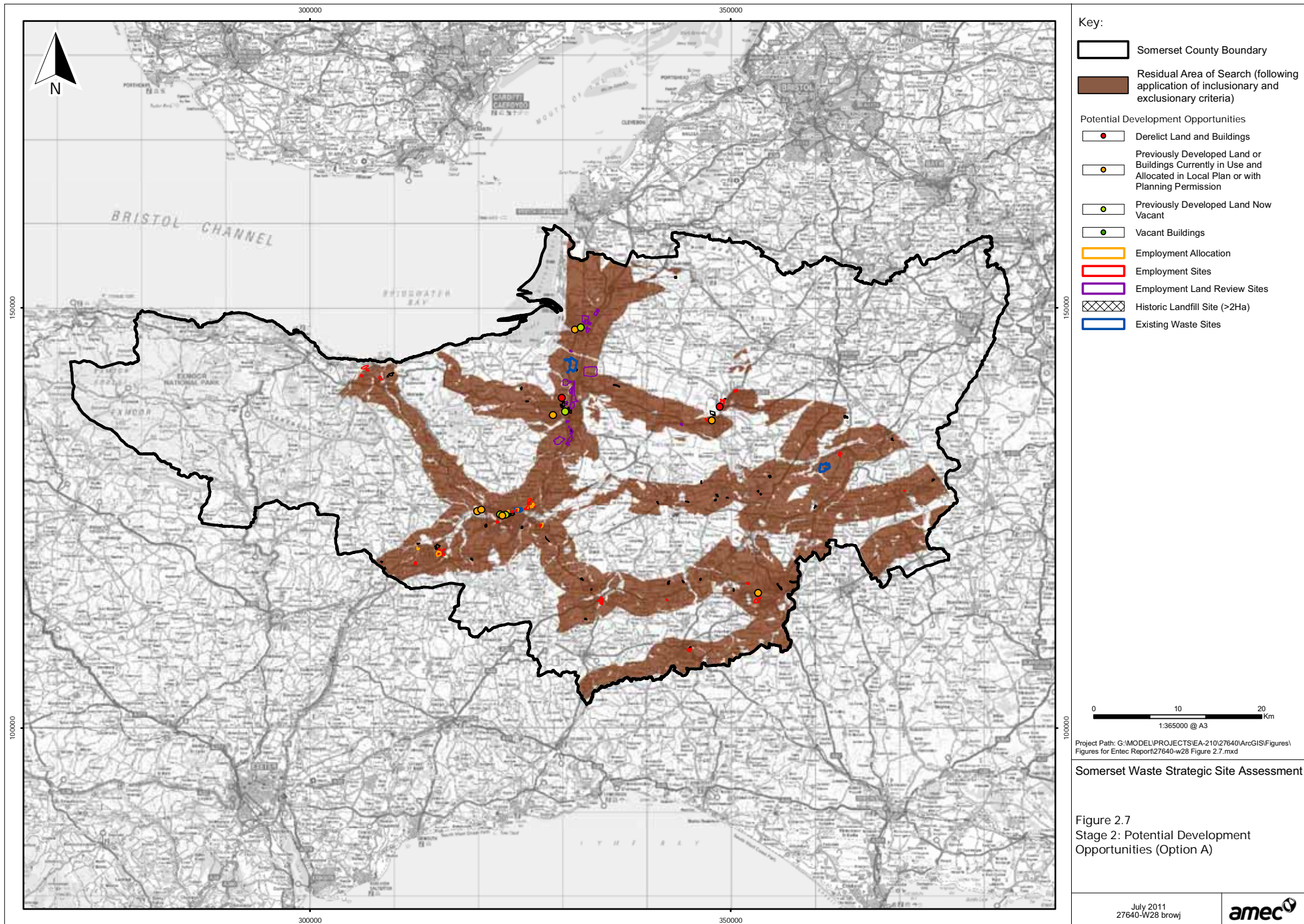
2.4 Stage 3: Identification of Potential Broad Locations

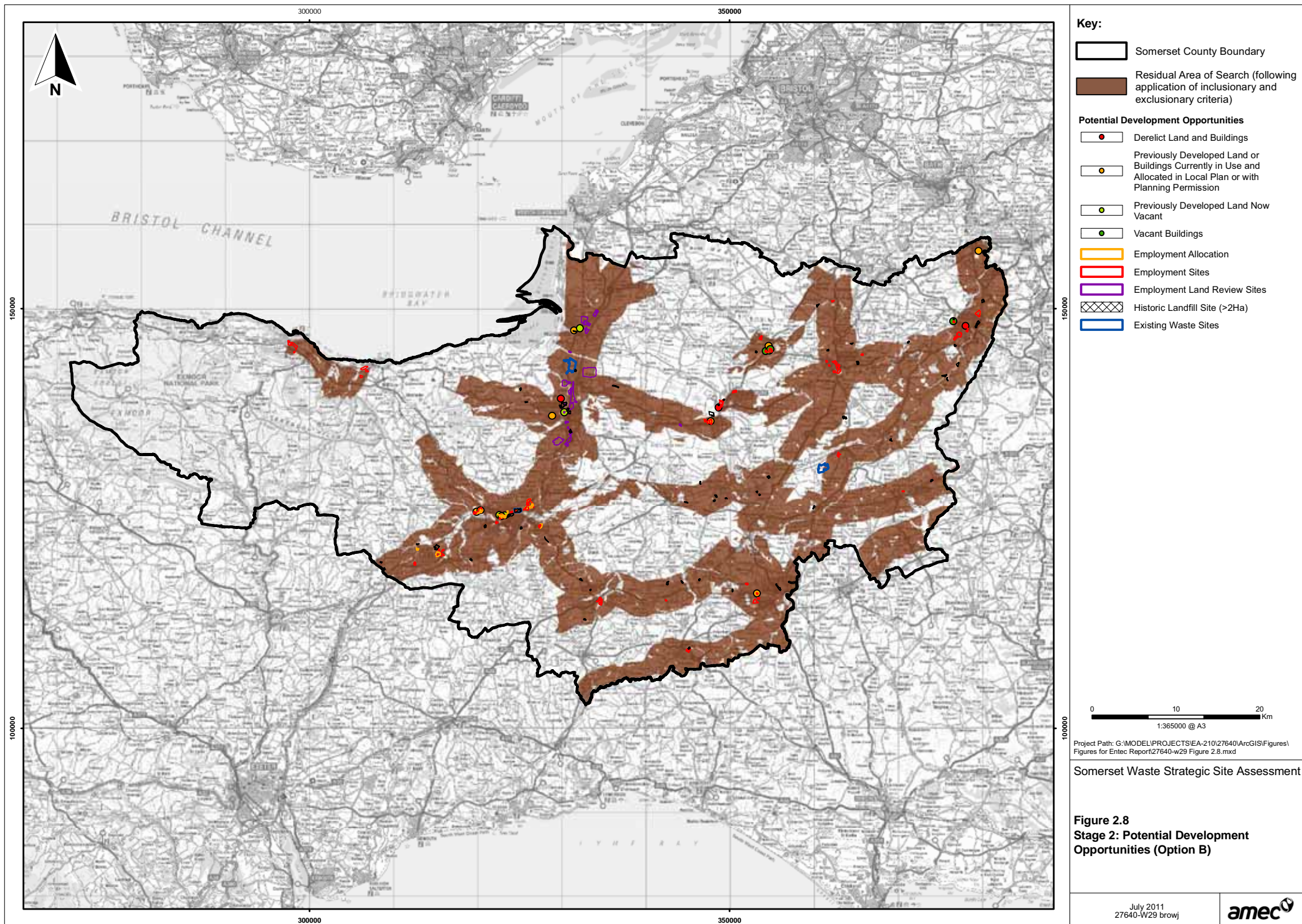
Following completion of Stages 1 and 2 above, a series of zones were identified which reflect those locations where the evidence showed there to be a cluster of potential development opportunities and, consequently, scope for accommodating facilities to meet the County's strategic waste management need. In order to ensure that the zones offered a realistic prospect of accommodating waste development, discussions were held with respective local planning authority officers and the findings of local evidence base work (principally district level employment land reviews) reviewed to ascertain the availability and suitability of sites. This was supplemented by site visits undertaken by County Council officers that sought to identify any significant site based constraints.

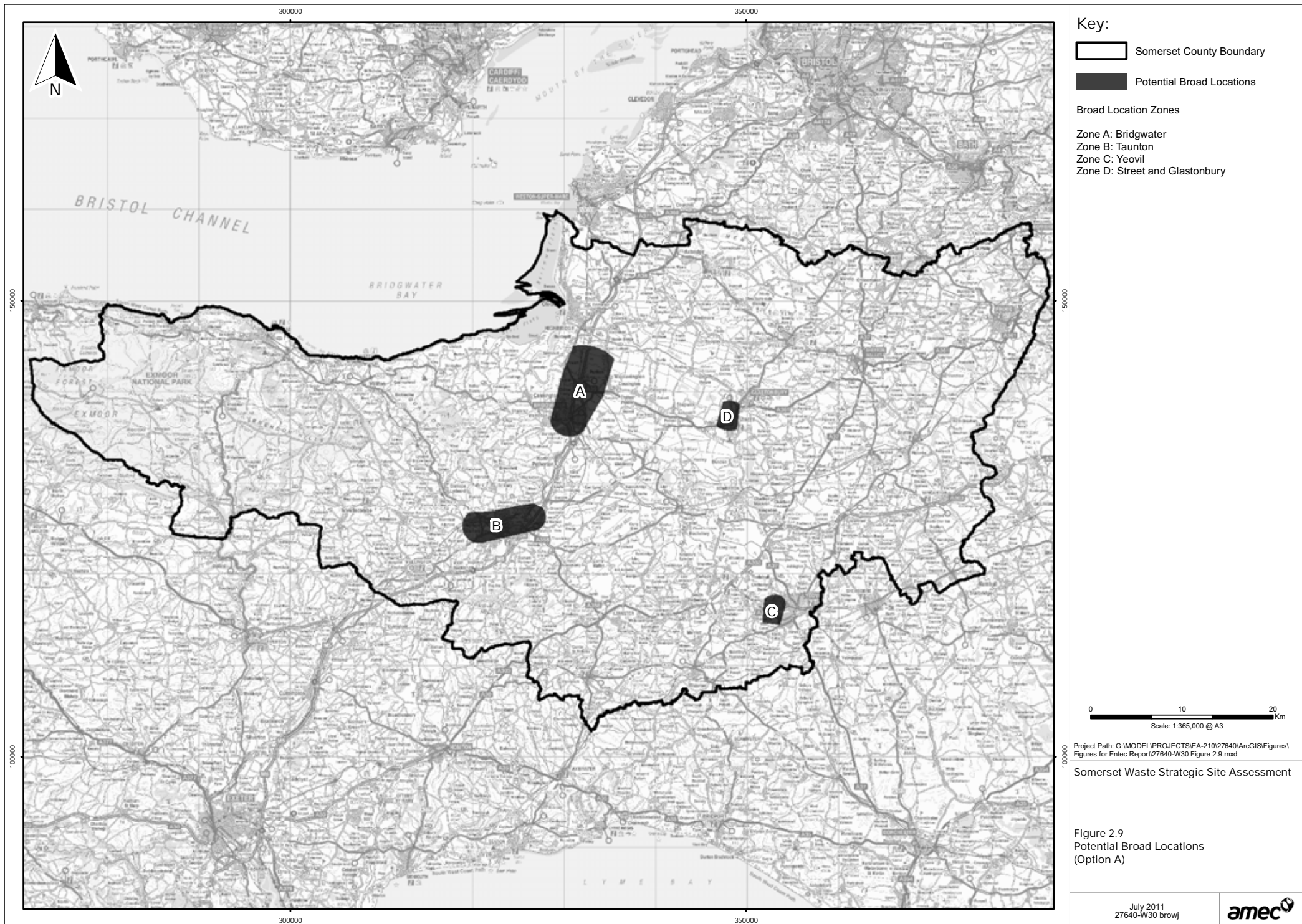
A total of four zones were identified under Option A namely Bridgwater (Zone A), Taunton (Zone B), Yeovil (Zone C) and Street and Glastonbury (Zone D); and two further zones under Option B, Wells (Zone E) and Frome (Zone F). These zones are shown in **Figure 2.9** and **Figure 2.10** and were subject to more detailed assessment, the findings for which are presented in **Chapter 3** of this report.

