



## **Waste Core Strategy Site Options Consultation**

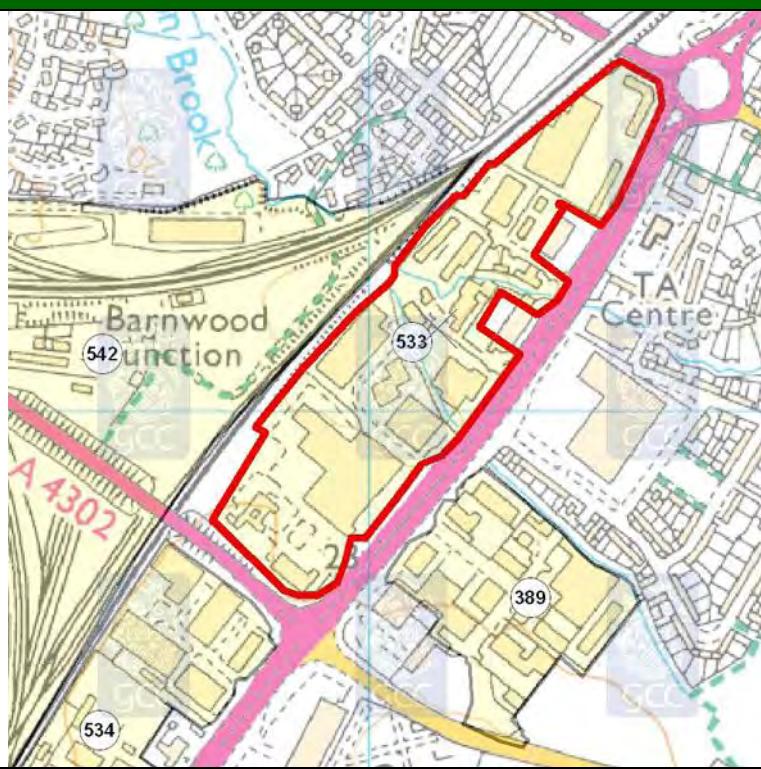
### **Waste Site Assessment**

**Appendix C.75: Site 533 - Off Eastern Avenue**

**October 2009**

*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	385077	Northing 218090
Approximate Site Area (hectares)	13	
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	18th September 2008	
Broad Description of Site (including current activities on site, location and neighbouring uses)	<p>Flat, relatively narrow site running between Eastern Avenue and railway. The Barnwood roundabout is at the north east boundary. Royal Mail and DHL are two of the biggest users. A mixture of business and light industrial uses. There are a few vacant units - maybe one or two. Generally a bit untidy – not a prestige estate. The Chancel Close (middle section) of this site perhaps offers the most potential. This bit of the site backs on to the railway triangle and the Allstone waste facility. Other businesses on this site include: DHL, Magnet, PC World (fronting Eastern Avenue), AVIS, Twyver. There are residential areas over the railway e.g. Armscroft and the gardens of large houses located on Barnwood Road. Blockbuster, McDonalds and the TA centre are opposite.</p> <p>Additional Sensitive Receptors: Games court, nursery, playground.</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.		
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>	A38		
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>	High	Definition	Site located close to substantial urban areas allowing significant scope for non-car trips.
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 rail and A road, currently a retail park.		
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.

