



Waste Core Strategy Site Options Consultation

Waste Site Assessment

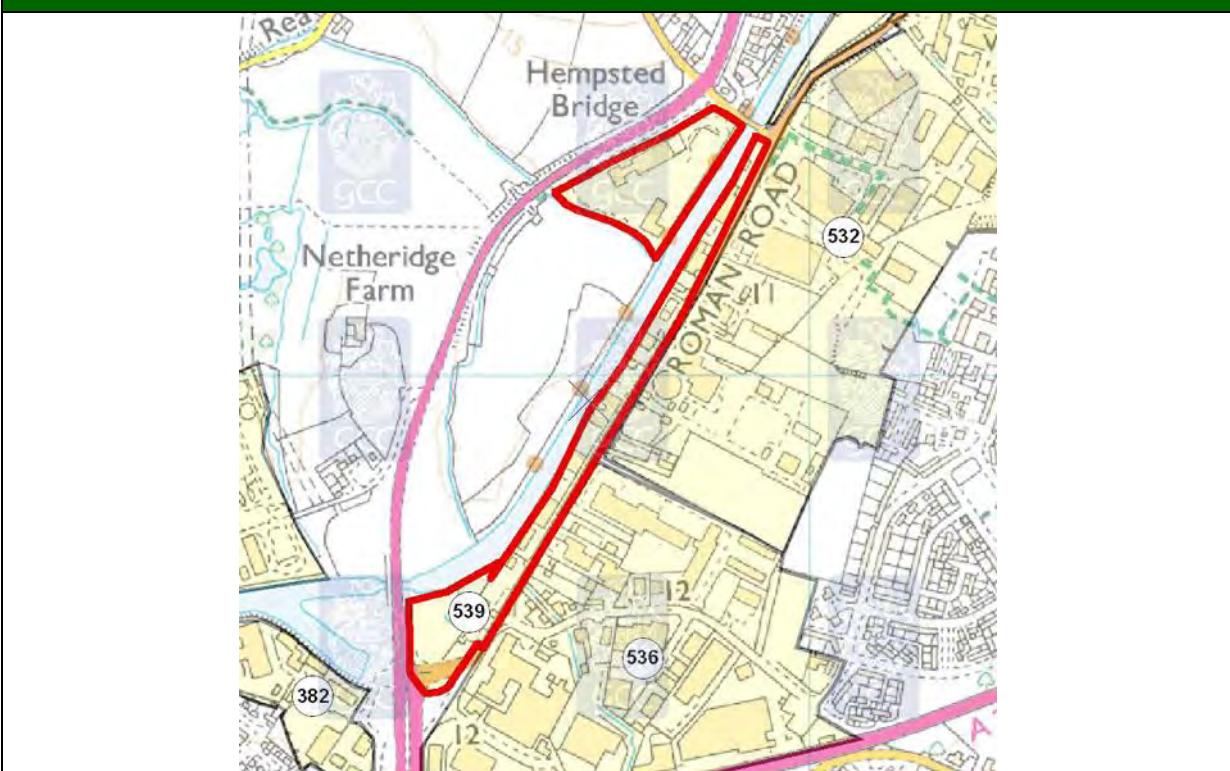
Appendix C.81: Site 539 - Canal Area

October 2009

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Site Maps and Images

Site Map



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Aerial Photo



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Site Images



Locational Information

Site Details

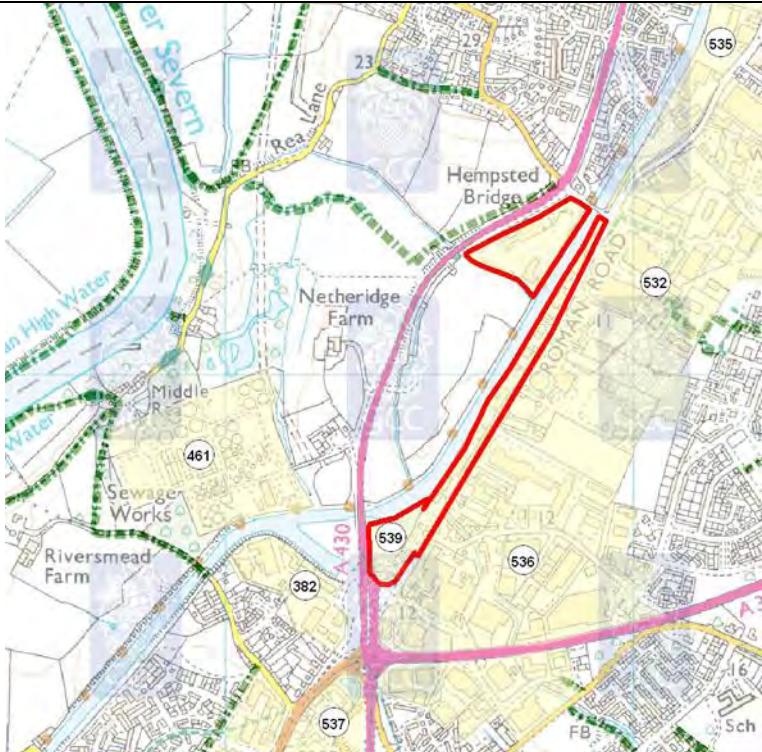
District	Gloucester		
Parish	Gloucester Non-Parish		
Easting	381654	Northing	216013
Approximate Site Area (hectares)	8		
Reasons for inclusion <i>NB: Slight anomalies in site boundaries may have arisen from 'clustering' of sites from more than one source and/or the absence of detailed site plans in source documents.</i>	The site was listed in Gloucester City Council's Employment Land Review and was a site in the Gloucestershire Waste Local Plan.		
Date of WPA officer visit	26th September 2008		
Broad Description of Site (including current activities on site, location and neighbouring uses)	<p>Narrow long site (c.40m width) between Bristol Road and Gloucester/Sharpness Canal. CEMEX plant and wharf to South. Various businesses and light industrial units, storage and sales of caravans mobile homes. Access of busy Bristol Road and potential canal access. 'The Anchorage' cul-de-sac at North of site off Hempsted Lane Bridge is close by. Leisure craft using the canal on a regular basis. Other business and industrial uses opposite. Canal to West with little development between canal and Secunda Way (A430) apart from triangular BT site near Hempsted Lane bridge. Screening potential is limited, but some reasonable poplar (or similar) tree screening of CEMEX plant in place.</p> <p>Other sensitive Receptors: None.</p>		

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Site Assessment Factors/Criteria for Consideration

Landscape			
Comments	The site is located on land that has been developed and is not within or adjacent to a national landscape designation such as AONB.		
Landscape Character	Floodplain Farmland. Mainly Gloucester Urban, Partly Hempsted, Partly Cotswolds Settled Unwooded Vale		
Green Belt			
Comments	The site is outside of the Gloucester/Cheltenham Green Belt.		
Highways <i>(Based on information provided by Gloucestershire County Council's Highways Development Co-ordination team)</i>			
Routes to access Strategic Network <i>This denotes the assumed roads that would be used in order for vehicles to travel to and from the proposed site and the wider road network.</i>	Bristol Rd, A430		
Proximity to Strategic Highway Network <i>Assessment of the proximity of the site to different types of road (as specific entrance points are not known have made assumptions about where entrance might be), with reference to the GCC Advisory Freight Route Map (notwithstanding obvious changes arising from new roads etc).</i>	Medium	Definition	Access from (or in close proximity to) routes identified for local journeys (A and B roads).