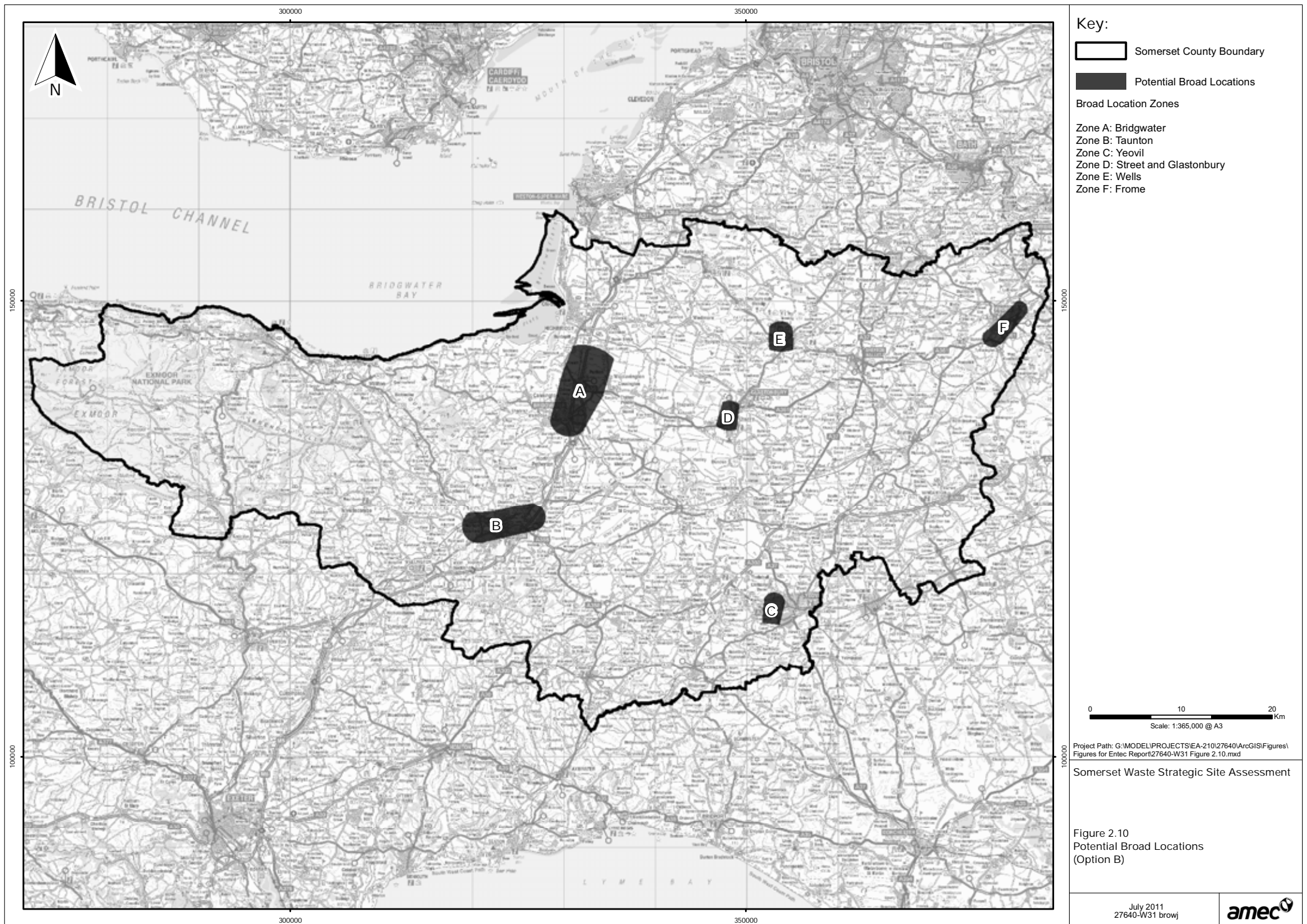
Other clusters of potential development opportunities were identified, most notably in Shepton Mallet, Highbridge and Minehead/Watchet; however, further investigation suggested that they presented less potential, with the majority of sites in these areas being either unavailable, unsuitable or with inadequate access for strategic development.

¹¹Paragraph 20.









3. Assessment of Potential Broad Locations

3.1 Overview

Following the identification of potential broad locations (i.e. Zones A to F discussed in **Section 2.4** of this report and shown in **Figure 2.9** and **Figure 2.10**), an assessment of the opportunities and constraints presented by each zone was undertaken. In order to help guide the assessment, a pro forma was developed in liaison with officers and consultants undertaking the Sustainability Appraisal of the Waste Core Strategy.

Table 3.1 provides an overview of the topic areas which comprised the pro forma together with the sources of information utilised to inform the assessment.

Table 3.1 Outline of Assessment Pro Forma and Data Sources

Topic	Source(s)
Potential Development Opportunities	
Existing waste management sites	<ul style="list-style-type: none">Mapping of potential development opportunities (see Chapter 2 of this report)Site visits undertaken by officersConsultation with relevant local planning authoritiesFindings of district level employment land reviews
Previously developed land	
Other potential development opportunities	
Cumulative effect	
Environmental Considerations	
Nature conservation	<ul style="list-style-type: none">Mapping of discretionary criteriaProximity to exclusionary criteriaConsultation with County Council EcologistAir Quality Management AreasConsultation with relevant local planning authorities
Landscape designations	
Historic built environment/Archaeological designations	
Major/minor aquifers, Source Protection Zones and proximity to Rivers	
Flood risk	
Air quality	
Transport and Infrastructure Considerations	
Highways	<ul style="list-style-type: none">Site visits undertaken by officersConsultation with relevant local planning authoritiesFindings of district level employment land reviewsProfessional judgement
Proximity to rail/canal/wharfs	

Topic	Source(s)
Planning and Sustainable Development Considerations	
Overall Sustainability	<ul style="list-style-type: none"> Professional judgement
The achievement of key PPS10 objectives	

To help inform the assessment, a range of ‘discretionary’ criteria was mapped. Discretionary criteria does not necessarily preclude development but instead was used to both identify where there may be constraints to development and highlight those sites or areas that may be considered more favourable in terms of planning. In this respect, discretionary criteria predominantly comprised those regional and local level designations highlighted in **Box 3**.

Box 3 Discretionary Criteria	
Natural Environment Source Protection Zones Surface Water Flooding Local Nature Reserves Agricultural Land Classification (Grades 1 and 2) Flood Zone 2/3a	Built Environment Conservation Areas Areas of High Archaeological Potential

The remainder of this chapter presents the findings of this assessment, considering the constraints and opportunities presented by each potential zone in-turn.

3.2 Zone A: Bridgwater

Zone Description

The majority of this zone is located to the north of the town of Bridgwater, which itself is located in the central-part of the Somerset County Council administrative area. Given the large geographic area covered by the zone, a wide range of land uses are accommodated. The most notable feature is that the zone is divided into two by the north-south running M5 motorway. A number of other strategic roads also pass through and/or alongside the zone, namely the A38, A39 and A372. The main Exeter to Bristol railway line also crosses the zone in a north-south direction whilst the River Parrett passes through the southern part of the zone.

With the exception of the area to the immediate north of Bridgwater's town centre, there is a relatively low concentration of residential properties in this zone. Other residential receptors in the central and northern parts of the zone are focused in the small settlements of Dunball, Puriton, Pawlett and Woolavington.

Over and above residential land uses, the southern part of the zone (which covers the northern part of Bridgwater) is typically occupied by a range of commercial, retail and industrial land uses. Such uses are also sporadically located throughout the rest of the zone. Most notably, the following key land uses can be found in the zone:

- Former Royal Ordnance Factory northeast of Puriton;
- A large operational landfill (non-hazardous) to the east of Pawlett;
- Commercial land uses at Dunball, west of junction 23 of the M5; and
- Industrial uses – northern edge of Bridgwater off Bath Road (A38).

There are also a number of sites identified through the Sedgemoor District Council Employment Land Review (2009), which assesses potential sites for future employment land allocations. The most significant employment land review sites in this zone are in the north-east of the search area (Puriton Energy Park – also known as the site of the Former Royal Ordnance Factory); land immediately west of junction 23 of the M5; and land immediately south and west of junction 23 of the M5 (x2 parcels). Regarding the latter however, a recent site visit has established that these two parcels of land are already under development (and as such, not available).

Elsewhere in the northern parts of the zone, there is an abundance of land in agricultural / pastoral uses.

Zone Assessment

The assessment of Zone A is presented in **Table 3.2** below. A map showing the zone together with key opportunities and constraints is provided in **Figure 3.1**.

Table 3.2 Opportunities and Constraints - Zone A: Bridgwater

Zone A: Bridgwater Assessment	
Potential Development Opportunities	
Existing waste management sites	<p>This zone contains several existing waste management facilities including an existing non-hazardous landfill facility immediately east of Pawlett, which is known as Walpole Landfill site (it should be noted that there is planning permission for the development of an anaerobic digestion facility at this site). Without exception however, these are located in Flood Zone 3a and due consideration would therefore need to be given to flood risk arising from the development of a strategic waste management facility in these locations.</p> <p>There also appears to be two main historic landfill sites in the zone, located on the northern fringes of the Bridgwater urban area – one in the Horsey Lane area to the east of the M5 and another in an area immediately north of the town centre between the River Parrett and the A38 (called Saltlands). Part of the historic Saltlands landfill site has already been redeveloped as a sewage treatment works but this may still offer some potential for development due to good access and size although remediation would likely be required. However, it should be noted that there is potentially a need to extend the existing sewage treatment works and land is safeguarded for the future Parrett Barrier in this area which may preclude development.</p>
Previously developed land (PDL)	<p>The incidence of previously developed land available for development across this search area seems to be limited. This is probably due to the rural nature of a large portion of the zone. Allied to this, whilst vacant / derelict and previously developed land is available within the zone, its potential use appears to be constrained by the existence of Flood Zone 3a. This coincides with the vast majority of previously developed land available for redevelopment within the urban envelope of this zone.</p>
Other potential development opportunities	<p>A number of sites have been identified through the Sedgemoor District Council Employment Land Review (2009).</p> <p>The former Royal Ordnance Factory (ROF) at Puriton is available for development and has been allocated in Sedgemoor's emerging Local Development Framework Core Strategy as being a suitable location for an Energy Park. Consequently, there may be potential for development of a strategic waste management facility although this would need to be compatible with the Energy Park concept. Consultation with local planning authority officers also identified that the site is likely to be contaminated and appropriate access to the site will be required. Moreover, the site coincides with a Flood Zone 3a area.</p> <p>In the southern/base of the zone, the Colley Lane Industrial Estate is considered to offer some potential for development and includes a number of potential development opportunities. A recent site visit confirmed that there is currently one site on the estate that appears to be available and is of good size, with reasonable access and good topography - namely Land at Wellworthy's. However, consultation with local planning authority officers has indicated that this site is already committed for development.</p> <p>Other sites identified by local planning authority officers as potentially offering development prospects include Land north of Express Park, Brue Avenue (also within the Colley Lane Industrial Estate) and Land at Dunball Drove. It is recommended that the potential suitability/availability of these sites be investigated further.</p>
Cumulative effect	<p>Notwithstanding the fact that the zone contains a number of existing waste management facilities, it covers a significant geographic area and the existing facilities are well distributed throughout. With these points in mind, it is considered that the development of a strategic waste management facility could avoid significant cumulative effects on the well-being of the local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential. That said, potential cumulative effects on the settlement of Pawlett should be considered if a new strategic waste management facility was to be located on the site of the existing Walpole Landfill.</p>
Environmental Considerations	
Nature conservation	<p>There are no internationally, regionally or locally significant nature conservation designations within the zone. However, a site of international and national significance (Ramsar, Special Protection Area and SSSI) is located immediately west of the zone (Severn Estuary SPA and Ramsar and Bridgwater Bay SSSI). Development in this area could affect the conservation objectives of the SPA / Ramsar, which are listed for wintering and migratory birds especially if development effects land used for roosting or feeding and proposals would therefore be subject to a 'test of likely significance' under the Habitats Regulations on receipt of a planning application by Somerset County Council as the 'competent authority'. Further assessment is also likely to be required as part of the Habitats Regulations Assessment of the Waste Core Strategy and survey work may be necessary particularly with respect to development at Walpole or Saltlands.</p> <p>A National Nature Reserve is located along the northern edges of the zone, which follows the route of the King's Sedgemoor Drain (and is also known as the Huntspill River National Nature Reserve). In addition, the Puriton ROF site has a population of great crested newts and is likely to be used for foraging by local populations of pipistrelle and noctule bat species.</p>

Zone A: Bridgwater Assessment

Landscape designations	There are no internationally, nationally, regionally or locally significant landscape designations within or in the immediate vicinity of the zone.
Historic built environment/ Archaeological designations	These designations are limited. There are five small Areas of High Archaeological Potential spread throughout the zone. These are located within the built up areas of Pawlett, Puriton, Woolavington, Dunball and within the central shopping area of Bridgwater. The latter also coincides with a Conservation Area and includes a concentration of Listed Buildings as well as non-designated heritage assets of local interest. There is a need to consider the impacts on these heritage assets and their settings, which may require further dialogue with the District Council, the county archaeologist and/or relevant specialist body when looking in more detail at specific sites (including work on the Waste Site Allocations Development Plan Document)..
Major/minor aquifers, Source Protection Zones and proximity to Rivers	The zone does not lie within a SPZ. Furthermore, the zone is located upon a Secondary (A & B) bedrock aquifer and a Secondary (undifferentiated) superficial aquifer.
Flood risk	A significant proportion of the zone is covered by Flood Zone 3a. The areas free from such constraint include the area around junction 23 of the M5 – most notably land to the east of this junction; the area south of junction 23 of the M5 bounded by the motorway in the east, the railway in the west and the A39 in the south; and an area in the far south-western corner of the zone.
Air quality	The zone does not lie within an Air Quality Management Area.

Transport and Infrastructure Considerations

Highways	The zone is centrally located (in the context of Somerset). It is also well located to the strategic road network (i.e. the M5, A38, A39 and A372 all pass through the zone). Whilst the zone is well located to provide access to the strategic transport network, any proposals for development will need to consider their impact on the transport network, including but not limited to, impacts on the M5's main line and junction 23 and 24 capacity (noting also the impacts of significant development proposals in the area, in particular proposed development associated with Hinkley Point C and future redevelopment of the former ROF site).
Proximity to rail/canal/wharfs	The zone offers scope to consider utilising alternative modes of transport. The Bristol – Exeter mainline railway passes through the area and there is potential to utilise the disused railhead in the ROF at Puriton. The River Parrett and the Taunton to Bridgwater Canal also flow through the area whilst a key operational wharf is located at Dunball which may offer some potential to transport waste by water subject to feasibility.

