

**Waste Core Strategy  
Site Options Consultation**

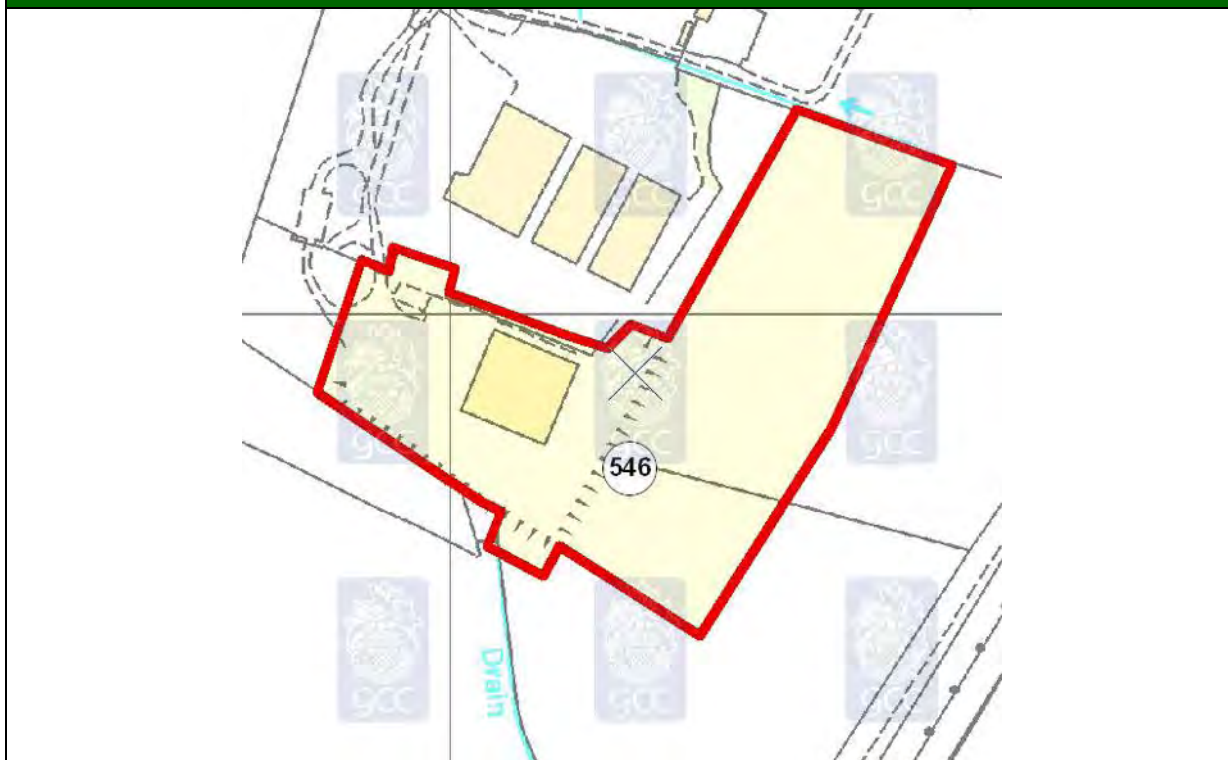
**Waste Site Assessment**

**Appendix C.88: Site 546 - Moreton Valence Airfield**

**October 2009**

*Site Maps and Images*

Site Map



© Crown copyright. All rights reserved. Gloucestershire County Council 100019134 2008.

Aerial Photo



Imagery copyright Getmapping PLC. [www.getmapping.com](http://www.getmapping.com)

## Site Images



## Locational Information

### Site Details

District	Stroud		
Parish	Moreton Valence		
Easting	379123	Northings	209959
Approximate Site Area (hectares)	6		
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 contains existing waste management facilities and was a site within the Gloucestershire Waste Local Plan.		
Date of WPA officer visit	18th September 2008		

