

**Waste Core Strategy
Site Options Consultation**

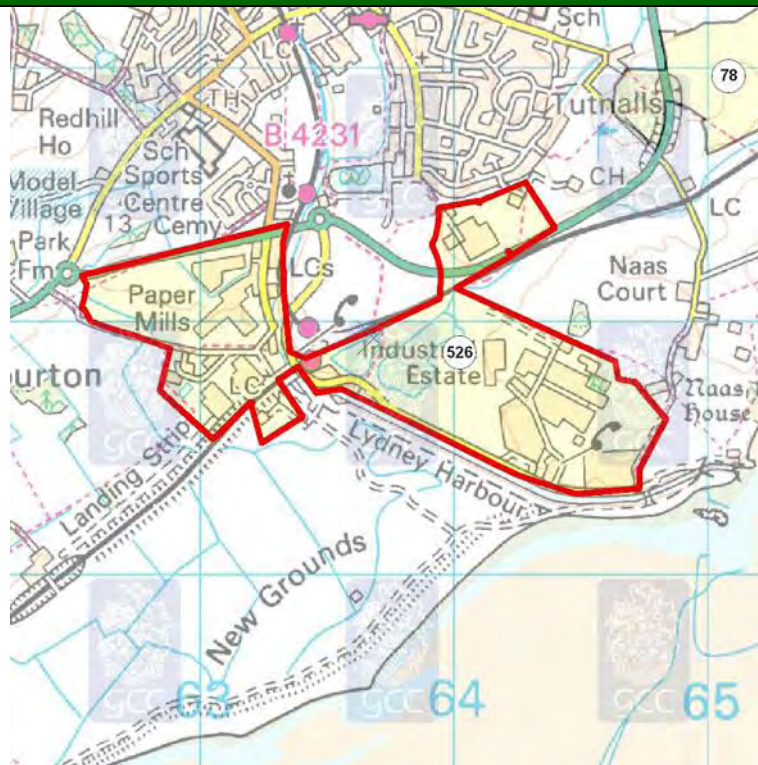
Waste Site Assessment

Appendix C.69: Site 526 - Lydney Industrial Sites

October 2009

Site Maps and Images

Site Map



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Aerial Photo



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Site Images



Locational Information

Site Details

District	Forest		
Parish	Lydney		
Easting	363760	Northings	201873
Approximate Site Area (hectares)	119		
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 Forest of Dean District Council's Employment Land Review; identified in the Forest of Dean Local Plan; a site within the Gloucestershire Waste Local Plan and contains existing waste management facilities.		
Date of WPA officer visit	15th December 2008		

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<p>Broad Description of Site (including current activities on site, location and neighbouring uses)</p>	<p>This is a large site and is split into three areas.</p> <p>AREA 1 – This is the smallest of the three to the north of A48.</p> <p>AREA 2 – This is the largest of the three areas and contains Lydney Industrial Estate. It is to the south of the railway line. The units are old and somewhat tatty looking. There is some vacant land which appears to be a hotspot for fly tipping. The western section of the area is open land with a number of ponds. To the north west of the area there is a small business park.</p> <p>AREA 3 - This area is a mixture of large industrial units and open fields. It is to the south of the A48 and north of the railway line. There are also a few dwellings in the south east corner.</p> <p>AREA 1 – Federal Mogul</p> <p>AREA 2 – Includes Lydney Containers, Hemmings Waste Management, West Glos Enterprises, Paramount Chemicals, Lydney Waste Transfer Station, Bendalls of Lydney Ltd, The Whitehouse Press, and The Golf Shack.</p> <p>AREA 3 – Includes Lydney Paper Mill, Royal Mail, and Watts Tyres.</p> <p>The access to all three areas is good. The internal roads of the industrial estate are in need of repair. In proximity is the train station, areas of housing, and the River Severn.</p> <p>Sensitive Receptors: Church, playground, club, golf course.</p>
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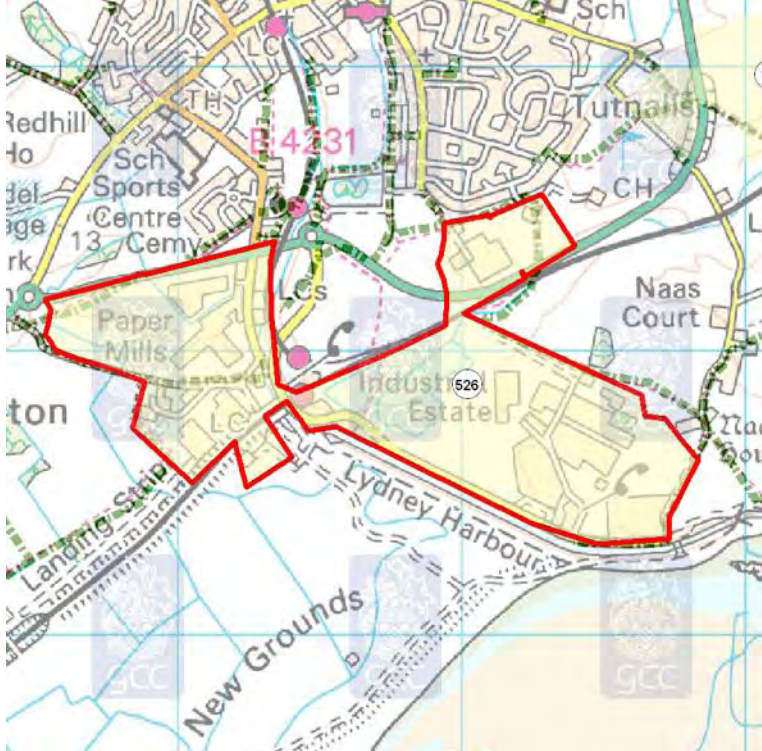
Site Assessment Factors/Criteria for Consideration