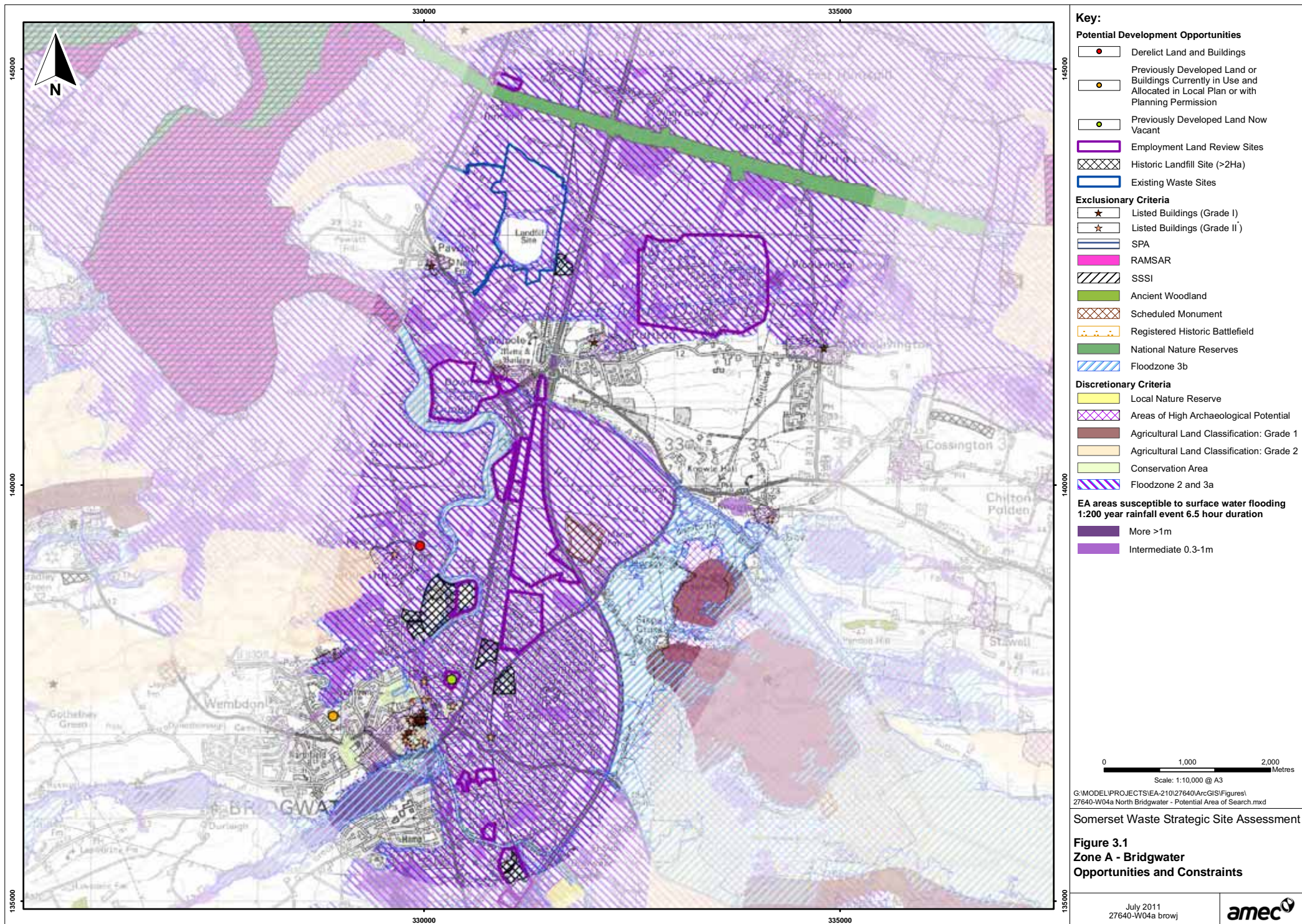
Planning and Sustainable Development Considerations

Overall Sustainability	<p>The zone is centrally located in terms of its position in the wider administrative area of Somerset. It is also reasonably located in terms of its ability to serve two of the main centres of population in Somerset (Bridgwater and Taunton). Given that the zone is largely on the northern side of the town, it is also potentially well positioned to serve the needs of Minehead. Allied to this, the area is well connected to the strategic road network and there may also be potential for alternative modes of transport (river and rail) to warrant further investigation although impacts of development on the M5s main line and junction capacity would need to be considered.</p> <p>Notwithstanding this, a significant proportion of the zone is within Flood Zone 3a and due consideration would therefore need to be given to flood risk arising from the development of a strategic waste management facility. Any development in the southern part of the area, which has a high concentration of residential properties, may also be required to be robustly designed to ensure that the amenity of existing residents is protected.</p>
The achievement of key Planning Policy Statement 10 (PPS 10) objectives	<p><i>(a) Opportunities for the on-site management of waste where it arises.</i></p> <p>Whilst this relates primarily to the on-site treatment of waste e.g. from demolition sites, given that Bridgwater is one of Somerset's main centres of population, it is a locality which generates significant quantities of waste. By developing a strategic waste management facility in the Bridgwater area, this would allow waste to be managed close to its point of production.</p> <p><i>(b) Opportunities for the co-location of facilities and / or location with complementary activities.</i></p> <p>There are a number of existing waste management facilities across the zone, but few appear to coincide with potentially developable land. That said, given that the Walpole landfill site already provides significant waste management capacity for Somerset, has good transport links and has an existing planning permission for a new anaerobic digestion development, it may be worth considering the potential development opportunities linked with this site in more detail.</p> <p><i>(c) Opportunities for the reuse of previously developed land, and redundant agricultural and forestry buildings and their</i></p>

Zone A: Bridgwater Assessment

curtilages.

The incidence of previously developed / vacant and derelict land across the zone appears to be limited and those opportunities that are presented are potentially constrained by the existence of a Flood Zone 3a designation.



3.3 Zone B: Taunton

Zone Description

This zone is located within central and northern Taunton, which itself is located in the central-southern part of the Somerset County Council administrative area. Given the large geographic area covered by the zone, a wide range of land uses are accommodated. The first most notable feature is that the area is bisected in an east to west direction by the London-Exeter mainline railway. A number of strategic roads also pass through and / or alongside the zone, namely the M5, A38, A356, A3065 and the A3259. Furthermore, the River Tone passes through the central – southern part of the zone.

Given its largely urban location, there is a high concentration of residential areas within the zone. These are primarily located in the central part of this zone alongside retail / office uses. There are a range of industrial and commercial land uses, which appear to be focussed in a selection of industrial estates throughout the zone i.e. Galmington Trading Estate in the south; Priorswood Industrial Estate and Crown Industrial Estate in the centre, as well as other areas of industrial land in the west (close to Norton Fitzwarren); and in the north-east (adjacent to the M5, near Walford Cross and at Monkton Heathfield).

The zone contains some significant tracts of vacant and / or derelict land. These are primarily located around the Taunton train station area, although there are other parcels located in the western part of the zone immediately north of the railway line and west of the A3065. Allied to this, the zone contains land that is allocated in the Taunton Deane Local Plan as being suitable for employment / mixed uses. These sites are located in the Taunton Trading Estate area (in the west), in the area around Taunton railway station, in the Priorswood / Crown Industrial Estate areas and in the Monkton Heathfield area.

The northeast of the zone is generally rural in nature (although interspersed with the occasional residential and commercial / industrial land uses). Land use in this locality is predominantly agricultural, with the land being allocated a grade 2 classification.

Zone Assessment

The assessment of Zone B is presented in **Table 3.3** below. A map showing the zone together with key opportunities and constraints is provided in **Figure 3.2**.

Table 3.3 Opportunities and Constraints - Zone B: Taunton

Zone B: Taunton Assessment	
Potential Development Opportunities	
Existing waste management sites	<p>This zone contains nine existing waste management facilities, which are located throughout the area (but are generally focused in the Priorswood / Crown Industrial Estate areas). These facilities range in type from vehicle dismantlers (of which there are x3) to hazardous waste facilities (x1); commercial and industrial waste transfer (x1); metal recycling (x1); composting (x1); municipal waste recycling (x1); and municipal transfer (x1).</p> <p>There are also three historic landfills in the zone: Lambrook Tip at Priory Way (located in the central part of the zone); Priorswood (located to the east of the existing Priorswood and Crown Industrial Estates); and Galmington Trading Estate (located in the far south of the zone).</p> <p>Priorswood is considered to offer the greatest potential for development of a strategic waste management facility and it is recommended that the potential availability and suitability of the site be the subject of further investigation. It should be noted that the site is allocated within the Taunton Deane Local Plan under Policy T16 for B1 to B8 use, provided that:</p> <ul style="list-style-type: none"> • uses are confined to business, general industry and warehousing, excluding offices; • measures are taken to solve any ground stability and landfill gas problems; and • the design and landscaping respects the visual importance of the Green Wedge to the east and views from the road and rail routes to the south.
Previously developed land (PDL)	<p>There are a number of previously developed sites throughout the zone although consultation with local planning authority officers has confirmed that many have been redeveloped and, consequently, are no longer available for development. In addition, the development of the Northern Inner Distributor Road, which is intended to ease congestion in the town, will affect the availability of land around Taunton station. It is recommended that potential opportunities arising from the development of the Northern Inner Distributor Road are explored with the local planning authority.</p> <p>The Ministry of Defence (MOD), represented by the Defence Infrastructure Organisation, will need to be consulted regarding any development in Zone B that is likely to fall within the birdstrike safeguarding zone surrounding Merryfield Airfield, near Ilminster (Grid reference 334225, 118717).</p>
Other potential development opportunities	<p>There are a number of existing employment sites within the zone however, many have been redeveloped and, consequently, are no longer available for development. Notwithstanding this, there is a considerable amount of land available in the Monkton Heathfield area which forms a major site allocation under Policy T8 of the Taunton Deane Local Plan. As part of this major allocation, Policy T11 allocates land south of Langaller for B1 light industry and B8 warehousing development. Site visits have confirmed that land in this locality is relatively flat and access good although the area is greenfield and surrounded by residential dwellings such that consideration would need to be given to landscape/visual amenity and ecological impacts. In addition, there will be a need to consider development in this locality as part of the wider, strategic development of the area. In this respect, Monkton Heathfield has been identified within the emerging Core Strategy for development of a new sustainable neighbourhood which is to include some 5,000 dwellings and 13ha of employment land. It is recommended that the potential of this area is subject to further investigation in liaison with officers of the local planning authority.</p>
Cumulative effect	<p>Notwithstanding the fact that the zone contains a number of existing and historic waste management facilities, the zone covers a significant geographic area and the existing facilities are well distributed throughout. Furthermore, the zone contains a range of existing industrial and commercial land uses. With these points in mind, it is considered that the development of a strategic waste management facility could avoid significant cumulative effects on the well-being of the local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential. That being said, it is important that any proposal is considered within the wider growth context, particularly in relation to the development of the Northern Inner Distributor Road and Monkton Heathfield area.</p>
Environmental Considerations	
Nature conservation	<p>There are no internationally, nationally or regionally significant nature conservation designations within or in the immediate vicinity of the zone. However, Hestercombe House SAC, which is designated for its maternity colony of lesser horseshoe bats, could be affected by development. Lesser horseshoe bats are foraging up to the urban edge of Taunton and Monkton Heathfield and any proposed development in this area would require both on site mitigation and off site offset habitat creation. Loss of flight lines, such as large hedgerows, habitat loss and the introduction of artificial lighting could all potentially have an effect on the conservation objectives of the SAC. Any development falling within the Ecological Zone of Influence (EZI) of the SAC is likely to require an Appropriate Assessment in accordance with methodology established for the Habitats Regulations Assessment of the Taunton Deane Borough Council Core Strategy (Somerset County Council, 2009a & 2011a1). In addition, there is possible downstream effects on water quality entering the Curry and Hay Moor SSSI, component site of Somerset Levels and Moors SPA/ Ramsar, which could effect Ramsar listed aquatic invertebrates, and from alien flora from composted</p>

Zone B: Taunton Assessment

garden waste colonising via the River Tone and water courses.

A small number of Local Nature Reserves are located in the central part of the zone. The most notable of these follows the route of the River Tone from the town centre west to the point where the river meets the M5.

Landscape designations	There are no internationally, nationally, regionally or locally significant landscape designations within or in the immediate vicinity of the zone.
Historic built environment/ Archaeological designations	These designations are limited. Conservation Area status is conferred upon residential properties in the central / southern parts of the zone i.e. in the Birch Grove / Linden Grove area of the town centre (which is located approximately 500m southwest of the railway station); and in the area around Magdalene Street in the town centre. There is a further Conservation Area located in Staplegrove, in the western part of the zone. This also coincides with a small Area of High Archaeological Potential. A further Area of High Archaeological potential is also located in the southern part of the zone in the locality of the town centre and Somerset County Cricket Club which also contains a cluster of Listed Buildings as well as non-designated heritage assets of local interest. Hestercombe Registered Park and Garden and Hestercombe House (a Grade I Listed Building) are situated beyond the northern boundary of the zone. There is a need to consider the impacts on these heritage assets and their settings, which may require further dialogue with the Borough Council, county archaeologist and/or relevant specialist body when looking in more detail at specific sites (including work on the Waste Site Allocations Development Plan Document).
Major/minor aquifers, Source Protection Zones and proximity to Rivers	The zone does not lie within a SPZ. Furthermore, the zone is located upon a Secondary (B) bedrock aquifer, with the central part of the zone being located on a Secondary (C) superficial aquifer.
Flood risk	Land around the route of the River Tone, which travels through the southern part of the zone, lies within Flood Zone 3b.
Air quality	The zone includes one Air Quality Management Area, namely East Reach between the junctions with Tancred Street and Eastbourne Road. A further Air Quality Management Area is located beyond the zone at Henlade Crossway to the South East.

