



Waste Core Strategy Site Options Consultation

Waste Site Assessment

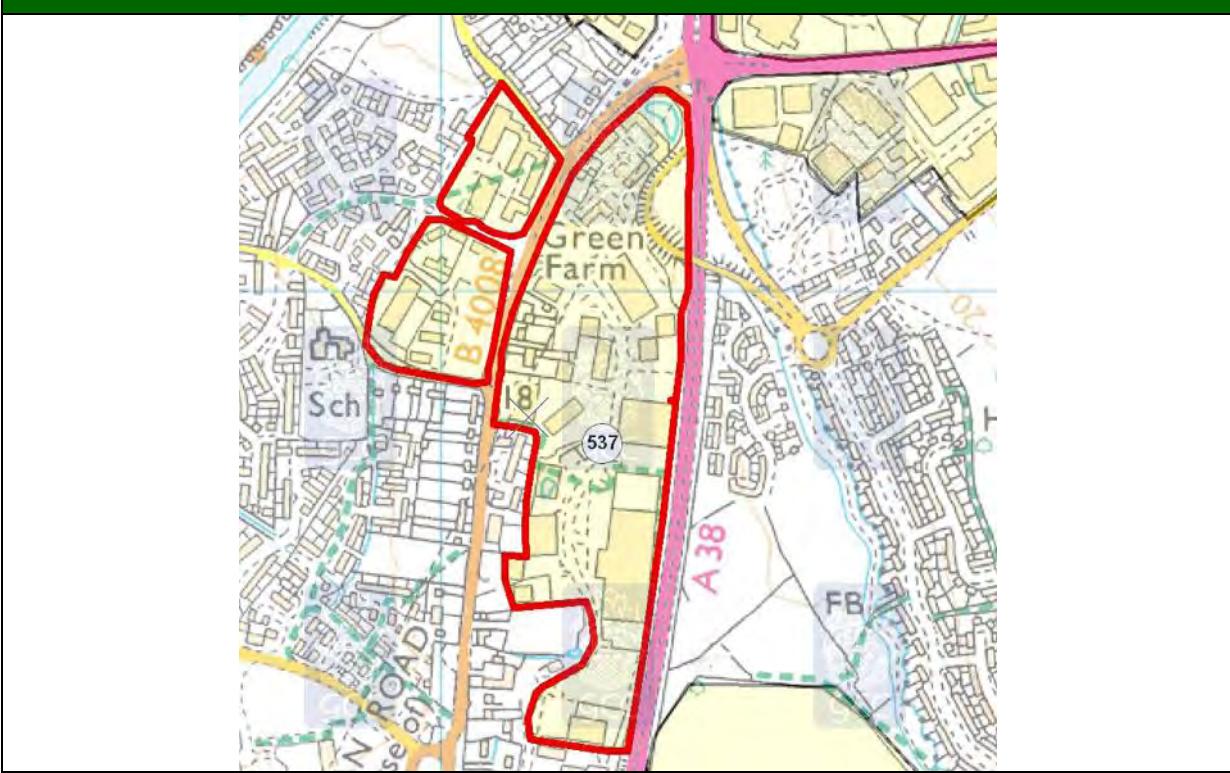
Appendix C.79: Site 537 - Green Farm and Olympus Parks

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	Quedgeley		
Easting	381174	Northing	214891
Approximate Site Area (hectares)	21		
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)	<p>Large area consisting of several light industrial/small business/retail parks. Businesses include: Geotechnical, H&F Europe, Arrk, Parasense, DHL, a plumbing supplier, a locksmiths, sheet metal manufacture, The Property Centre - Estate Agents. There appears to be good access from A38 and good internal road network. There are some shops nearby as well as residential properties and other businesses including a new development, hotels, pubs, Tesco, Aldi, Next, Matalan, HSBC, Dominos.</p> <p>Additional Sensitive Receptors: School, playing field, hospital, library.</p>		

