



Waste Core Strategy Site Options Consultation

Waste Site Assessment

Appendix C.68: Site 525 - Love Lane, Cirencester

October 2009

Site Maps and Images

Site Map



Aerial Photo



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Site Images



Locational Information

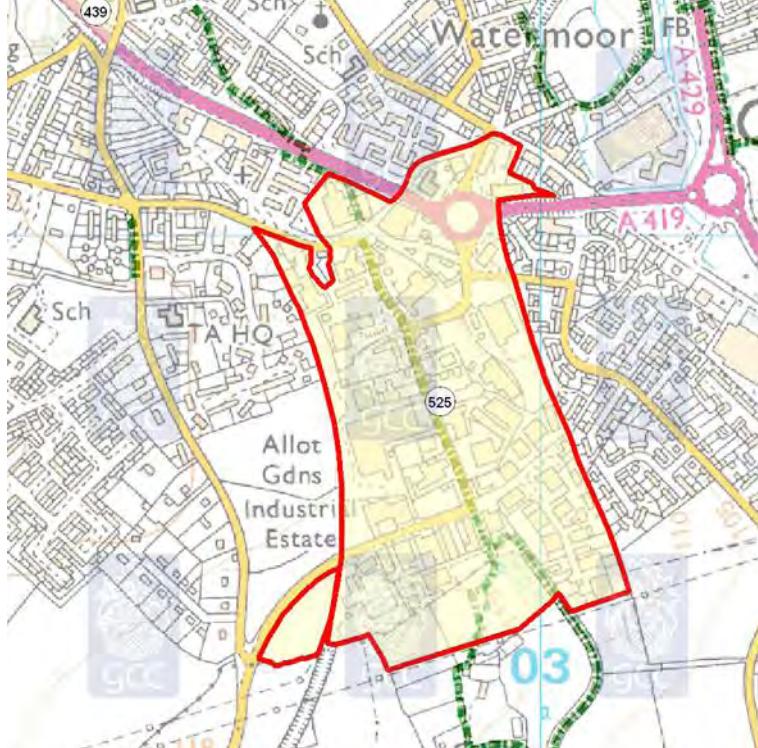
Site Details			
District	Cotswold		
Parish	Cirencester Siddington		
Easting	402820	Northing	200670
Approximate Site Area (hectares)	35		
Reasons for inclusion <i>NB: Slight anomalies in site boundaries may have arisen from 'clustering' of sites from more than one source and/or the absence of detailed site plans in source documents.</i>	The site is: identified in the Cotswold Local Plan; contains existing waste management facilities and has been listed in Cotswold District Council's Employment Land Review.		
Date of WPA officer visit	3rd December 2008		
Broad Description of Site (including current activities on site, location and neighbouring uses)	<p>The site is the main industrial site within Cirencester, covering a large area. There is quite a variety of units, in terms of their size and styles. The majority of buildings are constructed of brick. Included on site is a Waste Transfer Station operated by Cory Environmental Ltd on Elliot Road. The site spreads mainly to the south of the A419 with a smaller section to the north. Uses other than the Waste Transfer Station include: a fire station, Kwik Fit, Acoustic Energy, Lidl, Vauxhall Garage. The site appears to have good access from the dual carriage way (A419) and the internal road network is relatively good. Surrounding are allotments and housing with farmland to the south.</p> <p>Additional Sensitive Receptors: Adult centre, 2 schools, nursery.</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 less than 1000m from the Cotswolds AONB.		
Landscape Character	Dip Slope & Lowland. Cirencester Urban, Mainly Kemble Dip Slope.		
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>	Love La & A419		
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>	Low	Definition	Site has no potential for rail and/or water transport (generally considered too far from nearest 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>	Mainly industrial estate, reasonable access. Existing waste transfer in SE corner.		
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.

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Public Rights of Way <i>(Based on information provided by Gloucestershire County Council's Public Rights of Way (PRoW) team)</i>	
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 necessary but difficult - No enhancements likely.
Map Legend	 Public Right of Way
PRoW Map	

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Aerodrome Safeguarding <i>(based on safeguarding maps provided by Gloucestershire Airport and the Ministry of Defence (MOD))</i>	
Comments	The site lies within the MOD - South Cerney zone for - all buildings, structure, erections & works exceeding 150 feet in height; Fairford - All applications involving a refuse tip, a reservoir, a sewage disposal works, a nature reserve or a bird sanctuary.
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.
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)	None
Ecology Legend	<ul style="list-style-type: none"> SSSI Site of Special Scientific Interest Key Wildlife Site - area SAC Site Ramsar Site SPA Site
Constraints Map	

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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.