Transport and Infrastructure Considerations

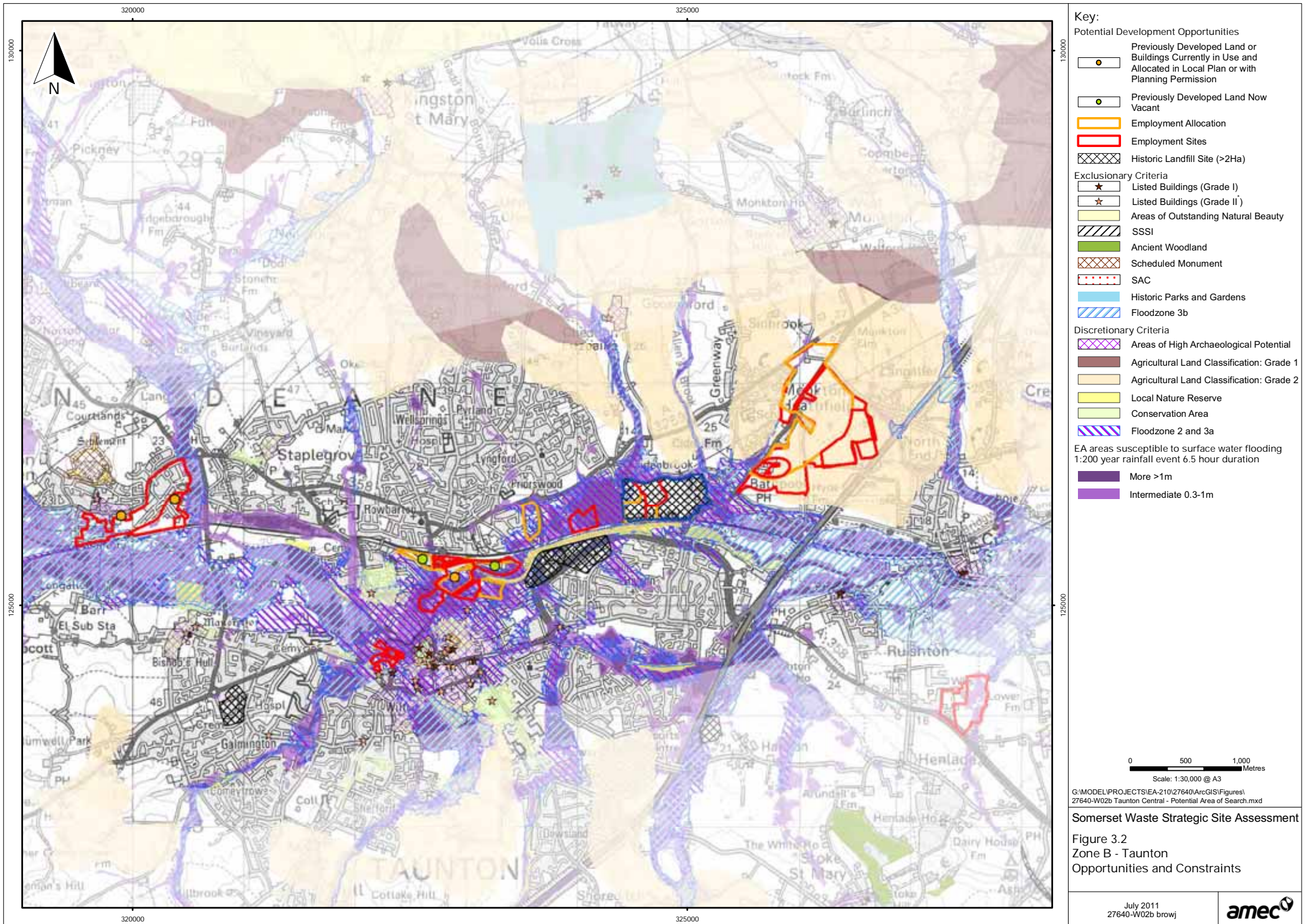
Highways	The zone is centrally located (in the context of Somerset). It is also well located to the strategic road network (i.e. the A38, A3259, A356, and the A3065 all pass through the zone). Whilst the zone is well located to provide access to the strategic transport network, any proposals for development will need to consider their impact on the transport network including but not limited to impacts on the M5's main line and junction capacity.
Proximity to rail/canal/wharfs	The zone offers scope for utilising alternative modes of transport. The London – Plymouth mainline railway passes through the zone (and there appear to be railway sidings in the vicinity of Taunton Station whose potential use could be investigated further). Moreover, the River Tone and the Taunton to Bridgwater Canal are also located in the area.

Planning and Sustainable Development Considerations

Overall Sustainability	<p>The zone is centrally located in terms of its position in the wider administrative area of Somerset. It is also reasonably located in terms of its ability to serve two of the main centres of population in Somerset (Bridgwater and Taunton).</p> <p>Located in an existing urban area, the zone has few (designated) environmental constraints. Whilst the zone is well connected to the strategic road network, there may also be potential for any new waste management facility to use alternative modes of transport i.e. rail, river or canal, subject to feasibility. This would help offset any impacts on the M5's main line and junction capacity.</p> <p>Conversely, the existence of a significant number of residential properties within the zone would require any proposals for a strategic waste management facility to be appropriately located and robustly designed to ensure that the amenity of existing residents is protected. In this respect, it will be necessary to consider proposals in the context of the wider strategic growth of Taunton.</p>
The achievement of key Planning Policy Statement 10 (PPS 10)	<p>(a) <i>Opportunities for the on-site management of waste where it arises.</i></p> <p>Whilst this relates primarily to the on-site treatment of waste e.g. from demolition sites, given that Taunton is one of Somerset's main centres of population, it is a locality which generates significant quantities of waste. By developing a strategic waste management facility in the zone, this would allow waste to be managed close to its point of production.</p> <p>(b) <i>Opportunities for the co-location of facilities and / or location with complementary activities.</i></p>

Zone B: Taunton Assessment

objectives	<p>As there are nine existing waste management facilities across the zone, some of which coincide with vacant / derelict land and existing employment allocations, there would appear to be some scope for the co-location of waste management facilities.</p> <p><i>(c) Opportunities for the reuse of previously developed land, and redundant agricultural and forestry buildings and their curtilages.</i></p> <p>Potentially yes.</p>
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3.4 Zone C: Yeovil

Zone Description

The majority of this zone is located within the western part of Yeovil, which itself is located in the south eastern part of the Somerset County Council administrative area. Given the large geographic area covered by the zone, there are a range of land uses accommodated within it. The area can be divided into three parts namely, the Houndstone area to the west, the Preston Plucknett area to the east, and the Lynx West Trading Estate to the south. These three areas are separated by the A3088 / Bunford Lane running in an east west direction and Western Avenue / Bunford Lane / A3088 Western Relief Road running in a north south direction.

The Houndstone area is a mix of residential and commercial and industrial land uses. The northern part of this sub-area is predominantly taken up by the range of industrial and commercial land uses which make up the Houndstone Business Park, which includes Huish Park, home of Yeovil Town Football Club, as well as the Artillery Road Waste Transfer Station and the existing waste disposal site off Lufton Way. Land in the north western corner of the sub-area is allocated as an employment site (Oak Farm) in the adopted South Somerset Local Plan. The southern part of the sub-area is predominantly residential and includes a cemetery.

The Preston Plucknett sub-area is primarily residential and includes Preston School and the western half of the former airfield. There are two existing waste disposal sites within this sub-area – a scrap metal yard and a vehicle dismantler / ELV. An area to the south of Preston Road is identified in the South Somerset Local Plan as an employment site as well as being an area of vacant / derelict land.

The southern sub-area predominantly consists of the industrial and commercial land uses which make up the Lynx West Trading Estate, although there is a small residential area in the south eastern corner of the sub-area. Two areas of land have been allocated as employment sites in the South Somerset Local Plan namely, a parcel of land south of Bunford Lane (Seafire Park), and land to the west of the Western Relief Road (A3088) (Bunford Park), which forms part of a larger undeveloped area.

Zone Assessment

The assessment of Zone C is presented in **Table 3.4** below. A map showing the zone together with key opportunities and constraints is provided in **Figure 3.3**.

Table 3.4 Opportunities and Constraints - Zone C: Yeovil

Zone C: Yeovil Assessment	
Potential Development Opportunities	
Existing waste management sites	This zone contains three existing waste management facilities which are located within the Houndstone Business Park and the Abbey Hill Trading Estate (Preston Plucknett). These facilities include: a vehicle dismantler (x1), metal recycling (x1), and commercial and industrial waste transfer (x1). A Household Waste Recycling Centre is also located to the north west of the zone within the Lufton Trading Estate. However, none are considered to provide an opportunity for the development of strategic waste management facilities.
Previously developed land (PDL)	There would appear to be only limited potential for using previously developed land within this zone with only one identified area namely, Land at Higher Farm Trading Estate. This site is allocated under Policy ME2 of the South Somerset Local Plan for B1, B2 and B8 use and has been identified as being previously developed land suitable for re-use, although the availability of land for waste development has not been ascertained. However, a recent site visit indicated that access to the site is poor, a constraint confirmed through consultation with local planning authority officers who indicated that the site's proximity in relation to Yeovil Airfield to the south and housing may be also be restrictive.
Other potential development opportunities	<p>Land south of Yeovil Aerodrome (Seafire Park) may offer some development potential and is allocated under Policy ME2 of the South Somerset Local Plan for B1 (light industrial), B2 (industrial) and B8 (warehousing) use. A recent site visit confirmed that the site is relatively level and, subject to availability, is of sufficient size to accommodate a strategic waste management facility. The site is adjacent to the AgustaWestland site which is believed to have a high energy demand. However, it should be noted that consultation with local planning authority officers highlighted that the site's close proximity to the Aerodrome may restrict development of open storage facilities (due to the potential for increased incidence of bird strike) and building height. Any proposal for development would therefore need to be mindful of South Somerset District Council's air safeguarding policy associated with the Yeovil Aerodrome and the potential need for consultation with the Ministry of Defence (represented by the Defence Infrastructure Organisation). In addition, it is noted that the site is accessed off a private road. It is recommended that the potential for development of a strategic waste management facility in this locality is investigated further.</p> <p>The employment site in the south west corner of the zone (Land off Bunford Lane) is large and considered to benefit from good access, although it is understood that it benefits from planning permission for B1 use and as such is unlikely to be available for development of a strategic waste management facility.</p> <p>Land at Lufton to the north of the zone (Oak Farm) is allocated under Policy ME2 of the South Somerset Local Plan and has outline permission for B1, B2 and B8 use. However, it is understood that the site forms a key employment site and, consequently, the development of waste management facilities may not represent the preferred land use of this site and the loss of employment land would need to be considered against development plan policies. In addition, it is likely that highway improvements would be required at the junction of Copse Lane/Western Avenue and it should also be noted that this area is allocated for residential development within the South Somerset Local Plan and therefore any proposals may need to consider impacts on the amenity of prospective residents of this site. Further consultation with the local planning authority has confirmed that the site could potentially be suitable for waste development although additional constraints highlighted by officers include its proximity to an existing waste transfer station and a need to consider impacts vis-à-vis aerodrome safeguarding.</p> <p>The Lufton Trading Estate lies within the zone and may be suitable for waste management development; however, the current availability of sites within the Trading Estate has not yet been ascertained. This should be considered in more detail during the work preparing the Waste Site Allocations Development Plan Document.</p>
Cumulative effect	Notwithstanding the fact that there are only a small number of existing waste management facilities within the zone, it does contain a range of existing industrial and commercial land uses, most notably in the north western and southern parts. Nevertheless, the western part of the zone is predominantly residential. With these points in mind, the location of a strategic waste management facility in this zone would need to give due consideration to the proximity of the residential area, although any potential cumulative effects on the well-being of the local community could be appropriately mitigated, including any significant impacts on environmental quality, social cohesion and inclusion of economic potential.
Environmental Considerations	
Nature conservation	There are no internationally, nationally or regional significant nature conservation designations within or in the immediate vicinity of the zone. However, there are potential effects on populations of European Protected Species in this area which include populations of lesser horseshoe bats near Lufton and Brympton d'Evercy, brown long-eared bats at Brympton d'Evercy and common dormouse at Lufton.

Zone C: Yeovil Assessment

Landscape designations	There are no internationally, regionally or locally significant landscape designations within the immediate vicinity of the zone. However, there are two sites designated as "No Development Areas" under saved Policy EH10 of the South Somerset Local Plan (at Preston Primary School and Preston Secondary School). These are open areas of land protected due to their importance to the street scene or character of the settlement and use for formal or informal recreation.
Historic built environment/ Archaeological designations	These designations are limited. There is an area of high archaeological potential within the Preston Plucknett sub-area running along Preston Road. A Scheduled Monument (site of Roman Villa) is located some 650 metres to the north of Thorne Lane, west of Thorn Coffin. The Brympton d'Evercy Registered Park and Garden is located immediately to the south of the A3088. There is also a number of historic assets in close proximity to the zone including Montacute House Registered Park and Garden, which is situated beyond the western boundary of the zone, and Newton Surmaville and Barewick Park Registered Parks and Gardens located to the east. Listed Buildings are primarily located to the eastern extent of the zone and also to the west in close proximity to Land at Higher Farm Trading Estate. There is a need to consider the impacts on these heritage assets and their settings, which may require further dialogue with the District Council, county archaeologist and/or relevant specialist body when looking in more detail at specific sites (including work on the Waste Site Allocations Development Plan Document).
Major/minor aquifers, Source Protection Zones and proximity to Rivers	The zone does not lie within a SPZ. Furthermore, the northern area is located upon a Secondary (A) bedrock aquifer and the southern area on a Primary bedrock aquifer.
Flood risk	Flood Zone 3b occurs through the southern part of the zone bisecting the Lynx West Trading Estate and as such, may affect development at Land off Bunford Lane and Land south of Yeovil Airfield.
Air quality	The zone lies within the Yeovil Air Quality Management Area designated in 2002.