## Appendix C.88: Site 546 - Moreton Valence Airfield

<p>Broad Description of Site (including current activities on site, location and neighbouring uses)</p>	<p>'L' shaped site, somewhat constrained by the lack of space and generally has the look of a very busy site. A variety of recycling/reuse activities sorting skip and container delivered C&amp;D &amp; C&amp;I waste in large square central shed and more high-tech conveyor system. Further exempt activities such as crushing and screening of inert C&amp;D waste on area of site nearest M5. Large earth bunding to eastern side. Sorting for recycling/reuse of C&amp;D and C&amp;I waste mostly delivered in large skips or containers. Permission on site for pyrolosis – but not implemented as yet. Relatively new more high-tech conveyor (with pickers) operation in place. Vehicle movements on site are constrained and the vehicles routes do not seem to be clearly demarcated. Pedestrian routes are better. Staff car parking, both in terms of where it is, and the lack of it may be an issue. Access to the site is off the A38 part of the Primary Road Network, down a partially concreted road which is shared with other businesses such as B.H Freight with their 3 large sheds to the north of the Smith's shed. The junction turning right from the Smith's access road onto the A38 towards Gloucester has poor visibility. This is a matter for detailed investigation by Gloucestershire Highways as part of their assessment of sites. There is a farm house to the north east of site. Nearby are: B.H Freight, Reputation ReadyMix, MountStar Metals, agricultural land, a gas pipeline. Screening potential would depend on the size and technology of the proposed facility. There is currently large bunding screening site from M5, this could potentially be improved.</p> <p>Additional Sensitive Receptors: None.</p>
---------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

### *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	Vale of Berkeley, Settled Unwooded Vale.
Green Belt	
Comments	The site is outside of the Gloucester/Cheltenham Green Belt.

## Appendix C.88: Site 546 - Moreton Valence Airfield

<b>Highways</b> <i>(Based on information provided by Gloucestershire County Council's Highways Development Co-ordination team)</i>			
<b>Routes to access Strategic Network</b> <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>	minor, A38		
<b>Proximity to Strategic Highway Network</b> <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).
<b>Sustainable Transport</b> <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>	Medium	Definition	Site has limited potential for rail and/or water based transport (will generally be a little distance from nearest appropriate water/rail).
<b>Employee Accessibility</b> <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.
<b>Other Transport Issues</b> <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>	Fairly good access, some waste activity happening on site now.		
<b>Recommendation</b> <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>	Possible	Definition	Site has some concerns from a transport perspective, and could still be taken forward depending on views of other disciplines, but may require significant mitigation.



## Appendix C.88: Site 546 - Moreton Valence Airfield

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	 <b>Public Right of Way</b>
PRoW Map	

© Crown copyright. All rights reserved. Gloucestershire County Council 100019134 2008.

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.	

# Appendix C.88: Site 546 - Moreton Valence Airfield

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 uncertain or positive. Identified important ecological constraint greater than 250 metres and up to and including 1km 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 [10,950m]
Ecology Legend	<div> <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>
Constraints Map	

© Crown copyright. All rights reserved. Gloucestershire County Council 100019134 2008.

## Appendix C.88: Site 546 - Moreton Valence Airfield

Geodiversity (Based on information provided by the Gloucestershire Geology Trust at the Geological Records Centre)	
Comments	There were no recorded geological features on the site or within 250m of its boundary.