Sustainable Transport <i>Potential for operational access to the site to be by (or involve) non-road modes of transport, based on broad consideration of distance from water/rail and general location, rather than knowledge that it may or may not be technically practical.</i>	High	Definition	Site has potential for rail and/or water based transport to play a significant role (site will generally back directly on to water/rail).
Employee Accessibility <i>Potential for employees to be able to access the site using non-car modes.</i>	Medium	Definition	Site has some residential areas within close proximity, and/or is reasonably close to a fairly frequent bus route (route of 2-hrly or more frequent, as marked in red on GCC PT map).
Other Transport Issues <i>This column comments on any other relevant transport issues for the site, which will have partly arisen from discussions with area/stakeholder managers.</i>	Next to canal, close to A roads.		
Recommendation <i>This category provides an overall view of the potential of the site to be used as a strategic waste facility in transport terms.</i>	Take Forward	Definition	The site has reasonable merit in transport terms and should potentially be taken forward for more detailed consideration (subject to views of other disciplines). In general terms the Take Forward category will comprise those sites with a Medium or better answer for Strategic Highway Access/Employee Accessibility and a High score for Sustainable Transport, although the overall view for each site will also depend on other relevant local factors.

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Public Rights of Way (Based on information provided by Gloucestershire County Council's Public Rights of Way (PRoW) team)	
Score	+
Score Definition	No Public Rights of Way network present on site; or Presence of Public Rights of Way network with opportunity for existing route to be enhanced.
Additional Comments	No Path.
Map Legend	 Public Right of Way
PRoW Map	

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Aerodrome Safeguarding (based on safeguarding maps provided by Gloucestershire Airport and the Ministry of Defence (MOD))	
Comments	The site lies within the Gloucestershire Airport zone for - All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet) plus all applications involving major tree planting schemes, mineral extraction or quarrying, a refuse tip, a reservoir, a sewage disposal works, a nature reserve or a bird sanctuary and all applications connected with an aviation use.
NB. Where a site lies across more than one safeguarding zone the entire site has been defaulted to lowest height category for consultation.	