Transport and Infrastructure Considerations

Highways	The zone is not centrally located in Somerset. Nevertheless, there is good access to the strategic road network via the A3088 which passes through the area and provides access onto the A303. Whilst the zone is well located to provide access to the strategic transport network (via the A3088), any proposals for development will need to consider their impact on the transport network including but not limited to impacts on Cartgate Roundabout and the A303 and its junctions, particularly taking account of the proposed urban extension to Yeovil.
Proximity to rail/canal/wharfs	The zone offers no obvious scope for utilising alternative modes of transport. Although the River Yeo is located to the east of Yeovil, the zone is on the western side of the town with no direct or indirect access to the river.

Planning and Sustainable Development Considerations

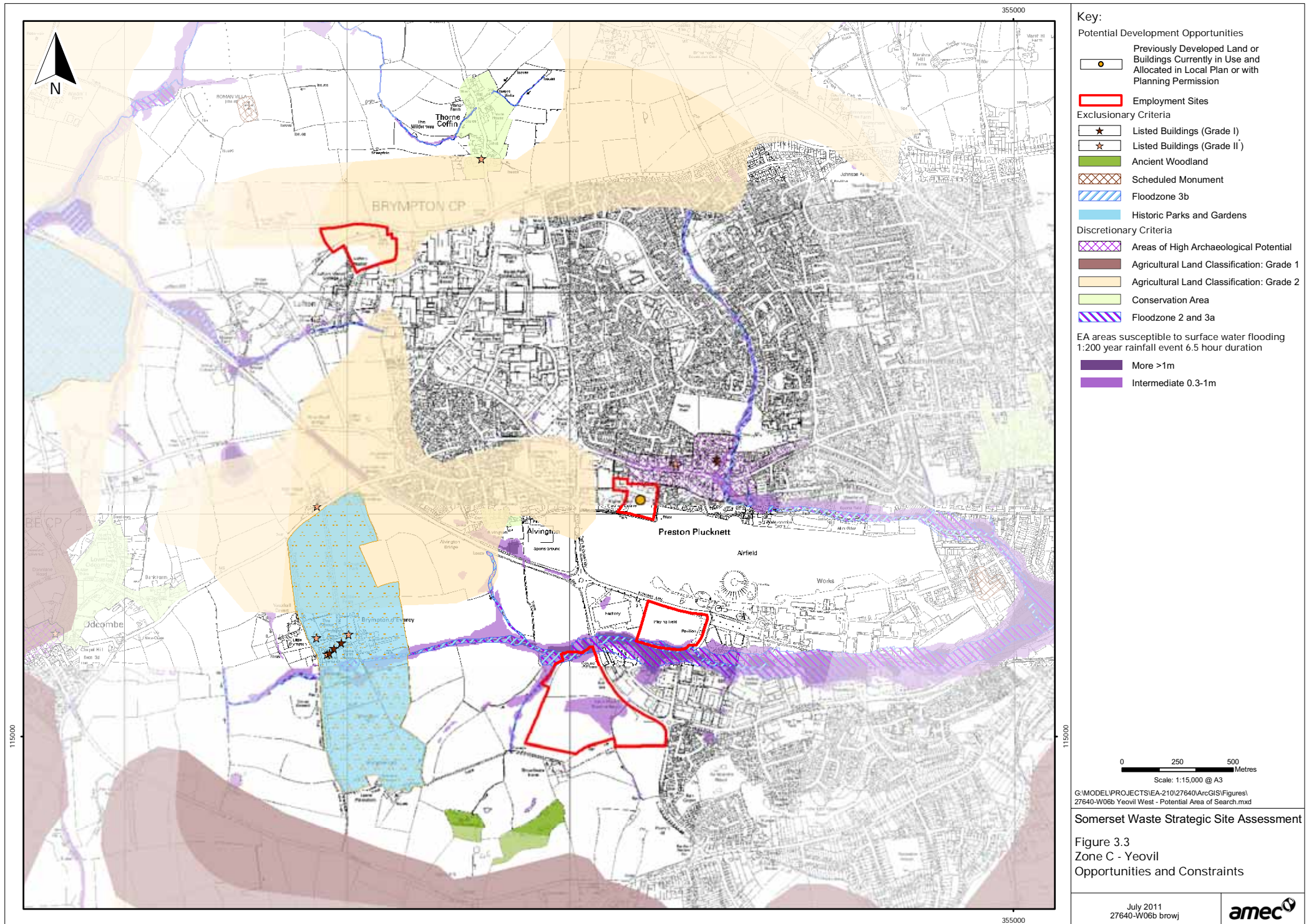
Overall Sustainability	<p>The zone is not centrally located in terms of its position in the wider administrative area of Somerset. Nevertheless, it is reasonably located to serve one of the main centres of population in Somerset (Yeovil).</p> <p>Located in an existing urban area, the zone has few (designated) environmental constraints. Although there is limited scope for any new strategic waste management facility to be located upon previously developed land, there is potential for such a facility to be located on existing employment sites/allocations to the south and north which have good access onto the strategic road network. There is no clear potential for any new waste management facility to use alternative modes of transport, i.e. rail, river or canal and any development will therefore need to carefully consider impacts on the road network.</p> <p>The existence of a significant number of residential properties within the zone would require any proposals for a strategic waste management facility to be robustly designed to ensure that the amenity of existing residents is protected. Consultation with South Somerset District Council has also highlighted the need to consider impacts on the amenity of prospective residents including at allocated sites (such as the Lufton Key site).</p>
The achievement of key Planning Policy Statement 10 (PPS 10) objectives	<p>(a) <i>Opportunities for the on-site management of waste where it arises.</i></p> <p>Whilst this relates primarily to the on-site treatment of waste e.g. from demolition sites, given that Yeovil is one of Somerset's main centres of population, it is a locality which generates significant quantities of waste. By developing a strategic waste management facility in the zone, this would allow waste to be managed close to its point of production.</p> <p>(b) <i>Opportunities for the co-location of facilities and / or location with complementary activities.</i></p>

Zone C: Yeovil Assessment

There are only three existing waste management facilities across the zone and four existing employment sites, only one of which coincides with vacant / derelict land. As such, there would appear to be limited scope for the co-location of waste management facilities within this zone. However, there may be an opportunity to supply energy resulting from waste management processes to Agusta Westland, a major industrial company located off the A0388 to the south of the zone.

(c) Opportunities for the reuse of previously developed land, and redundant agricultural and forestry buildings and their curtilages.

Limited potential (given there is only one area of previously developed land identified within the zone).



3.5 Zone D: Street and Glastonbury

Zone Description

This zone is predominately located within the small town of Street in the centre of the Somerset County Council administrative area and extends north to encompass the southern edge of Glastonbury.

A wide range of land uses are contained in the zone. The first most notable feature is that the zone is split into three by the A39 Westway in a south-west to north easterly direction and by agricultural land between Street and Glastonbury in a north to south direction.

The area to the south east of the A39 is typified by a concentration of residential properties, as well as other amenity facilities such as schools and recreational facilities (e.g. Victoria Athletics Field). This part of the zone also accommodates Street's retail land uses, which are centred on High Street and comprise a mixture of outdoor uses as well as an undercover shopping village. The historic nature of the High Street and its surrounding residential properties means that this part of the wider zone is allocated as an Area of High Archaeological Potential and a Conservation Area. This part of the zone accommodates two existing employment sites. These are located in the westerly part of the south-eastern portion of the wider zone. The most easterly of these sites appears to have already been taken for housing development. Allied to this, the employment site to the west of this also appears to be fully taken by Clarkes.

The area to the north-west of the A39 is more rural in terms of land use.

There are some small areas of industrial and commercial land uses in the south-western portion of the wider zone. This includes a greenfield employment allocation located in the west, which is known as Gravenchon Way. This is allocated under Policy S&W 4 of the Mendip District Local Plan for business, general industrial or small scale or ancillary storage or distribution development. Most notably, proposals for development in this area must ensure that:

- Potential air pollution, water pollution, noise, dust, heat, vibration and other forms of pollution or nuisance will not harm the amenity of nearby uses;
- Adequate provision is made for the protection from damage or pollution to the Bullmead Ditch and its tributary watercourses and associated wildlife interest and for landscaping along the southern boundary;
- Pedestrian and cycle links to residential areas are provided; and
- Public transport is improved to facilitate employee access to the site.

It should be noted that this site was assessed as part of the Mendip District Council Employment Land Review which concluded that it should be re-evaluated to determine whether the site should be de-allocated in its entirety or in part primarily due to a lack of developer interest and the comment that some of the site lies within the floodplain (it should be noted that subsequent analysis undertaken as part of the County-wide Strategic Flood Risk

Assessment has shown that the site does not lie within the floodplain although part of the site is susceptible to surface water flooding).

The western part of the zone is generally quite rural in nature predominantly comprising open agricultural land. Similarly, land between Street and Glastonbury comprises a historic (now restored) landfill site which, although accommodating a small household waste recycling facility, is primarily open fields and woodland beyond which is open agricultural land. A large proportion of both areas are also identified as being within Flood Zone 3b.

The northern extent of the zone is located within Glastonbury. This area includes the Morland Enterprise Park, a 7ha employment site that has been the subject of significant investment by Mendip District Council and the South West Regional Development Agency to ready it for development.

Zone Assessment

The assessment of Zone D is presented in **Table 3.5** below. A map showing the zone together with key opportunities and constraints is provided in **Figure 3.4**.

Table 3.5 Opportunities and Constraints - Zone D: Street and Glastonbury

Zone D: Street and Glastonbury Assessment	
Potential Development Opportunities	
Existing waste management sites	This zone contains a recycling centre to the north of Street which is situated on the site of a historic landfill. However, this is not considered to be suitable for further waste management development. Two further historic landfill sites are located within the Glastonbury part of the zone although these are either wholly or partially within Flood Zone 3b which may constrain their development potential.
Previously developed land (PDL)	<p>There would appear to be very limited potential for using previously developed land within the Street part of the zone as potential development opportunities identified (i.e. land immediately south of the A39 and north of West End / High Street) appear to have already been taken for housing whilst the employment site to the west of this also appears to be fully taken by Clarkes.</p> <p>Morlands Enterprise Park is considered to offer potential and would appear to have a number of available plots of sufficient size to accommodate a strategic waste management facility, although some demolition work or remediation may be required to facilitate development. The high profile nature of the Morlands Enterprise Park means that plots are quickly being taken by commercial organisations, and the available land supply is diminishing. Nonetheless, there remain sites in the Enterprise Park worthy of more detailed consideration. Furthermore, land to the north, adjacent to the sewage works and partly incorporating a historic landfill site is amongst that which remains, though any related development would require appropriate remediation, appropriate access and would also need to consider proximity to residential development on Old Beckery Road, flood risk (land to the north is within Flood Zone 3b) and the potential for archaeological disturbance (part of the site lies within an Area of High Archaeological Potential). There may be scope for co-location within the zone, whereby a neighbouring business benefits from the outputs of waste treatment.</p>
Other potential development opportunities	The suitability of the existing employment allocation at Gravenchon Way could be explored, which would potentially offer good access to the A39. Conditions associated with the outline planning permission for development at Gravenchon Way should be considered in greater detail as part of any subsequent assessment of the site's potential (including during the preparation of the Waste Site Allocations Development Plan Document).
Cumulative effect	The northern part of the zone within Street accommodates a historic landfill (now closed and restored). Street HWRC is also sited in this locality. This, however, is a small facility and as such, it is not considered that the location of a strategic waste management facility in this area would give rise to any possible cumulative effects on the well-being of the local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential.

Zone D: Street and Glastonbury Assessment

Environmental Considerations

Nature conservation	There are no internationally, nationally, regionally or locally significant nature conservation designations within or in the immediate vicinity of the zone. Notwithstanding this, there is possible downstream effects on water quality entering the Shapwick Heath SSSI and other component sites of the Somerset Levels and Moors SPA/ Ramsar, which could affect Ramsar listed aquatic invertebrates, and from alien flora from composted garden waste colonising via the River Brue and other water courses. There is also potential to either disturb wintering or breeding birds or take habitat used in the ecological functioning of those species within the western side of Zone D. Any development falling within the Ecological Zone of Influence (EZI) of the SPA / Ramsar is likely to require a 'test of likely significance' under the Habitats Regulations 2010.
Landscape designations	There are no internationally, nationally, regionally or locally significant landscape designations within or in the immediate vicinity of the zone.
Historic built environment/ Archaeological designations	A Conservation Area is designated around Street High Street within the south-eastern portion of the zone. The same area plus an area to the north/west are also identified as being within an Area of High Archaeological Potential. Two Scheduled Monuments are situated within the zone namely the site of the Beckery Chapel and Cemetery in the north and a section of medieval road alongside the A39 between Street and Glastonbury. Beyond the immediate zone there are a number of important historic assets including, but limited to, Glastonbury Abbey and Glastonbury Tor. There is a need to consider the impacts on these heritage assets and their settings, which may require further dialogue with the District Council, the county archaeologist and/or relevant specialist body when looking in more detail at specific sites (including work on the Waste Site Allocations Development Plan Document).
Major/minor aquifers, Source Protection Zones and proximity to Rivers	The zone does not lie within a SPZ. Furthermore, the zone is located upon a Secondary (A) aquifer (bedrock and superficial).
Flood risk	A large proportion of the northern and western parts of the zone lie within Flood Zone 3b.
Air quality	The zone does not lie within an Air Quality Management Area.

Transport and Infrastructure Considerations

Highways	The zone is centrally located (in the context of Somerset). It is also well located to the strategic road network (i.e. it is bisected by the A39). Whilst the zone is well located to provide access to the strategic transport network (via the A39), any proposals for development will need to consider their impact on the transport network, including but not limited to impacts on the A39.
Proximity to rail/canal/wharfs	The zone offers little scope for utilising alternative modes of transport (there are no railways, wharfs, canals / rivers within close proximity).

