



Waste Core Strategy Site Options Consultation

Waste Site Assessment

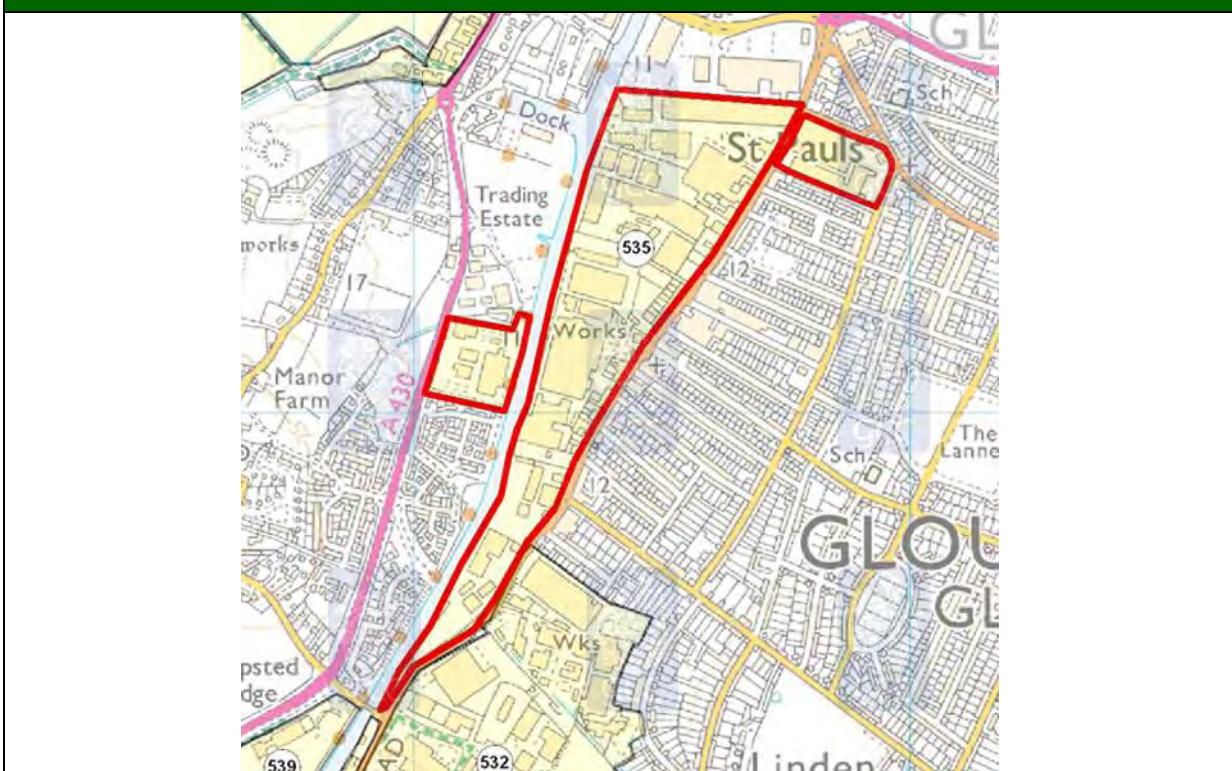
Appendix C.77: Site 535 - Canal Corridor

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	382413	Northing	217234
Approximate Site Area (hectares)	29		
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 and contains existing waste management facilities.		
Date of WPA officer visit	26th September 2008		