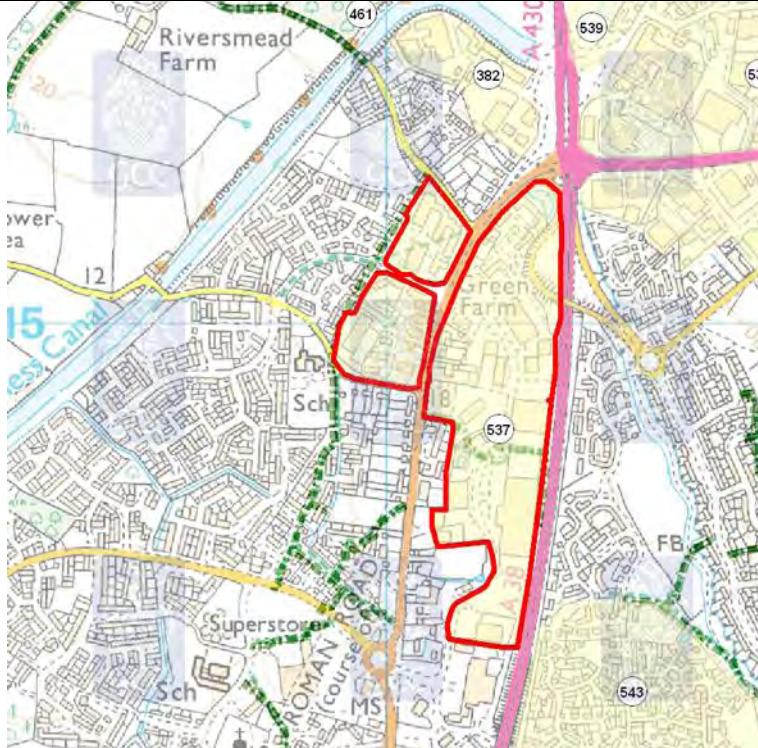
Site Assessment Factors/Criteria for Consideration

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.

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<p>Green Belt</p>			
Comments	The site is outside of the Gloucester/Cheltenham Green Belt.		
<p>Highways <i>(Based on information provided by Gloucestershire County Council's Highways Development Co-ordination team)</i></p>			
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 & B4008		
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>	Adjacent to A38 though existing businesses, nearby 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.

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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	Impact on the Public Rights of Way network with some minor re-routing required.
Additional Comments	Diversions 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 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.	

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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 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 [15,000m]
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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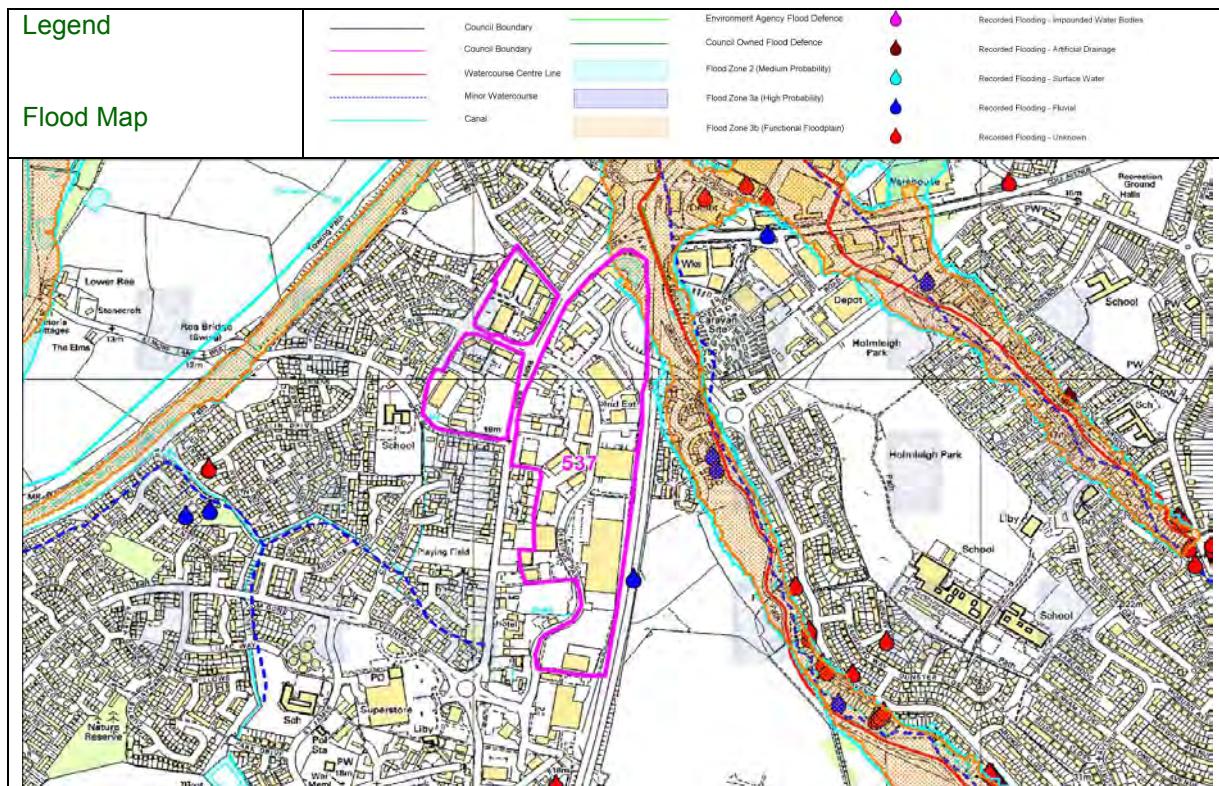
Geodiversity <i>(Based on information provided by the Gloucestershire Geology Trust at the Geological Records Centre)</i>	
Comments	<p>There was a Geological Local Site within 250m of the site: GLS – New Cut [GGT Site No. 259]</p> <p>A temporary exposure to allow re-routing of the canal cutting into the Lower Jurassic 'Charmouth Mudstone Formation'. A zonal ammonite, <i>Asteroceras obtusum</i>, was found on site.</p>