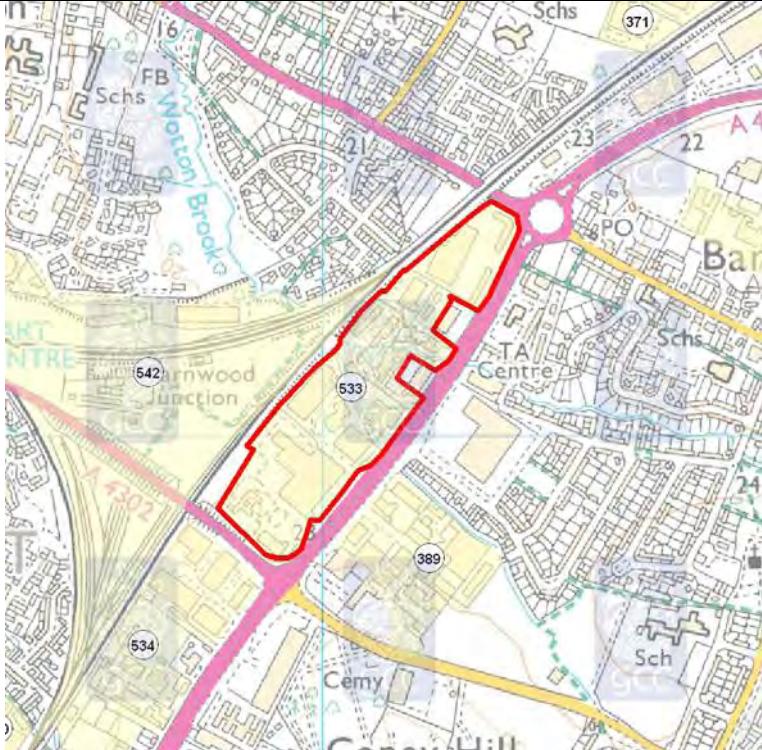
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Public Rights of Way (Based on information provided by Gloucestershire County Council's Public Rights of Way (PRoW) team)	
Score	+
Score Definition	No Public Rights of Way network present on site; or Presence of Public Rights of Way network with opportunity for existing route to be enhanced.
Additional Comments	No Path.
Map Legend	 <b>Public Right of Way</b>
PRoW Map	

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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 15 metres in height (49.2 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 <i>(Based on information provided by Gloucestershire County Council's Ecologist and the Gloucestershire Centre for Environmental Records (GCER))</i>	
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	 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	There were no recorded geological features on the site or within 250m of its boundary.

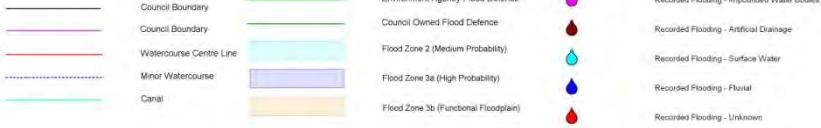
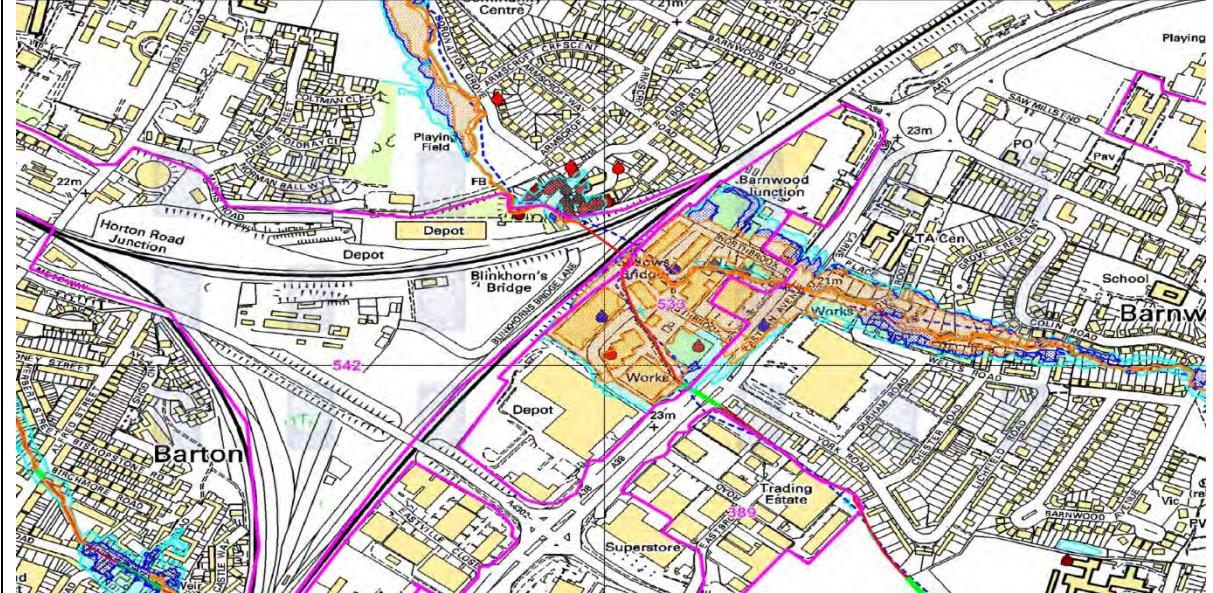
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Archaeology and the Historic Environment <i>(Based on information provided by Gloucestershire County Council's Archaeology team)</i>	
Score	++
Score Definition	<p>The site fulfils one or more of the following:-</p> <ul style="list-style-type: none"> <li>* No known historical or archaeological remains</li> <li>* Has no known archaeological potential</li> <li>* Previous development is known to have removed archaeological deposits from all or part of the site</li> </ul>
Additional Comments	No Known archaeology on the site, although this could 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 "Various current and former industrial uses. Some having previous SI, many not. Development of a waste facility would enable further remediation of these areas."</p>