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<p>Broad Description of Site (including current activities on site, location and neighbouring uses)</p>	<p>Large site to the West of Bristol Road and bounded by the Gloucester Sharpness Canal. Site widens to north. Various business and industrial uses – some very large units/sheds within gated industrial estates.</p> <p>Evidence of historic industrial activity e.g. brick chimneys. South – narrow part of site there is a very large timber yard - Griggs. Also on this site: Lidl, Tyre/exhaust fitters, Lilleshall Steel Services, Howarth Timber Engineering, Permal (composite materials for the aerospace, defence, rail, marine and medical markets), DAD – Domestic Appliance Distribution, Burnt Tree Vehicle Rental, Mill Place Industrial Estate – various units and uses, Genesis Timber Engineering, Hydraflow, Madleaze Industrial Estate – various units and uses. Access is off busy Bristol Road, with potential canal access? There is a children's play area off Alma Place. There are significant areas of quite high density residential e.g. streets off Bristol road in Linden e.g. terraces in Cecil road is typical of about 14 streets running West - East off and very close to the Bristol Road. Also over canal, new housing e.g. Soren Larsen Way, Midsummer Walk, Kaskelot Way (well screened by trees), The Anchorage (also ell screened by tree growth).</p> <p>Additional Sensitive Receptors: Playing field, 2 playgrounds, sports ground, club, cinema, school, church.</p>
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Site Assessment Factors/Criteria for Consideration

<p>Landscape</p>	
<p>Comments</p>	<p>The site is located on land that has been developed and is not within or adjacent to a national landscape designation such as AONB.</p>
<p>Landscape Character</p>	<p>Gloucester Urban.</p>
<p>Green Belt</p>	
<p>Comments</p>	<p>The site is outside of the Gloucester/Cheltenham Green Belt.</p>

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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, A430/A4301		
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>	Low	Definition	Access via other roads (not involving trips through AONB).
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 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.

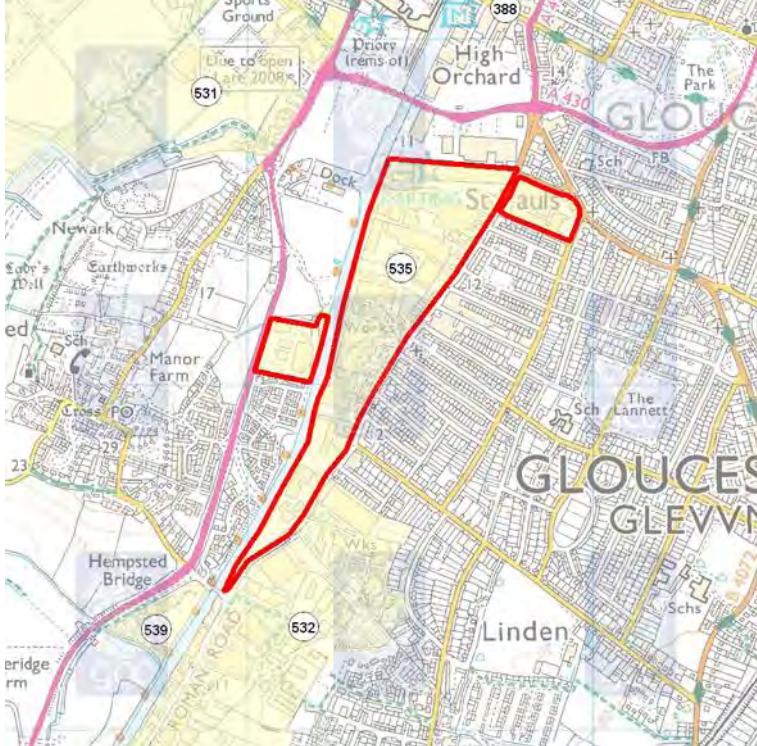
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Public Rights of Way (Based on information provided by Gloucestershire County Council's Public Rights of Way (PRoW) team)	
Score	+
Score Definition	No Public Rights of Way network present on site; or Presence of Public Rights of Way network with opportunity for existing route to be enhanced.
Additional Comments	No Path.
Map Legend	 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	
Other Internationally & Nationally Designated Sites (wetlands)	Severn Estuary SAC/SPA/Ramsar/SSSI [17,200m]
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.