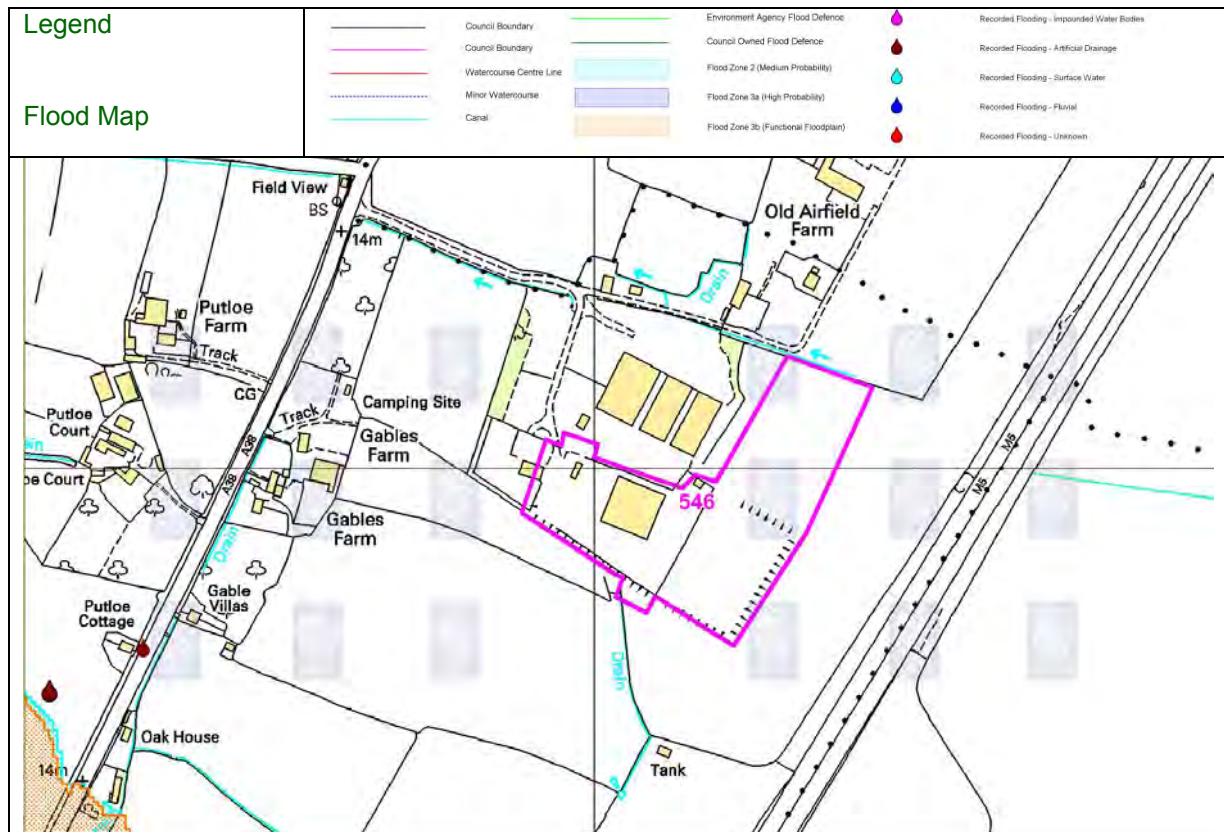
Archaeology and the Historic Environment (Based on information provided by Gloucestershire County Council's Archaeology team)	
Score	+
Score Definition	The site fulfils one or more of the following:- <ul style="list-style-type: none"> <li>* SMR record of less archaeological significance</li> <li>* Known historical or archaeological remains of less significance</li> <li>* Is in the vicinity of less significant archaeological remains</li> <li>* Is within a significant historic landscape character area</li> </ul>
Additional Comments	Within Morton Valence World War II airfield (SMR 21459), but does not contain known significant buildings from that site. The possible Roman road (SMR 21903) forms the southern boundary of the site although its precise line is speculative in this area.

Contaminated Land (Based on information provided by the appropriate district council)	
Comment	The site or adjoining land is not classified as 'contaminated land' under the Environment Act 1995, but Stroud District Council identified the site and adjoining area as a site of potential concern. The following comments have been added "No remediation plans have been considered for the site" and "Re-development would provide an opportunity for investigation and remediation of the site."

Flood Risk (Based on information provided by Halcrow)	
Site Description	Site lies fully in Flood Zone 1. Drains are located along the northern and southern boundaries of the site.
Watercourse(s)	Unnamed drains
Flood Zone	1
Flood Zone Information (Method used to derive Flood Zones & Confidence in Flood Zone information)	No Flood Zones have been produced for the unnamed drains.
Fluvial Flood Risk Posed to Site (including climate change)	Site lies fully in Flood Zone 1. While the unnamed drains do not show fluvial flood risk, in reality some risk is posed.
Historic Flooding/Flooding From Other Sources	There are no historic flood outlines and there are no recorded incidents of flooding from other sources such as groundwater or surface water within the site.
Canals (Raised - breach/overlapping)	No canals exist in or adjacent to the site.
Flood Defences (Location/Type/SoP/Residual Risk)	No 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 fully in Flood Zone 1.
Additional Comments	None.



## Appendix C.88: Site 546 - Moreton Valence Airfield



© Crown copyright. All rights reserved. Gloucestershire County Council 100019134 2008.