Planning and Sustainable Development Considerations

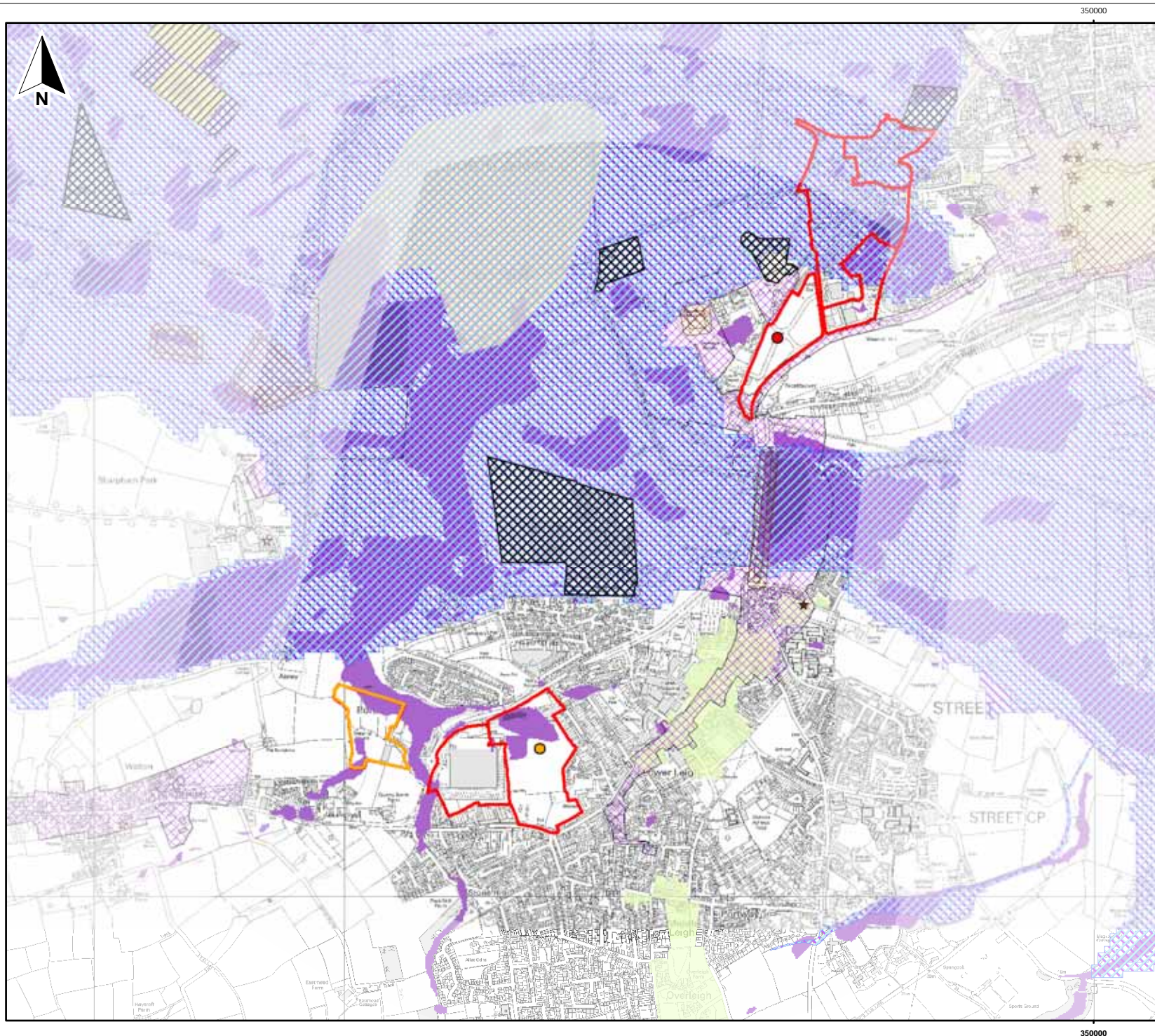
Overall Sustainability	<p>The zone is centrally located in terms of its position in the wider administrative area of Somerset. It is also reasonably well located in terms of its ability to serve the main centres of population in Somerset (Bridgwater, Taunton and Yeovil).</p> <p>As the majority of the zone is located in existing urban areas, it has few (designated) environmental constraints and also has the scope to ensure that any strategic waste management facility would be easily accessible via road. There are a significant number of residential properties within the Street part of the zone and on Beckery Old Road within the southern Glastonbury part of the search area which would require any proposals for a strategic waste management facility to be robustly designed to ensure that the amenity of existing residents is protected.</p> <p>Consideration may need to be given to the impact of any development on strategic views to/from important historic assets such as Glastonbury Tor and Abbey.</p>
The achievement of key Planning Policy Statement 10 (PPS 10) objectives	<p>(a) <i>Opportunities for the on-site management of waste where it arises.</i></p> <p>Limited. Both Street and Glastonbury are relatively small settlements with only limited industrial and commercial activity and as such, are likely to generate only a small portion of Somerset's overall waste arisings.</p> <p>(b) <i>Opportunities for the co-location of facilities and / or location with complementary activities.</i></p>

Zone D: Street and Glastonbury Assessment

Limited. Although there is a small recycling centre located to the north of Street, this is not considered to be suitable for further waste management development. There may be opportunities to explore co-location at Morlands Enterprise Park.

(c) Opportunities for the reuse of previously developed land, and redundant agricultural and forestry buildings and their curtilages.

Potentially yes. It is considered that the Morland Enterprise Park and adjacent land offers the greatest opportunity for the development of a strategic waste management facility.



- Key:**
- Potential Development Opportunities**
- Derelict Land and Buildings
 - Previously Developed Land or Buildings Currently in Use and Allocated in Local Plan or with Planning Permission
 - Employment Allocation
 - Employment Sites
 - Historic Landfill Site (>2Ha)
- Exclusionary Criteria**
- ★ Listed Buildings (Grade I)
 - ☆ Listed Buildings (Grade II)
 - ▨ SSSI
 - ▩ Scheduled Monument
 - ▧ Floodzone 3b
- Discretionary Criteria**
- Local Nature Reserve
 - Areas of High Archaeological Potential
 - Agricultural Land Classification: Grade 2
 - Conservation Area
 - Floodzone 2 and 3a
- EA areas susceptible to surface water flooding
1:200 year rainfall event 6.5 hour duration**
- More >1m
 - Intermediate 0.3-1m

0 250 500 Metres
Scale: 1:10,000 @ A3

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Street Central and Glastonbury South - Potential Area of Search.mxd

Somerset Waste Strategic Site Assessment

Figure 3.4
Zone D - Street and Glastonbury
Opportunities and Constraints

July 2011
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3.6 Zone E: Wells

Zone Description

This zone is located within the city of Wells, which itself is located in the north eastern part of the Somerset County Council administrative area, within Mendip District.

This zone broadly falls into two parts – the urban east and the rural west. The eastern part of the zone contains a high concentration of residential properties together with the city centre area with its mix of shops, offices, ecclesiastical buildings and car parking. This part of the zone also accommodates some significant employment sites and a strategic employment allocation. In the far south-eastern part of the zone there are two employment sites which are identified as having scope for further redevelopment (due to the existence of vacant buildings) and an employment allocation.

The western part of the zone is essentially rural in nature and accommodates agricultural land (grade 2 classification), together with some small clusters of residential properties sporadically located. A historic landfill off Burcott Lane, which is an operational sewage treatment works, is also located to the south west of this part of the zone. Planning permission has already been granted for a waste treatment facility named "WP2" (or the Haybridge Plant) in the western part of the zone.

Zone Assessment

The assessment of Zone E is presented in **Table 3.6** below. A map showing the zone together with key opportunities and constraints is provided in **Figure 3.5**.

Table 3.6 Opportunities and Constraints - Zone E: Wells

Zone E: Wells Assessment	
Potential Development Opportunities	
Existing waste management sites	This zone contains no existing waste management facilities, although there is a historic landfill at Burcott Lane to the south west. This site is located within the open countryside with relatively poor accessibility and is therefore unlikely to be suitable for development. Planning permission has been granted for a waste treatment facility named "WP2" (also known as the Haybridge Plant) though it is uncertain how far the construction of this facility has progressed.

Zone E: Wells Assessment

Previously developed land (PDL)	<p>There would appear to be some potential for using previously developed land within this zone particularly to the south east which includes a cluster of employment sites/allocations including Clares, Gate Lane and Nutricia Wells. Clares is a derelict factory site and is potentially available for development although consultation with local planning authority officers has highlighted several potential constraints including the likelihood of contamination, the site's sensitive location in relation to the historic city of Wells and a Conservation Area/Area of High Archaeological Potential and the site's close proximity to nearby residential receptors to the north. The majority of the site is also located within Flood Zones 2/3a and may be susceptible to surface water flooding. Nutricia Wells is a cleared former factory site which, subject to availability, may be suitable for development although the northern portion of the site falls within Flood Zone 2/3a. Gate Lane is also considered to offer some potential. This site is allocated under Policy W2 of the Mendip District Local Plan for business, industrial and warehousing uses. Consultation with local planning authority officers did not identify any significant constraints although development would require creation of a new access. Part of the site is located within Flood Zone 2/3a and the majority may be at risk of surface water flooding. Given the proximity of the site to the historic city of Wells, there is potential for landscape/townscape impacts.</p> <p>It is recommended that the potential availability and suitability of these sites be subject to more detailed investigation.</p>
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Other potential development opportunities	None identified.
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Cumulative effect	Given the lack of existing and historic waste management uses in this locality, it is considered that the development of a strategic waste management facility in the zone would not present any issues pertaining to cumulative effects.
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Environmental Considerations

Nature conservation	There are no internationally, nationally, regionally or locally significant nature conservation designations within or in the immediate vicinity of the zone. However, the rural fringes of Wells are utilised by commuting and foraging greater horseshoe bats for the North Somerset and Mendip Bats SAC. Loss of flight lines, such as large hedgerows, habitat loss such as pasture and the introduction of artificial lighting could all potentially have an effect on the conservation objectives of the SAC. In addition, there may similar impacts affecting a population of lesser horseshoe bats that forage over a similar area and additionally to the east of the city. Any development falling within the Ecological Zone of Influence (EZI) of the SAC is likely to require a 'test of likely significance' under the Habitats Regulations 2010. There is also a population of Daubenton's bats present on the Keward Brook and around the Bishop's Palace moat, which could be affected by habitat loss and introduced lighting along watercourses.
Landscape designations	The Mendip Hills Area of Outstanding Natural Beauty abuts the northern edge of the zone and extends into some northern parts of the area. There are also some pockets of Ancient Woodland north of Underwood Business Park.
Historic built environment/ Archaeological designations	These designations are limited although concentrated in the central part of Wells to the east. This area is designated as a Conservation Area and an Area of High Archaeological Potential and includes a concentration of Listed Buildings extending beyond the zone's boundary and including Wells Cathedral. Milton Lodge and the Combe Registered Park and Garden abuts the north-eastern part of the zone and extends a small way into it whilst Bishop's Palace Registered Park and Garden is located beyond the zone to the east which comprises a Scheduled Monument (Bishop's Palace Ruined Portions, Walls and Well House). There is a need to consider the impacts on these heritage assets and their settings, which may require further dialogue with the District Council, the county archaeologist and/or relevant specialist body when looking in more detail at specific sites (including work on the Waste Site Allocations Development Plan Document).
Major/minor aquifers, Source Protection Zones and proximity to Rivers	<p>The zone contains an SPZ Zone 1 (inner protection zone) in its south-eastern corner. This coincides with the Clares site.</p> <p>In terms of aquifers, the majority of the zone is located upon a Secondary (B) bedrock aquifer, although some of the northern fringes extend into a Principal aquifer area. The zone does not appear to be located on any superficial aquifer.</p>
Flood risk	Flood Zone 3b occurs around the route of the River Axe, which flows through the western part of the zone in a north – southwest direction. Flood Zone 3b also coincides with the route of a watercourse, which passes through the south-eastern corner of the zone in a north-easterly to south-westerly direction.
Air quality	The zone does not lie within an Air Quality Management Area.