Archaeology and the Historic Environment (Based on information provided by Gloucestershire County Council's Archaeology team)	
Score	0
Score Definition	<p>The site contains no known historical or archaeologically significant remains, but</p> <ul style="list-style-type: none"> * Provides a setting for significant remains * Has the potential to contain significant remains, which are known in the vicinity
Additional Comments	<p>This site has been designated as 0 as it contains the remains of 19th century industrial buildings (Moreland's Match Factory SMR 20322/20323, Gloucester Railway and Carriage Works, SMR 20329) the full significance of which cannot be determined without more detailed analysis. The site also contains the possible line of Roman Road (SMR 7365), although the position of this road is conjectural. There are unlikely to be setting issues with the nearby Listed Norfolk House on the opposite side of Bristol Road.</p>

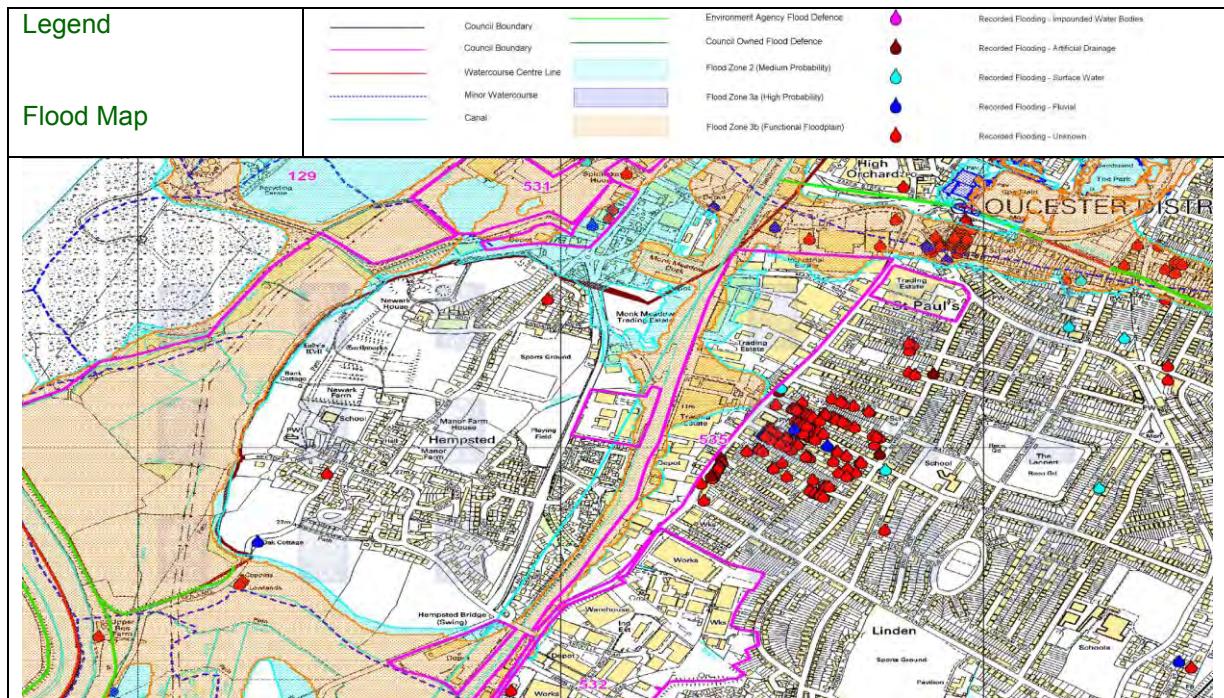
Contaminated Land (Based on information provided by the appropriate district council)	
Comment	<p>The site or adjoining land is not classified as 'contaminated land' under the Environment Act 1995, but Gloucester City Council identified the site or adjoining area as a site of potential concern. Gloucester City Council also provided the following information in relation to the site "Current and former (match factory, garages etc) industrial sites. No previous SI. Development of a waste facility would enable remediation of these areas."</p>