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	Part, Undulating Farmland, Bledisloe Hundred, Part Drained Farmland Grazed Salt Marsh, Ayleburton Newgrounds.
Green Belt	
Comments	The site is outside of the Gloucester/Cheltenham Green Belt.

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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>	u/c & A48		
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>	Low	Definition	Site is located some distance from residential areas, and has limited scope for non-car access.
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>	Reasonable access via A48. Lydney itself should not be on the HGV routes, except possibly Bream Rd.		
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	Major adverse impact on the Public Rights of Way Network – potential closure of the route or major deviation / re-route required.
Additional Comments	Diversion may be necessary - No enhancements likely.
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 outside all safeguarding zones.
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	--
Score Definition	Overall impact on biodiversity could be potentially negative or uncertain including potential impact on an internationally designated site.
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	Severn Estuary SAC/SPA/Ramsar/SSSI [55m]
Other Internationally & Nationally Designated Sites (wetlands)	None
Ecology Legend	<div> <div>SSSI Site of Special Scientific Interest</div> <div>Key Wildlife Site - area</div> <div>SAC Site</div> <div>Ramsar Site</div> <div>SPA Site</div> </div>
Constraints Map	

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Geodiversity (Based on information provided by the Gloucestershire Geology Trust at the Geological Records Centre)	
Comments	There was a nearby SSSI with Geological Features recorded: Lydney Cliff [340m]

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Archaeology and the Historic Environment

(Based on information provided by Gloucestershire County Council's Archaeology team)

Score	--
Score Definition	The site fulfils one or more of the following:- * Contains a SAM, or non-designated remains of national importance * Contains a Listed Building * Is within a Conservation Area * Is within a Registered Park or Garden of Special Historic Interest * Is within a Registered Battlefield
Additional Comments	Designated as -- as the site contains Listed Buildings, although the setting of these may already have been affected by recent industrial development.

Contaminated Land

(Based on information provided by the appropriate district council)

Comment	No information was made available in relation to potential contamination on this site.
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Flood Risk

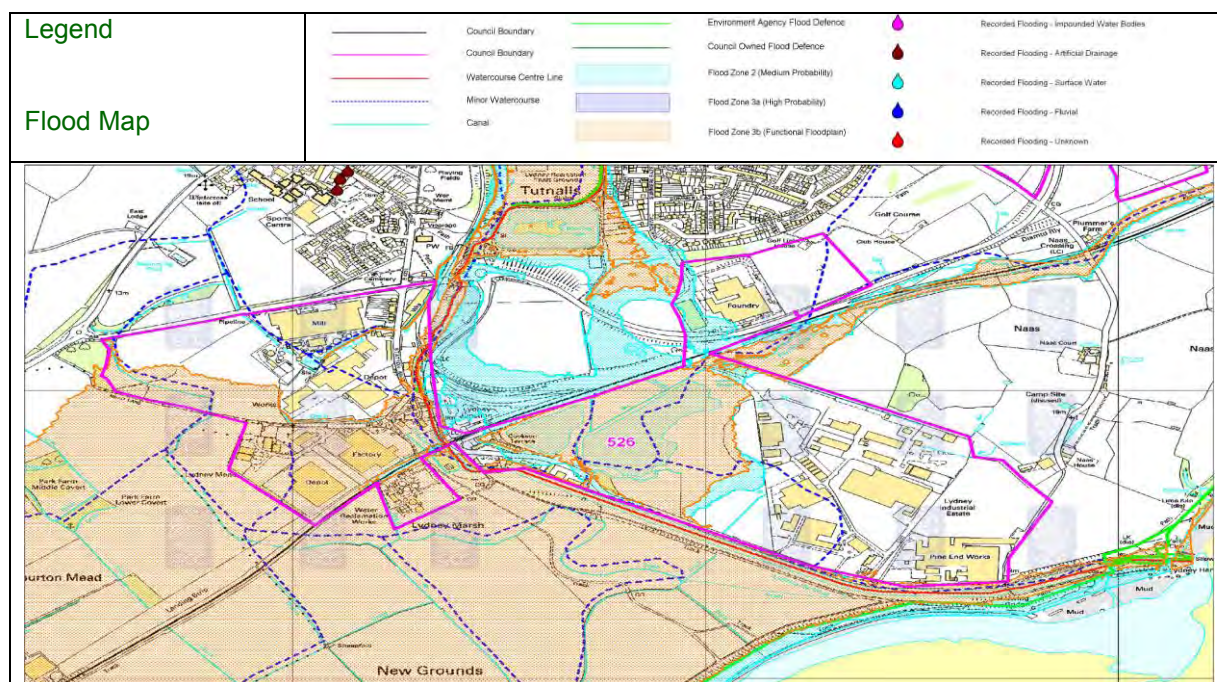
(Based on information provided by Halcrow)