### Source Protection Zones (SPZs)

Comments	N/A
----------	-----

### Groundwater/Aquifer details

Comments	Site 546 is mostly lying over a Minor Aquifer Intermediate 1. The site is also within 250m of a Minor Aquifer High (H3).
----------	--------------------------------------------------------------------------------------------------------------------------

### Land Ownership and General Deliverability Issues (Based on research undertaken in-house)

The landowner has confirmed an interest in progressing the site as a potential site to deal with residual MSW.

### General Comments

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

Further technical assessments should be carried out on the site.

## Appendix C.88: Site 546 - Moreton Valence Airfield

### HRA Summary

The nearest European site is Cotswold Commons & Beechwoods SAC and the implication of this and the potential impacts on other European sites are detailed in: SA Reports under Objective 8: Biodiversity, HRA Baseline Reports and the Site Options HRA Report which forms part of this consultation.

### Landscape and Visual Impact Assessment (Provided by Atkins)

#### Introduction

The purpose of this Landscape and Visual Impact Assessment is to ascertain the potential effects of the proposals for a built Waste Facility, of two to five hectares within the 'Smiths' site, on the landscape resources and impacts on the visual amenity of the area.

The assessment considered the possible building height and land take for three (3 No.) different facility sizes (2000-6000m<sup>2</sup>, up to 20m height / 3000-7000m<sup>2</sup>, up to 30m height / 4000-9000m<sup>2</sup>, up to 40m height) each with a potential for an emissions stack of 40, 60 or 80m height.

The study area is located 6.5 miles south of Gloucester on the A38 at Moreton Valence, in close proximity to the M5 Junction 12. The site is part of an existing industrial complex and part arable farm land with a total area of approximately five hectares.

The immediate landscape setting is predominantly flat, large scale arable field pattern partially enclosed by hedgerows and hedgerow trees, the adjacent industrial site, scattered settlements and the M5 motorway.

#### Assessment Methodology

A desk study was carried out comprising a review of published texts and maps to develop an understanding of the site in terms of general landscape character, special values and interests, local value and its wider landscape context.

Baseline information on the landscape of the area was collected through a preliminary desktop study of maps, plans and documents. Documentation used in the desk study included:

- ☐ Countryside Character Volume 5: West Midlands, Natural England;
- ☐ Gloucestershire Landscape Character Assessment, Gloucestershire County Council;
- ☐ Multi-Agency Geographic Information for the Countryside (Magic) website;
- ☐ 1:50 000 Scale Digital Ordnance Survey Maps; and
- ☐ Aerial Photography.

To identify those elements of the landscape which notably contribute to the character of the landscape, an assessment of existing landscape features was carried out. The desk study was followed by a field survey carried out by Atkins Consultants Ltd in June 2009, to identify key issues and constraints in respect of the impact of the development on views into the proposed site, effects on the landscape of the site and the relationship between the development and the surrounding landscape to:

- ☐ Validate and qualify the results of the desk study;
- ☐ Identify key visual receptors; and
- ☐ Record an assessment of the landscape on both an objective and subjective basis.

