

**Waste Core Strategy
Site Options Consultation**

Waste Site Assessment

Appendix C.43: Site 382 - Goodridge Trading Estate

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	381169	Northings	215479
Approximate Site Area (hectares)	4		
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.		
Date of WPA officer visit	12th September 2008		
Broad Description of Site (including current activities on site, location and neighbouring uses)	Small business park consisting of some 1960's / 1970's style red brick buildings and some more modern units. Lots of small businesses and uses e.g. Speedy, SWJ, Multiple Sclerosis Therapy Centre. Residential properties to south, canal and Netheridge STW to north. Large and very busy road network junction and further industrial areas to the west.		
	Additional Sensitive Receptors: None.		


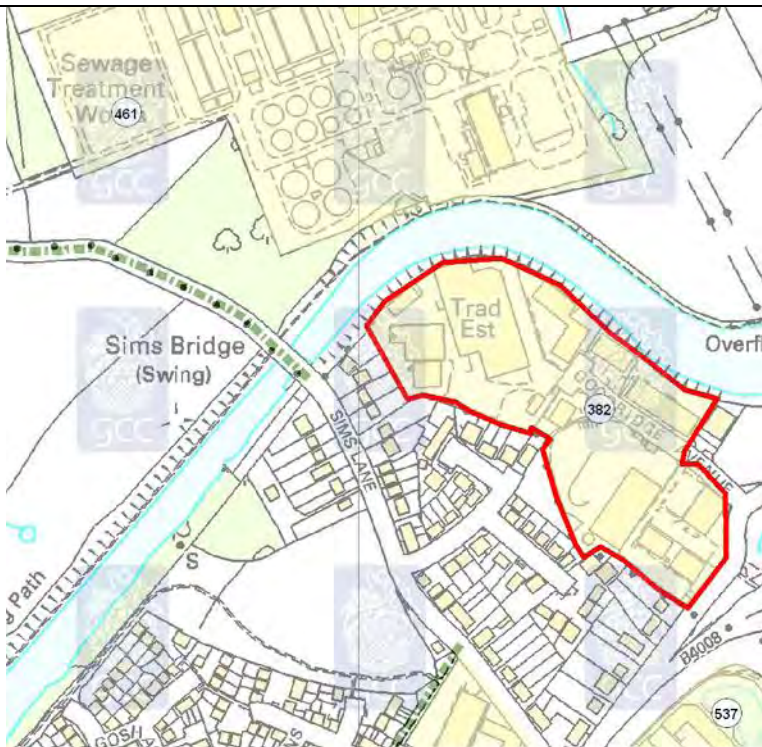
Site Assessment Factors/Criteria for Consideration

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	Gloucester Urban.

Appendix C.43: Site 382 - Goodridge Trading Estate

Green Belt			
Comments	The site is outside of the Gloucester/Cheltenham Green Belt.		
Highways (Based on information provided by Gloucestershire County Council's Highways Development Co-ordination team)			
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>	A38/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>	Close to main roads and water, but some nearby developments.		
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.

Appendix C.43: Site 382 - Goodridge Trading Estate

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.	

Appendix C.43: Site 382 - Goodridge Trading Estate

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 [15,800m]
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	

