



Waste Core Strategy Site Options Consultation

Waste Site Assessment

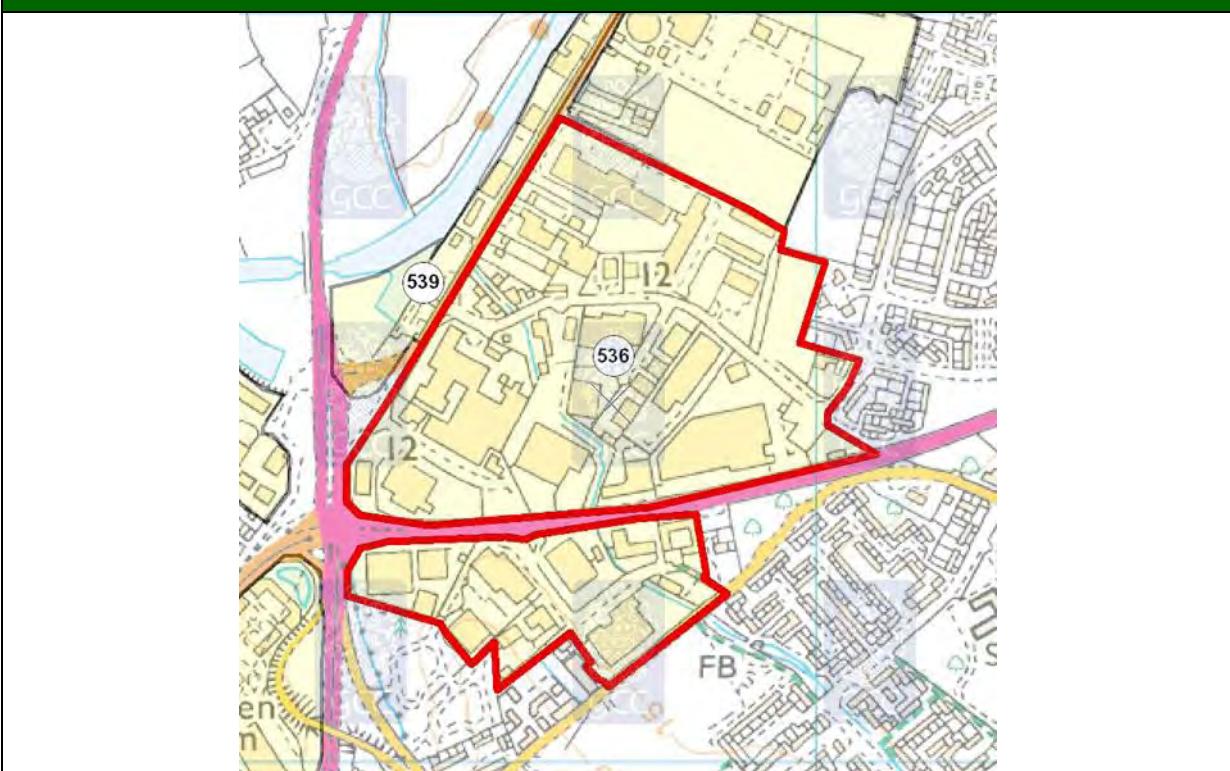
Appendix C.78: Site 536 - A38/A430 Junction

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

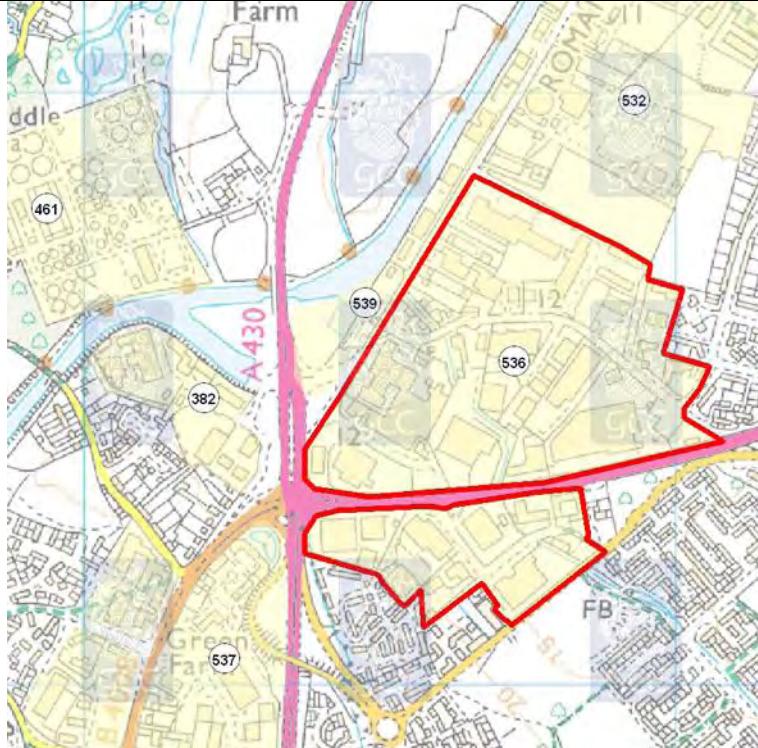
District	Gloucester		
Parish	Gloucester Non-Parish		
Easting	381704	Northing	215468
Approximate Site Area (hectares)	31		
Reasons for inclusion <i>NB: Slight anomalies in site boundaries may have arisen from 'clustering' of sites from more than one source and/or the absence of detailed site plans in source documents.</i>	The site was listed in Gloucester City Council's Employment Land Review.		
Date of WPA officer visit	26th September 2008		
Broad Description of Site (including current activities on site, location and neighbouring uses)	<p>Business / light industrial park south of Cole Avenue (A38). A number of car sales & garages – car parts fitters etc. County Highways Depot in south east of site, also offices. Good access onto A38 via Shepherd Road. Further transport assessment needed. There is a large area of residential (Park homes) to the south west of the site off Greenhill Drive and playing fields to the south east. Screening potential may be limited but may be better at the south east corner of the site. Depends on size and nature of any proposed facility.</p> <p>Additional Sensitive Receptors: Playing field, church, playground, park.</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 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>	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>	Reasonable road access though 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.

