

**Waste Core Strategy
Site Options Consultation**

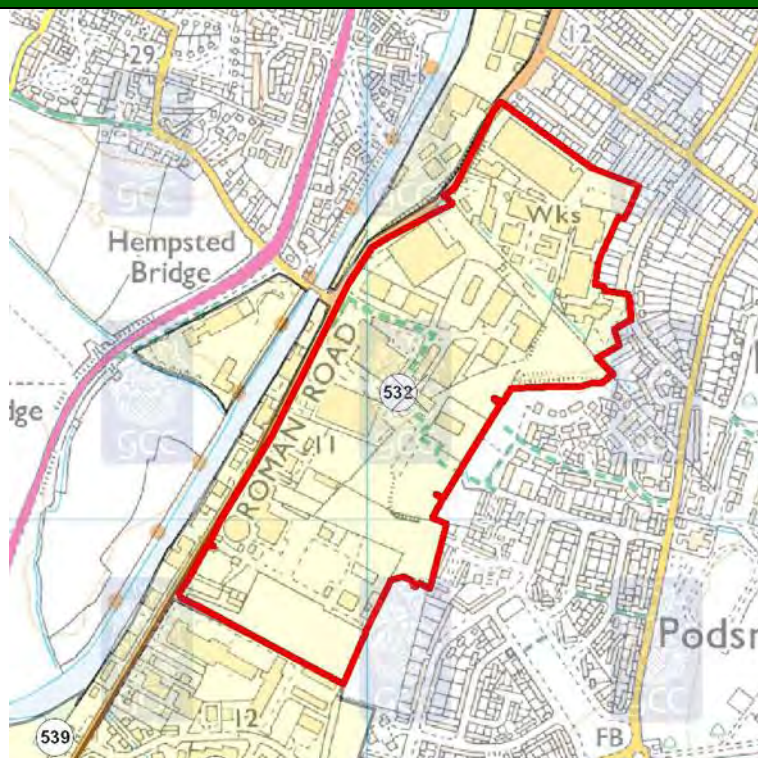
Waste Site Assessment

Appendix C.74: Site 532 - Industrial Sites, Bristol Road

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

Appendix C.74: Site 532 - Industrial Sites, Bristol Road

Site Images



Locational Information

Site Details

District	Gloucester		
Parish	Gloucester Non-Parish		
Easting	382087	Northings	216222
Approximate Site Area (hectares)	35		
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, identified in the Gloucester Local Plan, was a site in the Gloucestershire Waste Local Plan and contains existing waste management facilities.		
Date of WPA officer visit	26th September 2008		

Appendix C.74: Site 532 - Industrial Sites, Bristol Road

<p>Broad Description of Site (including current activities on site, location and neighbouring uses)</p>	<p>Large light industrial / business area to the east of Bristol Road and west of the residential areas of Podsmead. Various business and light industrial uses in industrial parks. British Gas site is central including an area of redundant land which is currently a site in the WLP. Probable contamination issues on this site. Some current waste uses e.g. metal recycling. North of site – significant areas of derelict land and redundant buildings – adjacent to rear gardens of Newark Road. 7 acre former chemical works site for sale near Avon Metals – overgrown and currently being used for HGV storage and various other uses. Contamination issues likely. Uses include DfT vehicle test station, various building industry and vehicle related businesses, European Metals Recycling. Access off busy Bristol Road. Residential areas nearby e.g. Shakespeare Avenue, Hathaway Close, Betjeman Close, Milton Avenue, Tuffley Crescent, Tuffley Avenue, Newark Road. Playing fields to the rear of Shakespeare Avenue. Children's play area close to Milton Avenue. Residential especially to the east and north as well as other business uses close by. Screening opportunities may be limited, but depends on size and nature of facility. An industrial 'shed' would not be incongruous in this setting.</p> <p>Additional Sensitive Receptors: playing field, playground, community centre.</p>
---	--