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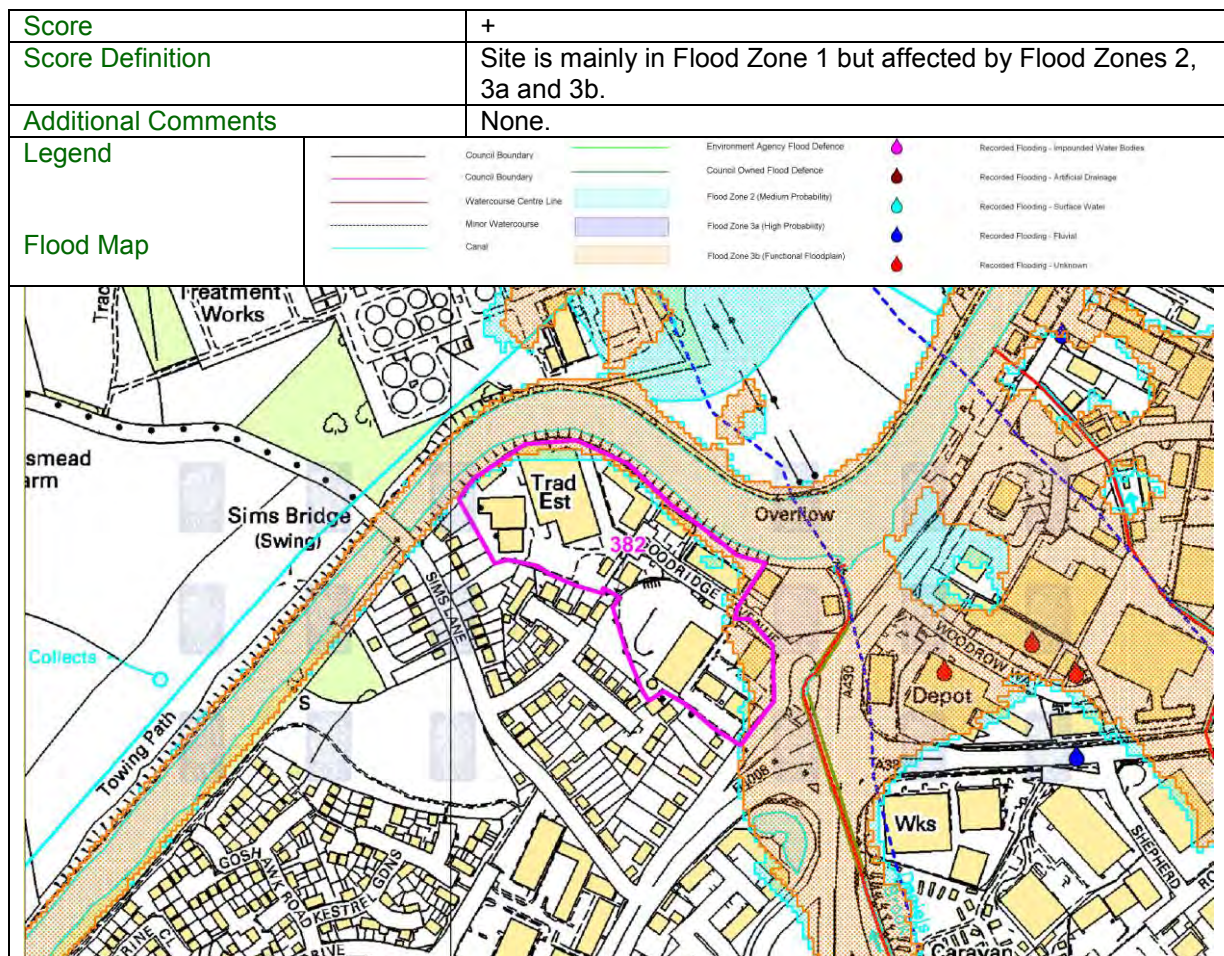
Geodiversity (Based on information provided by the Gloucestershire Geology Trust at the Geological Records Centre)	
Comments	There was a Geological Local Site within 250m of the site: New Cut [GGT Site No. 259] A temporary exposure to allow re-routing of the canal cutting into the Lower Jurassic 'Charmouth Mudstone Formation'. A zonal ammonite, <i>Asteroceras obtusum</i> , was found on site.

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:- * No known historical or archaeological remains * Has no known archaeological potential * Previous development is known to have removed archaeological deposits from all or part of the site
Additional Comments	No known archaeology on the site which has already been developed.

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 Gloucester City Council identified the site or adjoining area as a site of potential concern. Gloucester City Council provided the following information in relation to the site "Various current and former industrial uses (factories). Some having previous SI, many not. Development of a waste facility would enable further remediation of these areas."

Flood Risk (Based on information provided by Halcrow)	
Site Description	Site lies between the Gloucester and Sharpness Canal and the Daniels Brook. The Daniels Brook flows to the east of the site but does not enter the site itself. The watercourse is culverted beneath the A430 to the south east of the site. The Gloucester and Sharpness Canal is located along the northern boundary of the site.
Watercourse(s)	Daniels Brook
Flood Zone	1, 2, 3a and 3b
Flood Zone Information (Method used to derive Flood Zones & Confidence in Flood Zone information)	JFLOW modelled outlines. Low confidence. The presence of the culvert beneath the A38/A430 has not been taken into consideration. Flood Zone 2 had been used to represent the 100 year climate change scenario. This is not deemed robust due to the misalignments in the Flood Zones.
Fluvial Flood Risk Posed to Site (including climate change)	Site is mainly in Flood Zone 1.
Historic Flooding/Flooding From Other Sources	No historic flooding recorded on site.
Canals (Raised - breach/overtopping)	The Gloucester and Sharpness canal follows the northern boundary of the site, though there are no raised sections or records of failure.
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, however, Daniels Brook is culverted under the roundabouts to the south east of the site.

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Source Protection Zones (SPZs)

Comments N/A

Groundwater/Aquifer details

Comments Site 382 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 owners of the site indicated that the site was unavailable for MSW residual treatment and therefore the site is undeliverable.

Appendix C.43: Site 382 - Goodridge Trading Estate

General Comments

Officer Comments: There are likely to be deliverability issues associated with this site. The site boundary would need modification to remove areas of flood risk.

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

The site is undeliverable and therefore has no potential for further discussion within the WCS.