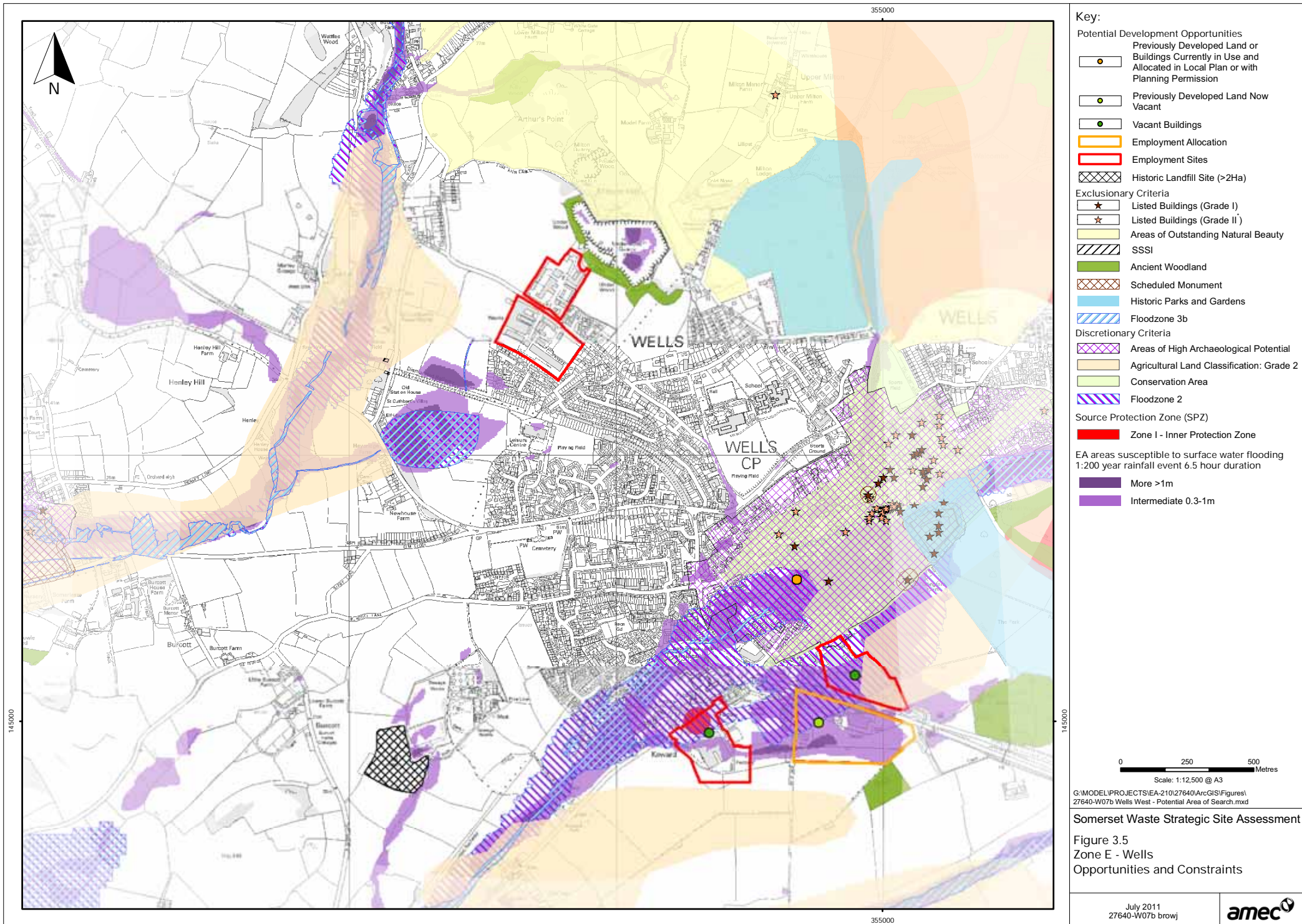
Zone E: Wells Assessment

Transport and Infrastructure Considerations

Highways	In the context of Somerset, the zone is located on the north-eastern fringes of the wider administrative area. It is also well located to the strategic road network (i.e. the A39 and A317 pass through / adjacent to the zone).
Proximity to rail/canal/wharfs	Notwithstanding the fact that there are two watercourses which pass through the zone, given the size of these features and their location in respect of potentially developable sites, their possible use as alternative transport modes is probably limited.

Planning and Sustainable Development Considerations

Overall Sustainability	The Wells zone is peripherally located in terms of its position in the wider administrative area of Somerset. In this context, should a strategic waste management facility be developed in this locality, it is likely that waste would need to be transported over significant distances from the main centres of population (Taunton, Bridgwater, Yeovil and Minehead). This in itself has wider sustainability and environmental implications. Notwithstanding this, the zone contains few (designated) environmental constraints. It also has some limited scope for accommodating a strategic waste management facility on the site of vacant buildings and an existing employment allocation in the south-eastern part of the zone. It is this part of the zone that is also well connected to the strategic road network i.e. A371 and A39. Conversely however, the existence of a significant number of residential properties within the eastern and southern parts of the zone coupled with the area's close proximity to the historic city of Wells would require any proposals for a strategic waste management facility to be robustly designed.
The achievement of key Planning Policy Statement 10 (PPS 10) objectives	<p><i>(a) Opportunities for the on-site management of waste where it arises.</i></p> <p>Whilst this relates primarily to the on-site treatment of waste e.g. from demolition sites, Wells is one of Somerset's smaller centres of population and is located some distance from the county's main centres of population and as such, this locality is unlikely to generate significant quantities of waste. With this in mind, the development of a strategic waste management facility in the West Wells zone would not facilitate the management of waste close to its point of production.</p> <p><i>(b) Opportunities for the co-location of facilities and / or location with complementary activities.</i></p> <p>There are no existing waste management facilities within the zone, though planning permission has been granted for a new waste treatment facility (WP2). The opportunities for the co-location of waste within this locality are currently limited.</p> <p><i>(c) Opportunities for the reuse of previously developed land, and redundant agricultural and forestry buildings and their curtilages.</i></p> <p>The existence of previously developed land/vacant and derelict land in the zone is restricted to the south east. However, there may be some potential for development in this area at Clares and Nutricia Wells.</p>



3.7 Zone F: Frome

Zone Description

This zone is located within the town of Frome, which itself is located in the north eastern part of the Somerset County Council administrative area. Frome itself is relatively near to Bath and Bristol and acts as a satellite town for these larger urban centres.

Given the extent of the geographic area covered by the zone, a wide range of land uses are accommodated. The first notable feature is that the zone's eastern boundary is formed by the A361 and the adjacent Reading to Taunton railway line. The A362 bisects the zone in a north west / south east direction and the River Frome flows along the south eastern edge.

Given the predominantly urban nature of the zone, there is a high concentration of residential areas. There is a range of industrial and commercial land uses which appear to be focussed in a selection of industrial estates predominantly in the southern part of the zone, i.e. Marston Trading Estate/Wessex Field and the industrial area off Station Approach immediately west of Frome Station (Station Road/Adderwell Road). Other notable land uses within and on the fringes of the zone include office and retail uses such as Frome Community Hospital, Frome Museum, Frome Leisure Centre, and a school.

The zone has only one identified area of vacant and/or derelict land which does not coincide with any employment site or allocation in the Mendip District Local Plan namely, Land at Garsdale Road.

The southern most part of the zone is generally rural in nature, the land use being predominantly agricultural. The same is true for that part of the zone which extends east of the A361 up to Lambsgate Farm.

Zone Assessment

The assessment of Zone F is presented in **Table 3.7** below. A map showing the zone together with key opportunities and constraints is provided in **Figure 3.6**.

Table 3.7 Opportunities and Constraints - Zone F: Frome

Zone F: Frome Assessment	
Potential Development Opportunities	
Existing waste management sites	<p>There are two existing waste management facilities within the zone– Cliniserve within the Coalway Lane employment allocation at the northern most point of the zone (clinical waste transfer) and Frome Waste Recycling Centre located within the Marston Trading Estate. However, neither are considered to be suitable for the location of a strategic waste management facility.</p> <p>There are also a number of historic landfill sites situated within the zone. These are all cells which formed part of the Styles Hill landfill – three cells located immediately east of the A361 and west of Rodden Farm and a cell to the north of Tytherington village. However, these sites are not considered to be suitable for development.</p>

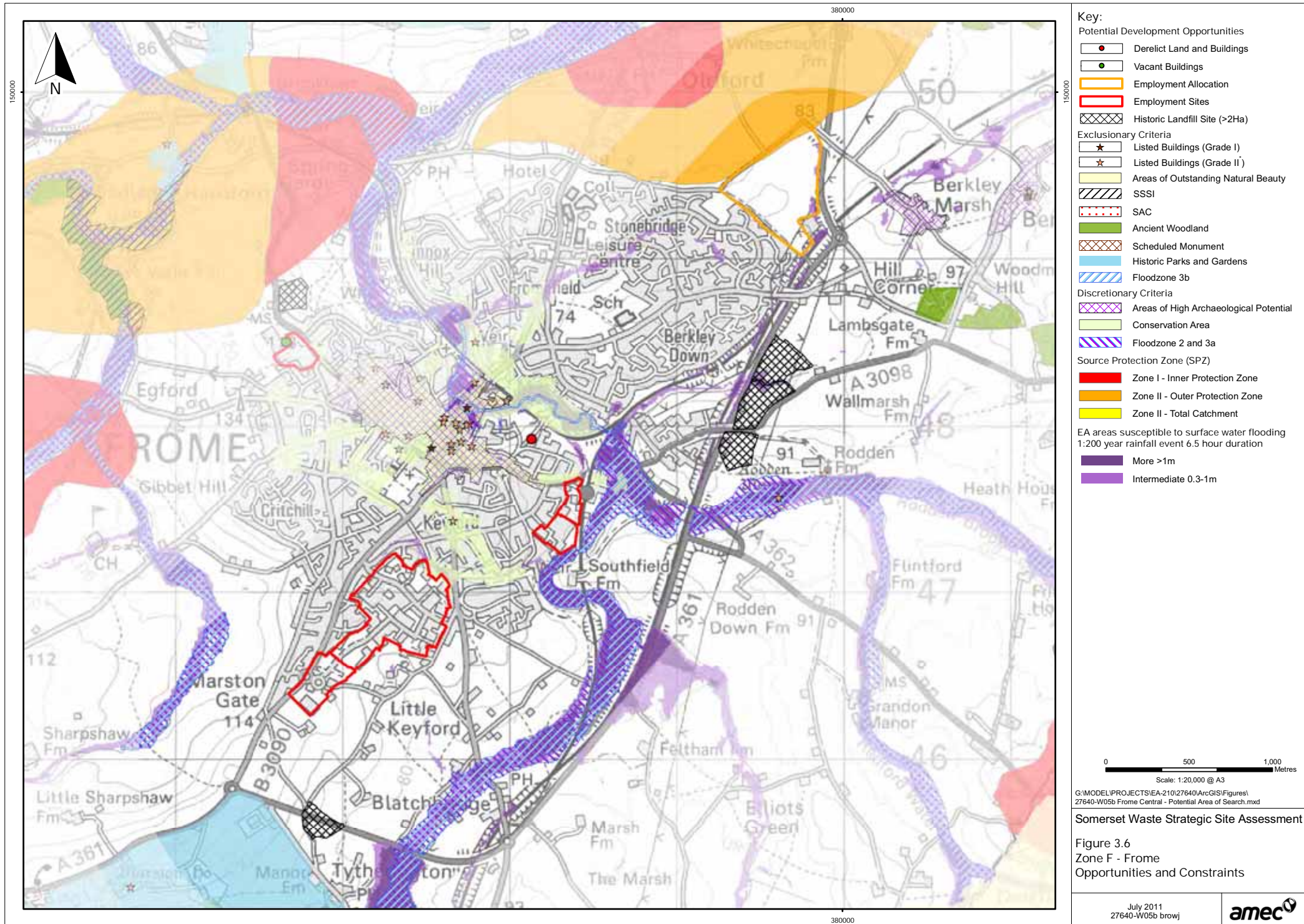
Zone F: Frome Assessment

Previously developed land (PDL)	There would appear to be limited potential for using previously developed land within this zone.
Other potential development opportunities	<p>The Marston Trading Estate/Wessex Field may be suitable for development and warrant further investigation although at present there would appear to be insufficient land available.</p> <p>Station Road may also offer some development potential although the availability of land needs to be ascertained.</p> <p>Coalway Lane to the north of the zone has been allocated within the Mendip District Local Plan as being suitable for employment uses. Under Policy F6, proposals will be approved for development where:</p> <ul style="list-style-type: none"> an attenuation scheme is submitted the implementation of which will protect nearby residents from the effects of air, water and noise pollution, dust, heat, vibration and any other forms of pollution or nuisance; provision is made to protect great crested newts and their habitat, and prevent damage or pollution to water bodies, including adjoining the County Wildlife Site; the adjoining woodland is protected for its wildlife value; and pedestrian and cycle links with adjoining residential areas and foot/cycle ways are provided. <p>The potential suitability of this site was also explored during a site visit which confirmed that sufficient land may be available for development and that access would be achievable off the A361. It should be noted that an existing waste facility (Cliniserve) is located within the allocation and as such there may be potential for co-location. It is recommended that the potential of this site to accommodate a strategic waste management facility be subject to more detailed investigation.</p>
Cumulative effect	Notwithstanding the fact that the zone contains only a small number of waste management facilities, there is a range of existing industrial and commercial uses present, most notably in the northern and southern parts. Nevertheless, the zone is predominantly urban in nature with significant residential areas, notably the Berkley Down and Keyford areas of Frome. With these points in mind, the location of a strategic waste management facility in this zone would need to give due consideration to the proximity of the residential area, although any potential cumulative effects on the well-being of the local community could be appropriately mitigated, including any significant impacts on environmental quality, social cohesion and inclusion of economic potential.

Environmental Considerations

Nature conservation	<p>There are no internationally, nationally or regionally significant nature conservation designations within or in the immediate vicinity of the zone. However, areas around the northern fringe of Frome provide ecological support to the greater horseshoe bat population from Mells Valley SAC. Loss of flight lines, such as large hedgerows, habitat loss such as pasture and the introduction of artificial lighting could all potentially have an effect on the conservation objectives of the SAC. There may also be impacts on the local population of serotine bats towards the south and west of the town in combination with proposed housing development. To the north of the town there are populations of great crested newts.</p> <p>There is a pocket of Ancient Woodland which lies just outside the zone, immediately to the north and east of Lambsgate Farm.</p>
Landscape designations	There are no internationally, nationally, or regionally significant landscape designations within or in the immediate vicinity of the zone. The Marston House Historic Park and Gardens is located immediately to the south of the zone.
Historic built environment/ Archaeological designations	These designations are limited. Conservation Area status is conferred upon a number of areas in Frome and which extend out along the A362 Portway, the area between Rodden Way and the railway branch line, and in the Keyford area of Frome. The town centre Conservation Area includes a number of Listed Buildings and coincides with an Area of High Archaeological Potential, which generally does not extend south of the A362. There is a need to consider the impacts on these heritage assets and their settings, which may require further dialogue with the District Council, the county archaeologist and/or relevant specialist body when looking in more detail at specific sites (including work on the Waste Site Allocations Development Plan Document).
Major/minor aquifers, Source Protection Zones and proximity to Rivers	The zone does not generally lie within an SPZ, with the exception of land adjacent to the Coalway Lane employment allocation which is covered by an SPZ Zone II. Furthermore, the zone is in part located upon a Secondary (A) superficial aquifer; the area mostly coinciding with the route of the River Frome and its tributaries, whilst the majority of the zone is located upon a Secondary (A) bedrock aquifer.
Flood risk	Flood Zone 3b occurs around the route of the River Frome, which travels through the south eastern part of the zone.