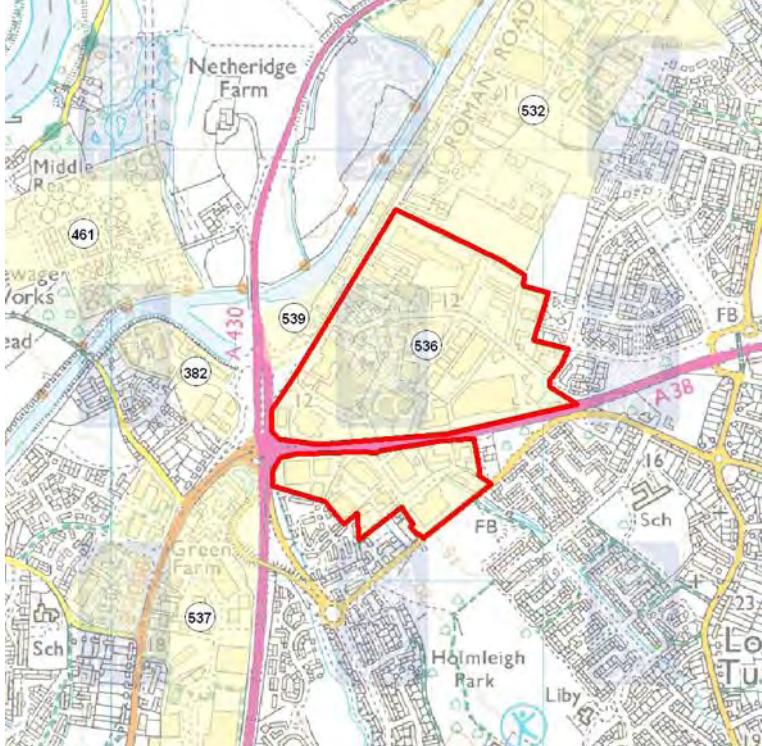
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Public Rights of Way (Based on information provided by Gloucestershire County Council's Public Rights of Way (PRoW) team)	
Score	-
Score Definition	Impact on the Public Rights of Way network with some minor re-routing required.
Additional Comments	Diversion 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 [15,900m]
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 was a Geological Local Site within 250m of the site: GLS – New Cut [GGT Site No. 259] 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.

Archaeology and the Historic Environment (Based on information provided by Gloucestershire County Council's Archaeology team)	
Score	+
Score Definition	The site fulfils one or more of the following:- * SMR record of less archaeological significance * Known historical or archaeological remains of less significance * Is in the vicinity of less significant archaeological remains * Is within a significant historic landscape character area
Additional Comments	Designated as a + as, although the site contains the possible line of Roman Road (SMR 7365), which forms the western edge of this site, the position of this road is conjectural.