Flood Risk <i>(Based on information provided by Halcrow)</i>	
Site Description	<p>Two watercourses flow through the site. The northern most watercourse is the Wotton Brook which enters the site along the eastern boundary at SO 8525 1814 by Northbrook Road. The southern most watercourse is an unnamed drain which enters the site at SO 8511 1797 through a culvert exit. The watercourse exits the site at SO 8503 1819 where it is culverted beneath a railway (Gallows Bridge). Central third of the site lies in Flood Zone 3b, with Flood Zones 2 and 3a also affecting the area.</p>
Watercourse(s)	Wootton 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)	<p>Modelled flood outlines produced as part of the Wotton Brook Strategic Flood Risk Mapping Study (March 2007) for Flood Zones 2, 3a, 3b and the 100 year climate change event. High confidence in Flood Zone maps.</p> <p>No Flood Zones have been produced for the unnamed drain. The flood risk shown to the site is from the Wotton Brook detailed modelling.</p>
Fluvial Flood Risk Posed to Site (including climate change)	<p>Approximately 50% of the site lies within Flood Zones 2, 3a and 3b. At Barnwood Junction, approximately ten industrial units are located within Flood Zones 2, 3a and 3b due to flood water backing up behind Gallows Bridge embankment. The railway embankment is acting as a barrier to floodwaters which back-up into the site. Detailed modelling undertaken as part of a Flood Mapping study has indicated that for the 100 year climate change scenario the flood extent increases to a similar extent of Flood Zone 2. The SFRM study recommended that future studies should investigate the possibility of increasing the culvert capacity at Gallows Bridge. The far western and eastern extents of the site are located within Flood Zone 1.</p> <p>While the unnamed drain does not show fluvial flood risk, in reality some risk is posed.</p>

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Historic Flooding/Flooding From Other Sources	Historic flood outlines for the Wotton Brook indicate the central part of the site was affected by the summer 2007 floods. Additional incident of fluvial flooding were identified within the Level 1 SFRA. These were recorded in summer 2007. There are no recorded incidents of flooding from groundwater or artificial drainage sources within the site.
Canals (Raised - breach/overtopping)	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)	<p>The detailed modelling undertaken as part of the Wotton Brook SFRM study has indicated that the capacity of the culvert at Gallows Bridge is insufficient, causing water to back-up behind the structure. An assessment into the residual risk present should the culvert become blocked should be considered as part of a FRA. The SFRM study recommended that future studies should investigate the possibility of increasing the culvert capacity at Gallows Bridge.</p> <p>The unnamed drain is culverted upstream of the site beneath the A38. In reality some residual risk may be posed. 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.</p>
Score	--
Score Definition	Site is mainly in Flood Zone 3b (Historical flood risk, flood risk from other sources and residual risk has been incorporated into the determination of the suitability score).
Additional Comments	Check flood risk suitability
Legend	
Flood Map	

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### Source Protection Zones (SPZs)

Comments	N/A
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### Groundwater/Aquifer details

Comments	Site 533 is partially lying over a Minor Aquifer High (HU).
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### Land Ownership and General Deliverability Issues *(Based on research undertaken in-house)*

The landowners of the areas unaffected by flooding have been contacted. The landowners have either responded saying that the land is unavaiable for residual MSW or have not responded.

### General Comments

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

There are two areas left where deliverability has not yet been able to be established. If deliverability of either of the two areas could be established then it could have potential for further consideration within the WCS.

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