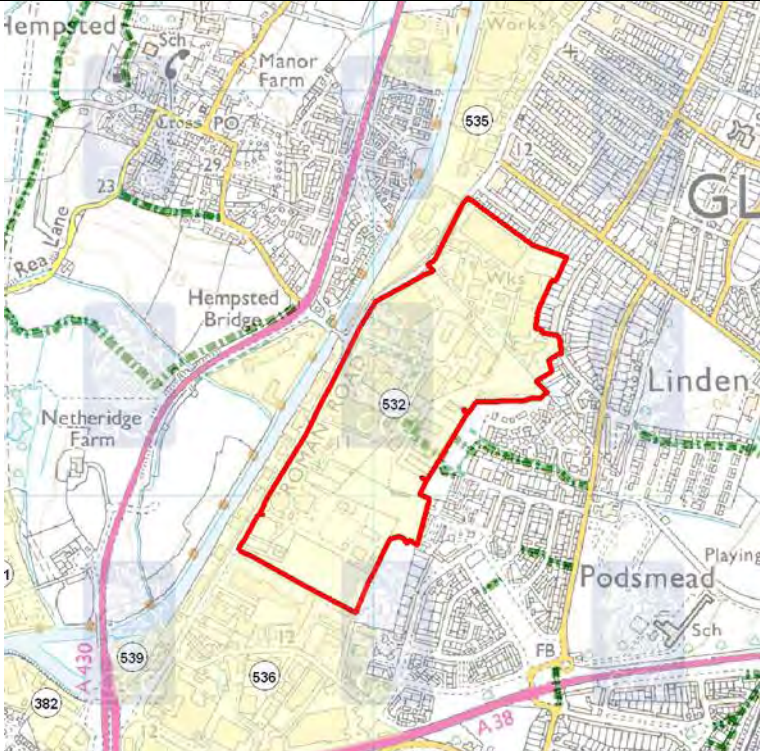
Site Assessment Factors/Criteria for Consideration

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	Gloucester Urban.
Green Belt	
Comments	The site is outside of the Gloucester/Cheltenham Green Belt.

Appendix C.74: Site 532 - Industrial Sites, Bristol Road

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, 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>	Medium	Definition	Site has limited potential for rail and/or water based transport (will generally be a little distance from nearest appropriate 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>	Near canal, close to existing housing.		
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>	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.74: Site 532 - Industrial Sites, Bristol Road

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 but difficult - No enhancements likely.
Map Legend	 Public Right of Way
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 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.74: Site 532 - Industrial Sites, Bristol Road

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 [16,700m]
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.74: Site 532 - Industrial Sites, Bristol Road

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	0
Score Definition	The site contains no known historical or archaeologically significant remains, but * Provides a setting for significant remains * Has the potential to contain significant remains, which are known in the vicinity
Additional Comments	This site has been designated as a 0 as it contains the standing remains of early to mid 20th century industrial buildings (SMR 32829) the full significance of which cannot be ascertained without more detailed analysis.

Contaminated Land

(Based on information provided by the appropriate district council)


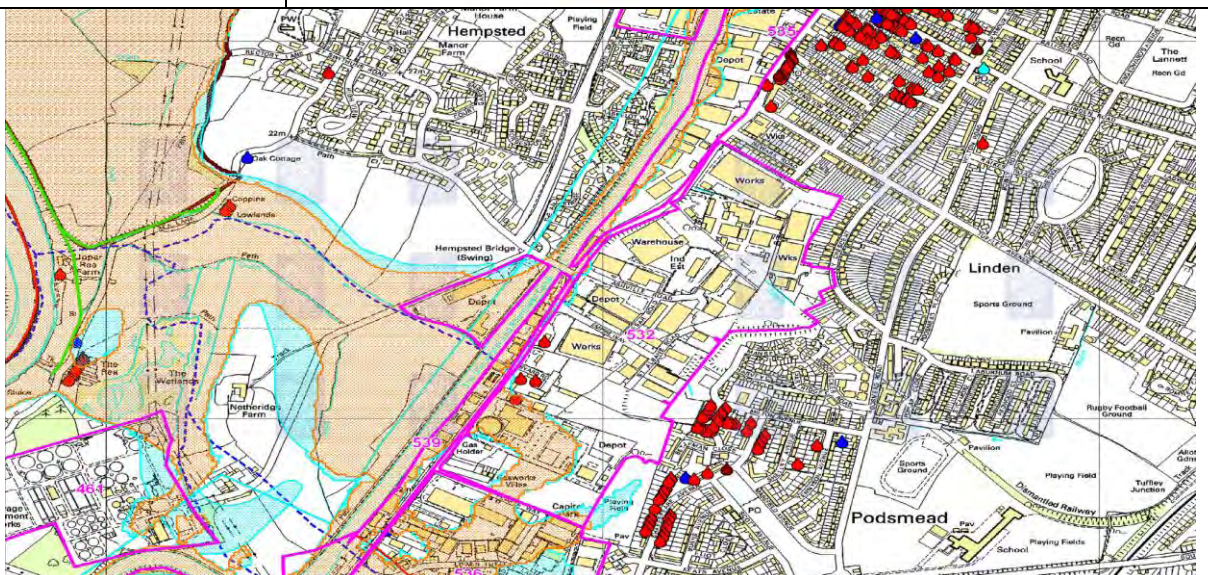
Comment	The site or adjoining land is not classified as 'contaminated land' under the Environment Act 1995, but Gloucester City Council identified the site or adjoining area as a site of potential concern. Gloucester City Council also provided the following information in relation to the site "Current and former (gasworks site etc) industrial sites. Some having previous SI, others not. Development of a waste facility would enable remediation of these areas."
---------	--