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Ecology/Biodiversity (Based on information provided by Gloucestershire County Council's Ecologist and the Gloucestershire Centre for Environmental Records (GCER))	
Score	0*
Score Definition	Overall impact on biodiversity could be potentially negative, uncertain or positive. Identified important ecological constraint up to and including 250 metres distant Scores 0* indicate designated aquifer fed/surface water/flood water dependent site(s) over 1km distant which may be affected (where chosen waste technology and development design poses a risk to the water environment)
Additional Comments	Scores with * indicate designated aquifer fed/surface water/flood water dependent site(s) over 1km distant which may be affected, site as named above.
Nearby Internationally & Nationally Designated Sites Recorded	None
Other Internationally & Nationally Designated Sites (wetlands)	Severn Estuary SAC/SPA/Ramsar/SSSI [16,400m]
Ecology Legend	 SSSI Site of Special Scientific Interest  Key Wildlife Site - area  SAC Site  Ramsar Site  SPA Site
Constraints Map	

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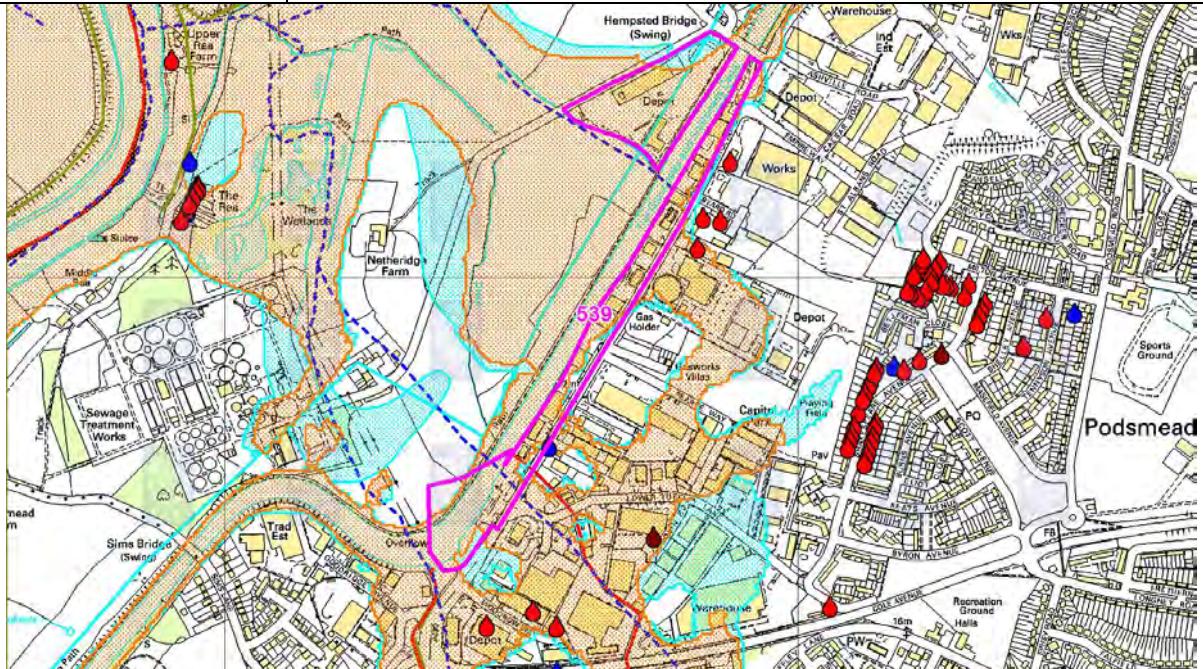
Geodiversity <i>(Based on information provided by the Gloucestershire Geology Trust at the Geological Records Centre)</i>	
Comments	<p>There was a Geological Local Site recorded on the site: GLS – New Cut [GGT Site No. 259]</p> <p>A temporary exposure to allow re-routing of the canal cutting into the Lower Jurassic 'Charmouth Mudstone Formation'. A zonal ammonite, <i>Asteroceras obtusum</i>, was found on site.</p>

Archaeology and the Historic Environment <i>(Based on information provided by Gloucestershire County Council's Archaeology team)</i>	
Score	+
Score Definition	<p>The site fulfils one or more of the following:-</p> <ul style="list-style-type: none"> * SMR record of less archaeological significance * Known historical or archaeological remains of less significance * Is in the vicinity of less significant archaeological remains * Is within a significant historic landscape character area
Additional Comments	Designated as + as although the site contains the possible line of Roman Road (SMR 7365) which forms the eastern edge of this site, the position of this road is conjectural. A 19th century match factory on the site (SMR 20328) has been demolished.

Contaminated Land <i>(Based on information provided by the appropriate district council)</i>	
Comment	The site or adjoining land is not classified as 'contaminated land' under the Environment Act 1995, but Gloucester City Council identified the site or adjoining area as a site of potential concern. Gloucester City Council also provided the following information in relation to the site "Former and current industrial sites (concrete works etc). No previous SI. Development of a waste facility would enable remediation of these areas."