## Appendix C.88: Site 546 - Moreton Valence Airfield

<p><b>Baseline Landscape Character and Designations: Desk Survey</b></p>	<p><b><i>Countryside Character Volume 5 West Midlands (Natural England):</i></b>  Landscape Character Area: 106, Severn and Avon Vales  <b><i>Key characteristics:</i></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Diverse range of flat and gently undulating landscapes, united by broad river valley character.</li> <li><input type="checkbox"/> Riverside landscapes with little woodland, often very open.</li> <li><input type="checkbox"/> Variety of land uses from small pasture fields and commons in the west to intensive agriculture in the east.</li> <li><input type="checkbox"/> Distinct and contrasting vales: Evesham, Berkeley, Gloucester, Leadon, Avon.</li> <li><input type="checkbox"/> Many ancient market towns and large villages along the rivers.</li> <li><input type="checkbox"/> Nucleated villages with timber frame and brick buildings.</li> <li><input type="checkbox"/> Prominent views of hills – such as the Cotswolds, Bredon and the Malverns – at the edges of the character area.</li> </ul>
<p><b>Gloucestershire Landscape Character Assessment( Gloucestershire County Council):</b></p>	<p><b><i>County Landscape Character Type: Settled Unwooded Vale</i></b>  <b><i>County Landscape Character Area: Vale of Berkeley Settled Unwooded Vale</i></b>  <b><i>Key characteristics:</i></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Soft, gently undulating to flat landscape, but with intermittent locally elevated areas that project above the otherwise flatter landform;</li> <li><input type="checkbox"/> Area drained by a series of east west aligned tributaries of the Severn, including the Cam, Frome and Cheltenham, and the Stratford Avon flowing into the Severn from the north;</li> <li><input type="checkbox"/> Mixed arable and pastoral land use enclosed by hedgerow network, in places forming a strong landscape pattern;</li> <li><input type="checkbox"/> Limited woodland cover with mature hedgerow trees and occasional orchards;</li> <li><input type="checkbox"/> Rural areas bordered by large urban and suburban areas and interspersed with commercial and industrial premises;</li> <li><input type="checkbox"/> Varied mix of buildings materials including brick, timber and stone, and slate and thatch roofing;</li> <li><input type="checkbox"/> Proliferation of modern 'suburban' buildings styles and materials;</li> <li><input type="checkbox"/> Major transport corridors pass through the Vale, frequently aligned north south, beyond which is a network of local roads and lanes linking villages and hamlets; and</li> <li><input type="checkbox"/> Widespread network of pylons and transmission lines;</li> </ul>
<p><b>Designations Relating to Landscape:</b></p>	<p>Landscape designations are applied to areas of special value at international, national, regional or local level in response to particular qualities or historical or cultural associations. No part of the study area is so designated; however the site is in close proximity to:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> An extensive area of land approximately 1.5km east of the site is designated under the Cotswolds Area of Outstanding Natural Beauty (AONB) , a nationally recognised designation.</li> <li><input type="checkbox"/> A Scheduled Ancient Monument, Moated Site is located at Church Farm to the west of the site approximately 1km away and approximately 1.5km east of the site is the Mount Moated Site at Haresfield.</li> <li><input type="checkbox"/> There are no public rights of way that pass through the site although there are two that are within 0.5km to the south and east of the site.</li> </ul>

## Appendix C.88: Site 546 - Moreton Valence Airfield

<p><b>Baseline Landscape Character and Features: Site Survey</b></p>	<p>The study area is located within an existing light industrial setting to level ground to the west of the M5, south of Junction 12. The study area comprises an irregular L shaped site with a grassed earth bund to the east which is notable from the M5 motorway. Single avenues of mature poplars define the north and east boundaries of the site and are a significant feature of the local landscape which is characterised by vegetated field boundaries.</p> <p>The adjacent land uses include light industry with medium, low (to approximately 8m in height) agricultural style shed accommodation set in hard standing lots with external stockpiles of materials and high levels of plant and lorry activity. To the north of the site there are several residential properties, including Old Airfield Farm and the Parkend community which have views of the existing industrial activities, partially screened by existing vegetation. Along the A38 there are several residential properties with partial views of the study area, screened by existing mature wooded vegetation to the west and south of the industrial complex.</p> <p>The Cotswold Escarpment, designated an AONB, rises to the east of the site and offers glimpsed views from a limited number of residential properties, as does the Forest of Dean to the west however these views are limited by distance and intervening vegetation.</p> <p>Existing permissions for the study area include a 12m high facility and works to extend the existing bund, while forming a more naturalised gradient and vegetation to improve screening from the M5.</p>
<p><b>Landscape Quality, Condition and Capacity to Accommodate Change: Site Survey</b></p>	<p>The existing industrial nature of the site is a detracting feature in the surrounding landscape, however is well screened to the north, west and south by existing mature vegetation. The existing bund to the east provides some mitigation; however is itself out of keeping with the flat landscape character of the wider area.</p> <p>The study area would be able to accommodate development of a similar scale and height as existing on site with negligible impact, however taller structures (approximately 15m in height or above) would be visible over the existing screening vegetation, in particular the erection of an emissions stack of any height would have a detrimental impact on the wider area.</p>
<p><b>Potential Landscape Impacts</b></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Permanent alteration of the site in terms of scale and intensity of development resulting from a facility both taller and larger than the existing surrounding industrial units.</li> <li><input type="checkbox"/> Notable increase in building height (20m +) within a relatively low and flat landscape would be prominent above existing vegetation.</li> <li><input type="checkbox"/> Erection of an emissions stack (40 – 80m in height) would create a significant incongruous vertical landmark out of keeping with the surround landscape character.</li> <li><input type="checkbox"/> Potential development of existing greenfield resulting in a notable expansion of the industrial complex's footprint and loss of agricultural crop land cover and land use, in particular from the aspect of the Cotswold Escarpment.</li> </ul>
<p><b>Potential Landscape Mitigation Measures</b></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> On site buildings, materials and infrastructure should reflect the local agricultural style of the surrounding area, designed to sit as low in the landscape as possible using neutral, matt colours and avoiding the introduction of reflective materials.</li> <li><input type="checkbox"/> Where possible, large roof expanses should be avoided or broken up to reduce the perceived scale of the facility with particular consideration to the Cotswold AONB.</li> <li><input type="checkbox"/> This site is not recommended for a technology requiring the erection of a medium or large emission stack.</li> <li><input type="checkbox"/> Significant boundary enhancements to the north, east and south including the advanced planting of a native woodland mix of primarily deciduous trees and shrub understory planting in conjunction with the approved bund enhancements.</li> </ul>