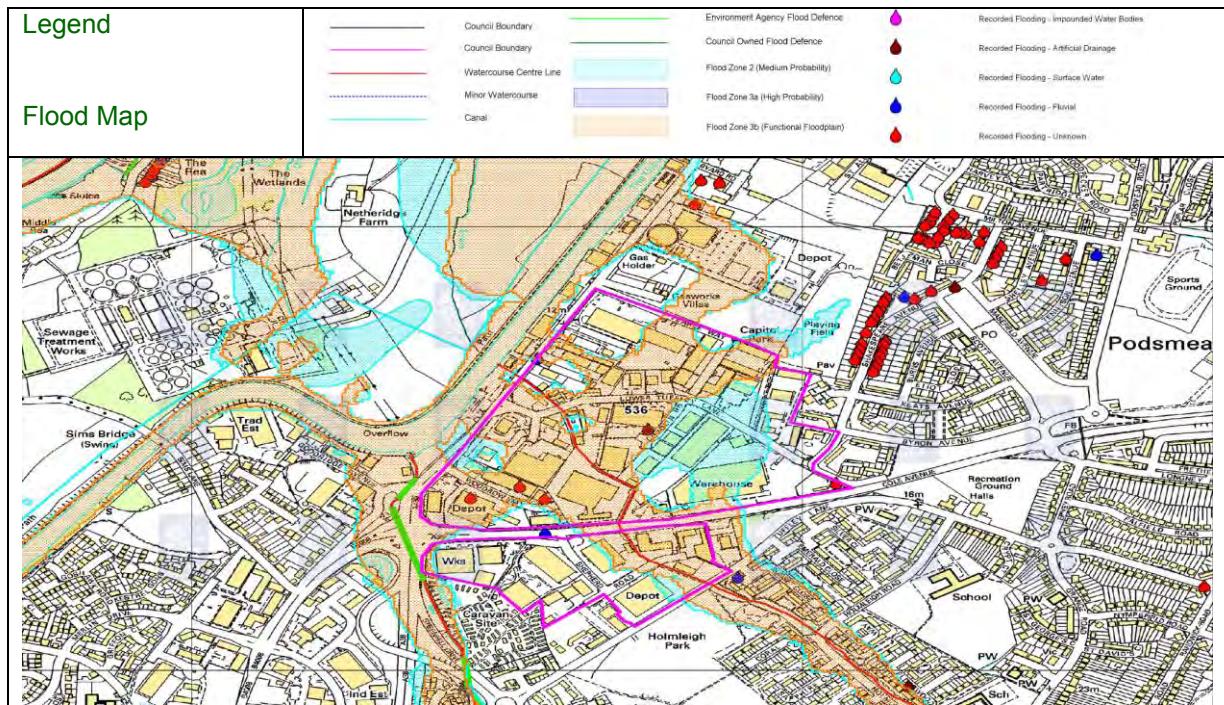
Contaminated Land (Based on information provided by the appropriate district council)	
Comment	The site or adjoining land is not classified as 'contaminated land' under the Environment Act 1995, but Gloucester City Council identified the site or adjoining area as a site of potential concern. Gloucester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

Flood Risk (Based on information provided by Halcrow)	
Site Description	Site is split into two parts by Cole Avenue. The Whaddon Brook flows through both parts of the site being culverted for short distances along its course within the site before flowing into the Gloucester and Sharpness Canal at SO . Daniels Brook flows along the south western boundary of the site where it is culverted beneath the A38 and A430 before draining into the Gloucester and Sharpness Canal.
Watercourse(s)	Whaddon Brook and Daniels Brook
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 site. 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. Only small parts of the site are located within Flood Zone 1. JFLOW modelled outlines. Low confidence. The presence of the culvert beneath the A38/A430 has not been taken into consideration. Flood Zone 2 had been used to represent the 100 year climate change scenario. This is not deemed robust due to the misalignments in the Flood Zones.

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Fluvial Flood Risk Posed to Site (including climate change)	<p>The northern part of the site is affected by flooding from the Whaddons Brook with the majority of the site located within Flood Zone 2. A large proportion of the site is also shown to lie within Flood Zones 3a and 3b. Flood Zones 2 and 3 - Flood Zone 3a has been used to represent 3b and the 100 year climate change event. This is not deemed robust as a number of misalignments are evident within the Flood Zone maps.</p> <p>Small parts of the site located to the south of Cole Avenue are shown to be affected by Flood Zones 2, 3a and 3b. Some risk to the northern part of the site is also evident from the Daniels Brook however, the presence of the culvert has not been taken into consideration and should be investigated as part of a FRA.</p>
Historic Flooding/Flooding From Other Sources	<p>Historical flood outlines are available for both the Whaddon Brook and Daniels Brook for the summer 2007. Fluvial flooding from the Whaddon Brook affected approximately 50% of the northern part of the site and was similar in extent to the area shown to lie within Flood Zone 3b. In the southern part of the site, the eastern extent was shown to flood during the summer 2007 event, again from the Whaddon Brook. Flooding from the Daniels Brook was also experienced in summer 2007 to the west of the site but did not affect the site itself.</p>
Canals (Raised - breach/overtopping)	<p>The Gloucester and Sharpness Canal is located to the west 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.</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>Parts of the Whaddon Brook are culverted for small sections through the site. The JFLOW modelled outlines do not appear to take the culverts into consideration. The residual risk of the culverts to the site should be investigated as part of a FRA. The Daniels Brook is culverted for relatively long sections along the south western boundary of the site. The JFLOW modelled outlines do not take the culverts into consideration. An FRA should confirm any residual risk to the site from the culverts.</p>
Score	-
Score Definition	<p>Site is mainly in Flood Zone 3a (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>Detailed modelling would be required in this area to refine the Flood Zone information, which is currently quite coarse. This will give a truer account of the flood risk and may better guide the Sequential Test process.</p>

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Source Protection Zones (SPZs)

Comments	N/A
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Groundwater/Aquifer details

Comments	Site 536 is partially lying over a Minor Aquifer High (H3) and is within 250m of a Minor Aquifer Intermediate I.
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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. When the areas of flood risk were removed and the site 'declustered' all of the remaining areas were too small to be considered. Therefore the site is undeliverable.

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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.

PRoW/Ecology/Biodiversity/Archaeology/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.

Potential for Further Discussion within the WCS

The site is undeliverable and therefore has no potential for further discussion within the WCS.