Flood Risk <i>(Based on information provided by Halcrow)</i>	
Site Description	This site is located within the canal area of the docks consisting of a thin strip of land to the east of the Gloucester and Sharpness Canal and a small area to the west of the canal by Hempsted Bridge (SO 8174 1632). The River whaddon flows for a short distance through the southern part of the site before flowing into the Gloucester and Sharpness Canal at SO 8150 1569. The Daniels Brook flows to the south of the site but does not enter the site itself. The part of the site located to the west of the canal is bordered to the south by an unnamed drain.
Watercourse(s)	Various
Flood Zone	1, 2, 3a and 3b
Flood Zone Information (Method used to derive Flood Zones & Confidence in Flood Zone information)	JFLOW outlines - low confidence.
Fluvial Flood Risk Posed to Site (including climate change)	Site lies predominantly in Flood Zone 3b. The fluvial interactions in this area appear complex and have not been modelled in detail.
Historic Flooding/Flooding From Other Sources	Various parts of the site have flooded in 1947, 2000 and 2007.
Canals (Raised - breach/overtopping)	The Gloucester and Sharpness Canal lies on the western boundary of the site, but there are no raised sections or previous records of failure.

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Flood Defences (Location/Type/SoP/Residual Risk)	No formal EA defences are known to exist in the site.															
Culverts (Location/Type/Watercourse/Residual Risk)	No culverts are known to exist in the site.															
Score	--															
Score Definition	Site is mainly in Flood Zone 3b (Historical flood risk, flood risk from other sources and residual risk has been incorporated into the determination of the suitability score).															
Additional Comments	none.															
Legend	 <table border="1"> <tr> <td>Council Boundary</td> <td>Environment Agency Flood Defence</td> </tr> <tr> <td>Council Boundary</td> <td>Council Owned Flood Defence</td> </tr> <tr> <td>Watercourse Centreline</td> <td>Flood Zone 2 (Medium Probability)</td> </tr> <tr> <td>Minor Watercourse</td> <td>Flood Zone 3a (High Probability)</td> </tr> <tr> <td>Canal</td> <td>Flood Zone 3b (Functional Floodplain)</td> </tr> </table> <table border="1"> <tr> <td>Recorded Flooding - Impounded Water Bodies</td> </tr> <tr> <td>Recorded Flooding - Artificial Drainage</td> </tr> <tr> <td>Recorded Flooding - Surface Water</td> </tr> <tr> <td>Recorded Flooding - Fluvial</td> </tr> <tr> <td>Recorded Flooding - Unknown</td> </tr> </table>	Council Boundary	Environment Agency Flood Defence	Council Boundary	Council Owned Flood Defence	Watercourse Centreline	Flood Zone 2 (Medium Probability)	Minor Watercourse	Flood Zone 3a (High Probability)	Canal	Flood Zone 3b (Functional Floodplain)	Recorded Flooding - Impounded Water Bodies	Recorded Flooding - Artificial Drainage	Recorded Flooding - Surface Water	Recorded Flooding - Fluvial	Recorded Flooding - Unknown
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Flood Map																

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Source Protection Zones (SPZs)

Comments	N/A
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Groundwater/Aquifer details

Comments	Site 539 is within 250m of a Minor Aquifer Intermediate 1 and a Minor Aquifer High (H3).
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Land Ownership and General Deliverability Issues (Based on research undertaken in-house)

The site is mainly within flood zone 3b and therefore undeliverable as a strategic waste management facility. Due to the sites location on the canal the landowner for the southern section have been contacted and have indicated that the site is potentially available for consideration in the WCS.

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General Comments

Officer Comments: There are likely to be deliverability issues associated with this site. There are several sensitive receptors which would also need consideration. British Waterways would need to be consulted in relation to potential use of canal network.

Safeguarding: Gloucestershire Airport may need to provide comments on safeguarding in relation to this site. This may be difficult for them to do so without knowing a specific technology for the site.

Ecology/Biodiversity/Geodiversity: Further consultation would be required in order to assess any potential impacts upon the above mentioned areas.

Contaminated Land: Further investigative work may be required.

Groundwater/Aquifer: Information would be required from the Environment Agency as to the potential impacts upon the above mentioned areas.

Potential for Further Discussion within the WCS

Despite the area being predominantly in Flood Zone 3, and therefore not suitable for a strategic waste site, under the PPS25 water compatible development the wharf area of the site may still have potential to be used in the context of a waste transfer facility to support a strategic site option using the sustainable transport canal network. However, it was felt it would be more appropriate for a small portion of this site to be safeguarded through a separate policy to safeguard wharves rather than be included as a strategic site.