Zone F: Frome Assessment	
Air quality	The zone does not lie within an Air Quality Management Area.
Transport and Infrastructure Considerations	
Highways	The zone is peripherally located (in the context of Somerset). Nevertheless, there is good access to the strategic network via the A361 and A362.
Proximity to rail/canal/wharfs	The zone offers some limited scope for utilising alternative modes of transport subject to feasibility. The Reading – Exeter railway forms the eastern boundary of the area (and there appear to be former railway sidings in the vicinity of Frome Station). Moreover, the River Frome is also located within the zone.
Planning and Sustainable Development Considerations	
Overall Sustainability	<p>Frome is located in the eastern edge of Somerset. In this context, should a strategic waste management facility be developed in this locality, it is likely that waste would need to be transported over significant distances from the main centres of population (Taunton, Bridgwater, Yeovil and Minehead). This in itself has wider sustainability and environmental implications.</p> <p>Notwithstanding this, located in an existing urban area, the zone has few (designated) environmental constraints. There is limited scope for any new strategic waste management facility to be located upon previously developed land, although there are potential employment sites and / or allocations where such a facility could be located. In addition, whilst the zone is relatively well connected to the strategic road network, there may also be potential for any new waste management facility to use alternative modes of transport i.e. rail or river.</p> <p>Conversely however, the existence of a significant number of residential properties within the zone would require any proposal for a strategic waste management facility to be robustly designed to ensure that the amenity of existing residents is protected.</p>
The achievement of key Planning Policy Statement 10 (PPS 10) objectives	<p><i>(a) Opportunities for the on-site management of waste where it arises.</i></p> <p>Whilst this relates primarily to the on-site treatment of waste e.g. from demolition sites, Frome is one of Somerset's smaller centres of population and is located some distance from the County's main centres of population and as such, this locality is unlikely to generate significant quantities of waste. With this in mind, the development of a strategic waste management facility in this zone would not facilitate the management of waste close to its point of production.</p> <p><i>(b) Opportunities for the co-location of facilities and / or location with complementary activities.</i></p> <p>There may be the potential for co-location of facilities at Coalway Lane given the presence of an existing waste facility (Cliniserve) in this area.</p> <p><i>(c) Opportunities for the reuse of previously developed land, and redundant agricultural and forestry buildings and their curtilages.</i></p> <p>There is only one site of previously development land / vacant and derelict land in the zone which is considered unsuitable for development. As such the opportunities for reusing such land within this locality are very limited.</p>



4. Conclusions and Next Steps

4.1 Overview

Somerset County Council is currently preparing the MWDF Waste Core Strategy which will set out the approach to waste management planning in Somerset to 2028. There is an identified need to deliver other recovery capacity to accommodate a total of 93,380 tonnes of municipal solid waste and 58,500 tonnes of commercial and industrial waste (taking into account a permitted but not yet implemented pyrolysis plant at Haybridge near Wells [WP2]) over the plan period. This equates to a total capacity gap of 151,880 tonnes (or 196,880 tonnes should WP2 not come forward).

It is considered likely that this requirement will be largely met via one or two strategic waste sites providing a facility(ies) to meet Somerset's identified waste management need for other recovery of municipal solid and/or commercial and industrial waste streams. Over the plan period strategic sites comprising facilities for the reprocessing of dry recyclables, biodegradable waste management (e.g. anaerobic digestion) and inert construction and demolition waste may also come forward. Central to the success of the Waste Core Strategy will, therefore, be the delivery of these facilities in sustainable locations. To help achieve this aim, this report has identified potential broad locations or zones with scope to deliver sites capable of accommodating strategic waste management facilities.

4.2 Defining Strategic Sites

In developing the assessment approach it has been important to determine the attributes of sites capable of accommodating strategic waste management facilities (in the context of Somerset) in order to ensure that identified broad locations offer a realistic opportunity to meet waste management need. Based on national planning policy and research undertaken by Somerset County Council, together with a consideration of typical land takes for a range of treatment technologies, it is considered that a strategic site will typically be capable of meeting, as a minimum, Somerset's need for treating a particular waste management stream (such as municipal solid waste or commercial and industrial waste) or resource (such as food waste). In addition, it is expected that a strategic site should be:

- central to the delivery of the Waste Core Strategy, making a significant contribution to the sustainable management of waste generated in Somerset;
- well located to the source of the waste(s) and with good access to Somerset's strategic transport network; and
- of sufficient area (as a guide, at least 2ha) to promote the co-location of complimentary activities and provide the potential to accommodate a range of waste management technologies.

Taking forward the above principles, applying exclusionary criteria (in order to establish where development may or may not be acceptable) and mapping potential development opportunities, a total of six zones have been identified where the development of strategic waste management facilities may be appropriate. These zones are Bridgwater (Zone A), Taunton (Zone B), Yeovil (Zone C), Street and Glastonbury (Zone D), Wells (Zone E) and Frome (Zone F). A brief summary of the assessment of each zone is provided in the following section.

4.3 Assessment of Broad Locations

Zone A is centrally located in terms of its position in the wider administrative area of Somerset and Bridgwater and the zone generates significant quantities of waste. Consequently, development in this zone could serve to reduce the transportation of waste. The zone is also well connected to the strategic road network and there may be potential for the use of alternative modes of transport (river and rail). The area includes a number of potential development opportunities including prospects for the co-location of facilities although a significant proportion of the zone is within Flood Zone 3a and due consideration would therefore need to be given to flood risk arising from the development of a strategic waste management facility. Any development in the southern part of the zone, which has a high concentration of residential properties, may also be required to be robustly designed to ensure that the amenity of existing residents is protected.

Zone B is also centrally located and development in this area could serve two of the main centres of population in Somerset (Bridgwater and Taunton). Located in an existing urban area, the zone has few (designated) environmental constraints and is well connected to the strategic road network. There may also be potential for any new waste management facility to use alternative modes of transport i.e. rail, river or canal. There is a range of existing waste management facilities across the zone offering some scope for the co-location of waste management facilities and development opportunities may arise as part of the wider growth of Taunton which should be explored as part of the preparation of the Waste Core Strategy.

Zone C is not centrally located although it does provide an opportunity to serve one of the main centres of population in Somerset (Yeovil). The zone has few (designated) environmental constraints and there is potential for a facility to be located on existing employment sites/allocations to the south and north which have good access onto the strategic road network.

Zone D is reasonably well located in terms of its ability to serve the main centres of population in Somerset (Bridgwater, Taunton and Yeovil) and an employment allocation and existing enterprise park offer may offer some potential for development. As the majority of the zone is located in existing urban areas, it has few (designated) environmental constraints and there is scope to ensure that any strategic waste management facility would be easily accessible via road.

Zone E is peripherally located in terms of its position in the wider administrative area of Somerset. In this context, should a strategic waste management facility be developed in this locality, it is likely that waste would need to be transported over significant distances from the main centres of population. Notwithstanding this, the zone contains few (designated) environmental constraints and offers some limited scope for accommodating a strategic waste management facility on the site of vacant buildings and existing employment allocations, although the existence of

a significant number of residential properties within the eastern and southern parts of the zone coupled with the area's close proximity to the historic city of Wells would require any proposals to be robustly designed.

Zone F is located at the eastern edge of Somerset and, consequently, the development of a strategic waste management facility in this locality is likely to require transportation of waste over significant distances from the main centres of population. However, the zone has few (designated) environmental constraints, is relatively well connected to the strategic road network and offers some potential for any new waste management facility to use alternative modes of transport i.e. rail or river. The zone also offers some potential for the co-location of facilities.

4.4 Accommodating Identified Need

As set out in **Section 4.1**, it is expected that capacity requirements for other recovery will be largely met via one or two strategic waste sites. The findings of this report indicate that all six zones contain sites with potential to accommodate one or more strategic waste management facilities (subject to more detailed site investigation). This does not mean that facilities will be provided in all six areas but instead indicates that there is likely to be sufficient scope within the zones to accommodate both identified need for other recovery as well as other strategic scale facilities that may come forward during the plan period (which may include facilities for reprocessing of separated waste, biodegradable waste management and the recycling of inert construction and demolition waste).

4.5 Next Steps

In preparing the Waste Core Strategy, it is recommended that Somerset County Council reviews the broad locations identified in this report to take into account:

- Responses received in relation to the criteria used to identify broad locations and in particular those concerning the inclusionary criteria options (i.e. Option A and Option B);
- Comments made in relation to the proposed zones and identified potential development opportunities;
- Any additional areas and/or potential development opportunities identified by consultees;
- Further evidence base work; and
- The findings of the Sustainability Appraisal.

Appendix A

Review of Planning Policy Locational Criteria

Table A.1 Planning Policy Criteria Review

Document	Policy	Summary of Criteria
PPS10	N/A	<p>Suitability of sites should be assessed against the following criteria:</p> <ul style="list-style-type: none"> the extent to which they support the policies within the PPS itself; the physical and environmental constraints on development, including existing and proposed neighbouring land uses (set out in Appendix B of this report); the cumulative effect of previous waste disposal facilities on the well-being of the local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential; the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery, seeking when practicable and beneficial to use modes other than road transport; and priority to the re-use of previously-developed land, and redundant agricultural and forestry buildings and their cartilages
Somerset and Exmoor National Park Joint Structure Plan Review 2000 (Saved Policies)	Policy 66	<p>Sites for waste management facilities should utilise previously developed land if appropriate, where:</p> <ul style="list-style-type: none"> it is as close as is practical to the source of waste; the site has satisfactory access and makes use of rail transport where practical; nuisance to neighbouring land uses is minimised; provision is made for reclamation and aftercare of the site; water courses and/or ground water are not adversely affected; the landscape character of the area is respected, and proposals to generate energy are included where practical.
	Policy 67	<p>Sites should not be located within the Exmoor National Park or Areas of Outstanding Natural Beauty (AONB) unless they are in national interest and no alternatives sites are available outside of these areas.</p>
Somerset Waste Local Plan 2005	Policy W2	<p>Planning permission for waste management facilities will be granted where the application demonstrates that the sites had been identified having given consideration to the following factors:</p> <ul style="list-style-type: none"> Available, practical locations which minimise the distance to be travelled by waste Location which are within the limits of existing settlements Locations on previously developed land <p>Such an approach will not be expected where development is in close proximity to complementary uses/users.</p>
	Policy W3	<p>Planning permission for waste management facilities will be granted provided that adverse effects upon the environment, local amenity, adjoining land uses, public service provision and the transport network will be managed within acceptable limits.</p>

Document	Policy	Summary of Criteria
	Policy W8	<p>Planning permission will be granted for facilities for the heat treatment of waste with an annual input of capacity greater than 50,000 tonnes, provided that, amongst other elements:</p> <ul style="list-style-type: none"> the transport infrastructure is or will be available to support movements without unacceptable impact on the local environment or the broader strategic transport network; consideration has been given to dispersal of residual atmospheric emissions; measures are taken to minimise landscape impacts; and where practicable, facilities are accessible by a range of transport options.
	Policy W12	<p>Permission will not be granted for waste management facilities which are likely to have an adverse effect upon a county wildlife site, an area of high archaeological potential, a site identified as part of a biodiversity action plan, a conservation area or a Regionally Important Geological/Geomorphological site unless the benefits of the development outweigh the adverse effects and proposals include mitigation measures.</p>

Appendix B

PPS10 Annex E Locational Criteria

Box B.1 PPS10 Locational Criteria

a. protection of water resources

Considerations will include the proximity of vulnerable surface and groundwater. For landfill or land-raising, geological conditions and the behaviour of surface water and groundwater should be assessed both for the site under consideration and the surrounding area. The suitability of locations subject to flooding will also need particular care.

b. land instability

Locations, and/or the environs of locations, that are liable to be affected by land instability will not normally be suitable for waste management facilities.

c. visual intrusion

Considerations will include (i) the setting of the proposed location and the potential for design-led solutions to produce acceptable development; (ii) the need to protect landscapes of national importance (National Parks, Areas of Outstanding Natural Beauty and Heritage Coasts).

d. nature conservation

Considerations will include any adverse effect on a site of international importance for nature conservation (Special Protection Areas, Special Areas of Conservation and RAMSAR Sites) or a site with a nationally recognised designation (Sites of Special Scientific Interest, National Nature Reserves).

e. historic environment and built heritage

Considerations will include any adverse effect on a site of international importance (World Heritage Sites) or a site or building with a nationally recognised designation (Scheduled Monuments, Conservation Areas, Listed Buildings, Registered Historic Battlefields and Registered Parks and Gardens).

f. traffic and access

Considerations will include the suitability of the road network and the extent to which access would require reliance on local roads.

g. air emissions, including dust

Considerations will include the proximity of sensitive receptors and the extent to which adverse emissions can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.

h. odours

Considerations will include the proximity of sensitive receptors and the extent to which adverse odours can be controlled through the use of appropriate and well-maintained and managed equipment.

i. vermin and birds

Considerations will include the proximity of sensitive receptors. Some waste management facilities, especially landfills which accept putrescible waste, can attract vermin and birds. The numbers, and movements of some species of birds, may be influenced by the distribution of landfill sites. Where birds congregate in large numbers, they may be a major nuisance to people living nearby. They can also provide a hazard to aircraft at locations close to aerodromes or low flying areas.

j. noise and vibration

Considerations will include the proximity of sensitive receptors. The operation of large waste management facilities in particular can produce noise both inside and outside buildings. Intermittent and sustained operating noise may be a problem if not kept to acceptable levels and particularly if night-time working is involved.

k. litter

Litter can be a concern at some waste management facilities.

l. potential land use conflict

Likely proposed development in the vicinity of the location under consideration should be taken into account in considering site suitability and the envisaged waste management facility.