Site Description	<p>This site is located to the south of Lydney and is divided into three main areas. To the north of the railway, the western third of the site is bordered on the eastern boundary by the River Lyd which enters the site at SO 6332 0215 to the east of Station Road. From here, the River Lyd continues to flow through the site before being culverted beneath the railway at Lydney Junction. Downstream of the railway, the River Lyd forms the western boundary of the southern part of the site but does not enter the site itself.</p> <p>In the eastern part of the site to the north of the railway, there are no major or minor watercourses within the site itself although some flood risk is presented from the River Lyd. Plummer's Brook flows along the southern boundary of the site to the south of the railway line.</p>
Watercourse(s)	River Lyd and River Severn
Flood Zone	1, 2, 3a and 3b
Flood Zone Information (Method used to derive Flood Zones & Confidence in Flood Zone information)	<p>Various modelled outlines have been produced for the River Lyd as part of an SFRM modelling study. The Level 1 SFRA identified differences between the modelled 100 year flood outline and Flood Zone 3a. It was recommended by the Environment Agency that the existing Flood Zone 3a be used in preference to the modelled Flood outline.</p> <p>Modelled flood outlines exist for the River Severn. The Level 1 SFRA used modelled outlines for Flood Zones 3a and 3b. However, analysis of the modelled flood outlines for Flood Zone 2 indicated differences with the existing Flood Zone maps. Following consultation with the Environment Agency, it was recommended that the existing Flood Zones were used for Flood Zone 2.</p>

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Fluvial Flood Risk Posed to Site (including climate change)	<p>Fluvial flood risk is posed to the site from both the River Lyd and River Severn. The part of the site located to the north east lies predominantly in Flood Zone 1. Some of the site is affected by the River Lyd along the western boundary and is located within Flood Zone 2.</p> <p>Over 50% of the north western part of the site is located Flood Zone 2, 3a and 3b. Only the northern part of this portion of the site is located within Flood Zone 1; however, a minor watercourse and The Cut are located in this part of the site and in reality may present some risk.</p> <p>Just under half of the southern part of the site is located in Flood Zone 3b. Two water bodies lie in this part of the site as well.</p> <p>For all parts of the site, Flood Zone 2 has been used to represent the 100 year climate change scenario. This is not deemed robust and the extent and depth of flooding should be verified as part of a FRA. With climate change, the extent of flooding is expected to increase in this low lying area of the Severn Estuary.</p>
Historic Flooding/Flooding From Other Sources	<p>Historic flood outlines demonstrate that the southern part of the site adjacent to the two water bodies was affected by flooding in July 1968. This suggests that this area may act as a natural flood storage area during a flood event and should be maintained to prevent any increase in flood risk to other parts of the site.</p>
Canals (Raised - breach/overtopping)	No canals exist in or adjacent to the site.
Flood Defences (Location/Type/SoP/Residual Risk)	<p>A series of defences are located along the River Severn to the south of the site. The risk to the site from the breach or overtopping of these defences should be investigated as part of a Level 2 SFRA. With climate change, it is expected that the Severn Estuary will be subject to increased storm surges and wave height.</p>
Culverts (Location/Type/Watercourse/Residual Risk)	<p>Sections of the various watercourses may be culverted through the site. This should be verified as part of a FRA and the resultant residual risk to the site investigated.</p>
Score	--
Score Definition	<p>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).</p>
Additional Comments	<p>Flood risk criteria set to 1 because although some of the site lies within Flood Zone 1, there is a potential residual risk from culverts and defence overtopping along the River Severn, particularly with climate change.</p>

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Source Protection Zones (SPZs)

Comments	N/A
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Groundwater/Aquifer details

Comments	Site 526 is lying over a Minor Aquifer Intermediate 1 and Minor Aquifer High (H1). The site is also within 250m of a Minor Aquifer High (HU).
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Land Ownership and General Deliverability Issues (Based on research undertaken in-house)

A majority of the landowners have been contacted. A number of which have come back stating they would like their land considered.

General Comments

Officer comments: There are likely to be some deliverability issues associated with the site, some areas of the site have come forward. The site may be part of Lydney regeneration scheme and further advice on this would be required. There are also some nearby sensitive receptors which would need to be considered. The site boundary would need significant modification to remove areas of flood risk.

PRoW/Ecology/Biodiversity/Archaeology/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.

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Potential for Further Discussion within the WCS

Areas of the site are deliverable. However, due to the location outside of 'Zone C' it could only be considered in the context of a site for delivering a relatively small scale facility which could support waste infrastructure.