Archaeology and the Historic Environment <i>(Based on information provided by Gloucestershire County Council's Archaeology team)</i>	
Score	-
Score Definition	<p>The site fulfils one or more of the following:-</p> <ul style="list-style-type: none"> * Provides a setting to designated sites (category 1) * Contains known significant archaeological remains.
Additional Comments	Roman remains (SMR 3857, 11130) recorded on the site. Similar remains may survive in undeveloped areas.

Contaminated Land <i>(Based on information provided by the appropriate district council)</i>	
Comment	<p>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 "One small former industrial uses (garage)."</p> <p>No previous SI. Development benefit unknown."</p>

Flood Risk <i>(Based on information provided by Halcrow)</i>	
Site Description	Site mainly in Flood Zone 1 but affected along the northern boundary by Flood Zones 2, 3a and 3b.
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 outlines - low confidence. Flood Zone 3a used to represent 3b.
Fluvial Flood Risk Posed to Site (including climate change)	Site lies predominantly in Flood Zone 1 and fluvial flood risk is deemed low. FRA would need to confirm flood levels at NE corner of site so that site boundary could be adjusted accordingly.
Historic Flooding/Flooding From Other Sources	The site did not flood in 2007 suggesting that the lie of the land to the north of the site is such that flood waters cannot enter the site. Fluvial flooding has been recorded on the A38 to the east of the site.
Canals (Raised - breach/overtopping)	No canals exist in or adjacent to the site.
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.
Score	+
Score Definition	Site is mainly in Flood Zone 1 but affected by Flood Zones 2, 3a and 3b.
Additional Comments	none.

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Source Protection Zones (SPZs)

Comments	N/A
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Groundwater/Aquifer details

Comments	Site 537 is lying over a Minor Aquifer Intermediate 1 and a Minor Aquifer High (H3).
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Land Ownership and General Deliverability Issues *(Based on research undertaken in-house)*

Large areas of the site were removed because they contained incompatible uses (eg housing, retail and offices), areas of flood risk or areas that were too small. The landowners of the remaining areas have been contacted but have not responded. Therefore the deliverability of the site is unknown.

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General Comments

Officer Comments: There are likely to be significant deliverability and potential issues with existing use classes associated with this site. The site would possibly need modification to remove any areas not of B1, B2, B8 uses and areas of flood risk. There are several sensitive receptors which would also need consideration.

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/Geodiversity/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.

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 deliverability of any of the areas (over 2ha) could be established then any such areas could have potential for further consideration within the WCS.