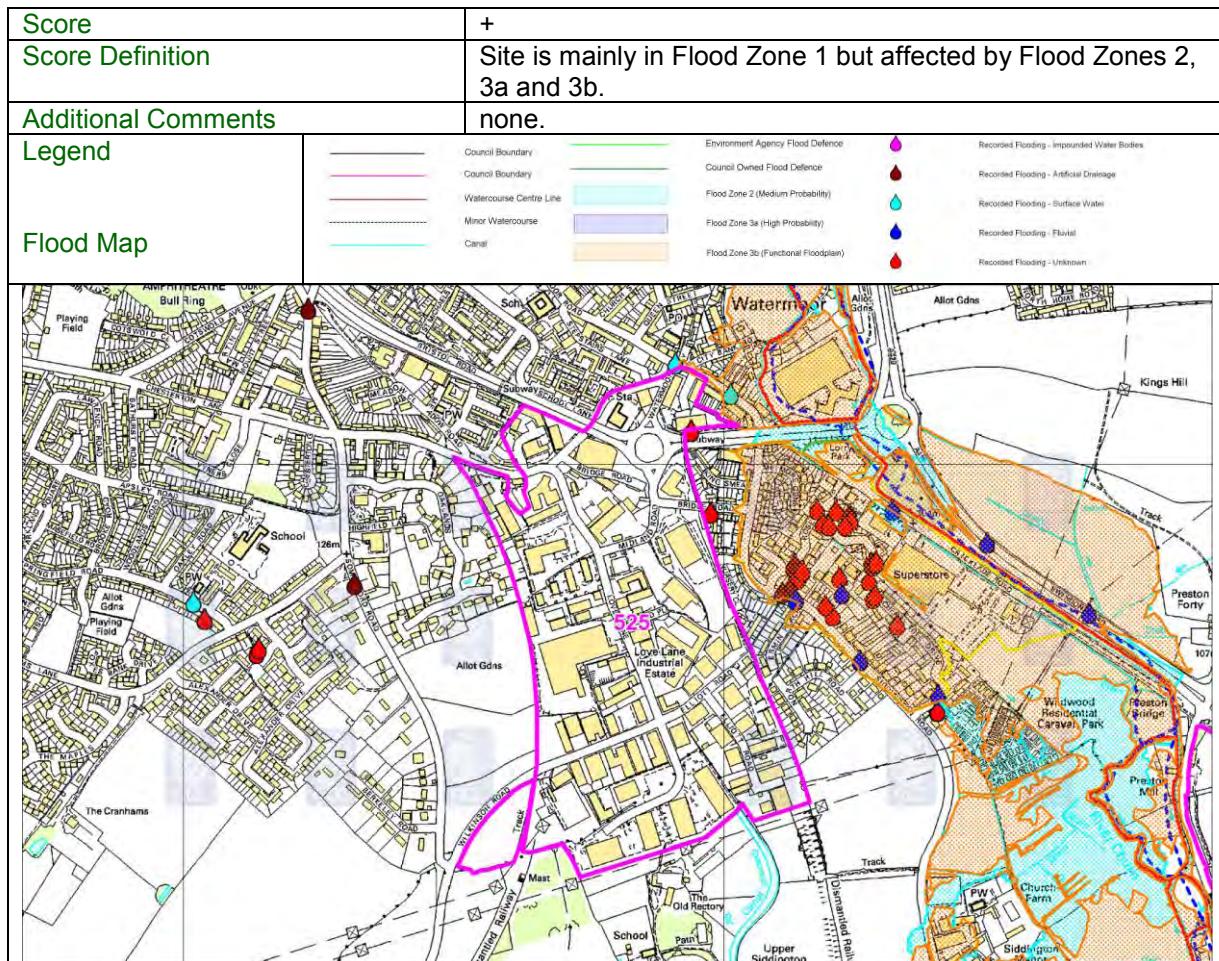
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Archaeology and the Historic Environment (Based on information provided by Gloucestershire County Council's Archaeology team)	
Score	--
Score Definition	<p>The site fulfils one or more of the following:-</p> <ul style="list-style-type: none"> * Contains 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	Listed Buildings and part of the Scheduled Monument of Cirencester Roman Town (SAM 361) are within the site.

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.

Flood Risk (Based on information provided by Halcrow)	
Site Description	Site lies fully in Flood Zone 1. The River Churn flows in a southerly direction to the east of the site. The Flood Zone maps for this watercourse extend into a small section of the north eastern corner of the site by City Bank Road. A small section of disused canal is located just outside of the southern boundary of the site. The canal does not extend into the site itself.
Watercourse(s)	River Churn
Flood Zone	1, 2, 3a and 3b
Flood Zone Information (Method used to derive Flood Zones & Confidence in Flood Zone information)	Modelled Flood Zones exist for Flood Zones 2 and 3a. Flood Zone 3a has been used to represent Flood Zone 3b. Consultation with the Environment Agency during the Level 1 SFRA indicated that there is a lower confidence in the modelled outlines for the River Churn south of where the Churn crosses the disused railway line north of South Cerney (approx SU 040,984). This does not affect the site itself.
Fluvial Flood Risk Posed to Site (including climate change)	Fluvial flood risk is low. In reality some risk is posed by the unnamed drain.
Historic Flooding/Flooding From Other Sources	No records of historical flooding and flooding from other sources have not been recorded within the site itself. There are some records of flooding from other sources in the areas to the west and east of the site. In the majority of cases the exact source of flooding is unknown; however, anecdotal records for some recorded incidents refer to surface water flooding problems due to heavy rainfall at Watermoor Road and flooding from artificial drainage sources along Rose Way (to the east of the site) and Somerford Road (to the west of the site).
Canals (Raised - breach/overtopping)	A small section of disused canal is located just outside of the southern boundary of the site. The canal does not extend into the site itself.
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.

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Source Protection Zones (SPZs)

Comments	N/A
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Groundwater/Aquifer details

Comments	Site 525 is lying over a Minor Aquifer High (HU), Minor Aquifer High (H1) and Major Aquifer High (HU). The site is also within 250m of a Major Aquifer High (H1).
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Land Ownership and General Deliverability Issues (Based on research undertaken in-house)

Areas of the site were found to contain incompatible uses (eg retail). Of the remaining areas, where possible the various landowners were contacted to establish deliverability. To date no landowners have expressed any interest in promoting the site for residual MSW treatment and some landowners have not responded or could not be identified.

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General Comments

Officer comments: There are likely to be some deliverability issues associated with the site. There are also some nearby sensitive receptors which would need to be considered.

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

Safeguarding: The MOD would 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.

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

If any parcels of land do come forward they will have to undergo further technical work. 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.