Flood Risk

(Based on information provided by Halcrow)

Site Description	Site lies predominantly in Flood Zone 1 although Flood Zone maps for the Whaddon Brook affect part of the site although the watercourse does not flow through the site itself. The Gloucester and Sharpness Canal runs parallel to the western boundary of the site. The Whaddon Brook flows into the Gloucester and Sharpness Canal to the south of the site. Towards the northern extent of the site there is an unnamed drain which appears to be culverted through part of the site. Site lies within the Lower Severn catchment.
Watercourse(s)	Whaddon Brook and Unnamed Drain
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. Some misalignments are evident within the Flood Zone maps and a number of sections are culverted through the urban areas (although not within the site itself). Flood Zones 2 and 3 and the 100 year climate change scenario should be modelled as part of a FRA to confirm extents and depths of flooding. No Flood Zones have been produced for the drain.
Fluvial Flood Risk Posed to Site (including climate change)	Site lies predominantly in Flood Zone 1. Towards the southern extent of the site Flood Zones 2, 3a and 3b extend into the site. Flood risk appears to be from the Whaddon Brook. Flood Zone 2 has been used to represent the 100 year climate change scenario. This is not deemed robust and extents and depths should be verified as part of a FRA. The watercourse flows into the Gloucester and Sharpness Canal. While the drains do not show fluvial flood risk, in reality some risk is posed.

Appendix C.74: Site 532 - Industrial Sites, Bristol Road

Historic Flooding/Flooding From Other Sources	Historic flood outlines for the site do not exist. There are a number of recorded incidents of flooding within the site along the western boundary of the site adjacent to Byard Road. The exact source of flooding is unknown. To the east of the site, a number of incidents of flooding have also been recorded in Podsmead. The exact source of flooding is unknown.
Canals (Raised - breach/overtopping)	The Gloucester and Sharpness Canal is located to the western boundary of the site but does not enter the site itself. There are no records of breach or overtopping from the canal within the vicinity of the site. Consultation with BW did not identify any sections of raised canal. The Whaddon Brook flows into the Gloucester and Sharpness Canal to the south of the site at SO 8149 1569. Any increase in flow into the Whaddon Brook should be avoided to prevent an increase in flows into the canal.
Flood Defences (Location/Type/SoP/Residual Risk)	No formal EA defences are known to exist in the site.
Culverts (Location/Type/Watercourse/Residual Risk)	The unnamed drain towards the northern extent of the site appears to be culverted in places. Without detailed modelling it is not possible to infer the residual risk present by the culverts. This should be investigated as part of a FRA.
Score	+
Score Definition	Site is mainly in Flood Zone 1 but affected by Flood Zones 2, 3a and 3b.
Additional Comments	none.
Legend	 <p> Council Boundary Council Boundary Watercourse Centre Line Minor Watercourse Canal Environment Agency Flood Defence Council Owned Flood Defence Flood Zone 2 (Medium Probability) Flood Zone 3a (High Probability) Flood Zone 3b (Functional Floodplain) Recorded Flooding - Impounded Water Bodies Recorded Flooding - Artificial Drainage Recorded Flooding - Surface Water Recorded Flooding - Fluvial Recorded Flooding - Unknown </p>
Flood Map	

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

Source Protection Zones (SPZs)

Comments N/A

Groundwater/Aquifer details

Comments N/A

Appendix C.74: Site 532 - Industrial Sites, Bristol Road

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

Most of landowners were contacted on the areas of land that were not affected by flooding. Some responded and indicated that the land was unavailable, but deliverability is still unknown for most of the site.

General Comments

Officer comments: There are likely to be some deliverability issues associated with the site. The site is in part the subject of a current planning application for mixed use redevelopment. There are some nearby sensitive receptors which would need to be considered. The site boundary would also need amending 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.

PRoW/Ecology/Biodiversity/Archaeology: 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.

Potential for Further Discussion within the WCS

The site boundaries have been modified to remove undeliverable areas, areas of flood risk, areas of incompatible use, or areas that were too small. If deliverability of any of the areas (over 2ha) could be established then any deliverable areas could have potential for further consideration within the WCS.