Flood Risk (Based on information provided by Halcrow)	
Site Description	<p>Site lies evenly in Flood Zones 1, 2 and 3. The Gloucester and Sharpness Canal is located along the western boundary of the site. No major watercourses, minor watercourses or drains are located within the site although Flood Zones 2, 3a and 3b associated with the River Severn and Sud Brook affect parts of the site along the western and northern boundaries.</p>
Watercourse(s)	River Severn and Sud Brook
Flood Zone	<p>1, 2, 3a and 3b 2, 3a and 3b</p>
Flood Zone Information (Method used to derive Flood Zones & Confidence in Flood Zone information)	<p>Modelled flood outlines exist for the River Severn. The Level 1 SFRA used modelled outlines for Flood Zones 3a and 3b. However, analysis of the modelled flood outlines for Flood Zone 2 indicated difference with the existing Flood Zone maps. Following consultation with the Environment Agency, it was recommended that the existing Flood Zones were used for Flood Zone 2.</p> <p>JFLOW modelled outlines. Low confidence. Watercourse is culverted in the lower reaches and some misalignments are evident in Flood Zone data to the north of the site. The effect of the culverted parts of the watercourse has not been considered in the existing Flood Zone data. The extent and depth of flooding should be considered as part of a FRA.</p>

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Fluvial Flood Risk Posed to Site (including climate change)	<p>Site is shown to be affected by Flood Zones 2, 3a and 3b along the western and northern boundaries of the site. This is from a combination of the River Severn and Sud Brook. Flood Zone 2 has been used to model the 100 year Climate Change scenario. This is based on JFLOW modelled outlines. The exact extent and depth of flooding for the 100 year climate change scenario should therefore be confirmed as part of a FRA.</p> <p>The existing Flood Zones indicate some risk to the site from the Sud Brook with Flood Zones 2, 3a and 3b extending into the site along the northern boundary. Flood Zone 2 has been used to represent the 100 year climate change scenario which is not deemed robust. The exact extent and depth of flooding for the 100 year climate change scenario should be confirmed as part of a FRA. The Severn Tidal Tributaries CFMP states that significant changes in flood depth and extent can be expected along the Sud Brook</p>
Historic Flooding/Flooding From Other Sources	<p>There are no historical flood outlines affecting the site and no records of flooding from other sources such as surface water or groundwater have been recorded within the site. To the east of the site there are a number of recorded incidents of flooding from fluvial sources. The majority of these are from the summer 2007 events. Flooding from artificial drainage sources have also been recorded along the A430 which runs parallel to the site. These were reported to be a result of blocked drains. Tidal flooding occurred along the Severn Estuary in 1981 following which a series of defences were constructed along the watercourse.</p> <p>There are no historic flood outlines affecting the site.</p>
Canals (Raised - breach/overtopping)	<p>The Gloucester and Sharpness Canal is located to the south 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 has indicated there are no raised sections of canal in the vicinity of the site.</p>
Flood Defences (Location/Type/SoP/Residual Risk)	<p>No defences are known to exist in the site.</p>
Culverts (Location/Type/Watercourse/Residual Risk)	<p>No culverts are known to exist in the site.</p>
Score	0
Score Definition	<p>Site is mainly in Flood Zone 2 (Historical flood risk, flood risk from other sources and residual risk has been incorporated into the determination of the suitability score).</p>
Additional Comments	<p>None.</p>

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Source Protection Zones (SPZs)

Comments	N/A
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Groundwater/Aquifer details

Comments	Site 535 is within 250m of a Minor Aquifer High (HU).
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Land Ownership and General Deliverability Issues

(Based on research undertaken in-house)

Large areas of the site were affected by flooding. Several of the larger landowners indicated that their land was unavailable. When the undeliverable areas, areas of incompatible use and areas of flood risk were removed, the site 'declustered' and most of the remaining areas were too small to be considered. However, the deliverability is still unknown on the southern most part of the site.

General Comments

Officer Comments: There are likely to be deliverability issues associated with this site. The site would need modification to remove any 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.

Archaeology/PRoW/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.

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Potential for Further Discussion within the WCS

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