## Appendix C.88: Site 546 - Moreton Valence Airfield

Visual Receptors	Sensitivity of Receptor	Potential Impact on Receptor	Potential Visual Mitigation Measures
Old Airfield Farm Residence	High	Substantial Adverse due to proximity and limited existing screening of potential site	<div><input type="checkbox"/> Advance planting to north, south and east site boundaries</div> <div><input type="checkbox"/> Restriction of building height and associated emissions stack</div> <div><input type="checkbox"/> Minimisation of roof and hardstanding areas</div> <div><input type="checkbox"/> Minimal lighting and use of lower columns</div> <div><input type="checkbox"/> Use of matt, neutral colours and avoidance of shinny or reflective materials</div> <div><input type="checkbox"/> Careful site planning to ensure any external stockpiles, plant or workings are contained within the site screening.</div>
Parkend Residences	High	Slight – Moderate Adverse due to existing intervening development and vegetation	
Gables Farm Residences	High	Slight Adverse due to well established intervening woodland	
Oak House	High	Slight – Moderate Adverse due to existing intervening development and vegetation	
M5 Motorway Users	Low	Slight Adverse due to exposure to view offset by limited period of exposure	
Cotswold Escarpment & AONB / Forest of Dean	High	Slight – Moderate Adverse due to distance and intervening development and vegetation	
Summary: Residual Landscape and Visual Impacts	By undertaking advance planting works and sensitively planning the site and facility to limit the height of vertical structures and minimise expanses of roof and hardstanding surfaces, the site would experience slight adverse impacts due to the development of a small facility omitting an emissions stack. A small or medium sized facility with any height emission stack would have a slight to moderate adverse impact on the area. A large facility with any height emission stack would have a moderate to substantial adverse impact on the local landscape character and visual amenity of the area.  <b>As such, the ‘Smiths’ site can be said to be of Medium landscape suitability for consideration as a potential strategic waste site.</b>		



## Appendix C.88: Site 546 - Moreton Valence Airfield

Further Highways Assessments (Provided by Gloucestershire County Council's Highways Development Co-ordination team)	
Existing Site Usage	Up to 200,000 tonnes/year currently, but EA limit up to 300k and some parts of site have no restriction, though there is physical limit to how much could be operated on the site
Predicted Net Traffic effect of new Strategic Waste facility	Probably a net increase in traffic, but could be closer to neutral depending on details of what could currently be operated (and assuming strategic waste facility would need to replace current consents)
Strategic Road Network Access	Site is in close proximity to Strategic Road Network (M5 Junction 12) via A38/Cross Keys Roundabout
Environmental and residential impacts	Site is not in close proximity to significant numbers of residences
Potential Junction Impacts	There are some congestion issues at A38/Cross Keys R'bout and an improvement scheme has been identified and thus it would be necessary for the facility to contribute to future improvements here, and also at M5 Junction 12
Sustainable Transport potential (rail/water)	The site is considered to be too far from existing rail/water infrastructure for these modes to be suitable
Employee Accessibility by Sustainable Modes	The site is outside reasonable walking distances, and cycle/bus access is also likely to be fairly limited

Conclusion
This site is identified in the WCS Site Options Consultation document as Site 6, Land at Moreton Valence, Stroud District.