



Waste Core Strategy Site Options Consultation

Waste Site Assessment

Appendix C.53: Site 422 - Prestbury Road and Cleevemont Close

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	Cheltenham		
Parish	Cheltenham Non-Parish		
Easting	395803	Northing	223252
Approximate Site Area (hectares)	3		
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 listed in Cheltenham Borough Council's Employment Land Review.		
Date of WPA officer visit	5th December 2008		
Broad Description of Site (including current activities on site, location and neighbouring uses)	<p>The site comprises of a number of small units with access off both Prestbury Road and Cleevemont Close. The access off Prestbury Road leads to Marchants Coach Depot. On site are Marchants Coaches and a number of vacant units.</p> <p>Additional Sensitive Receptors: School, community centre, club, football club, bowling club, playground, church.</p>		

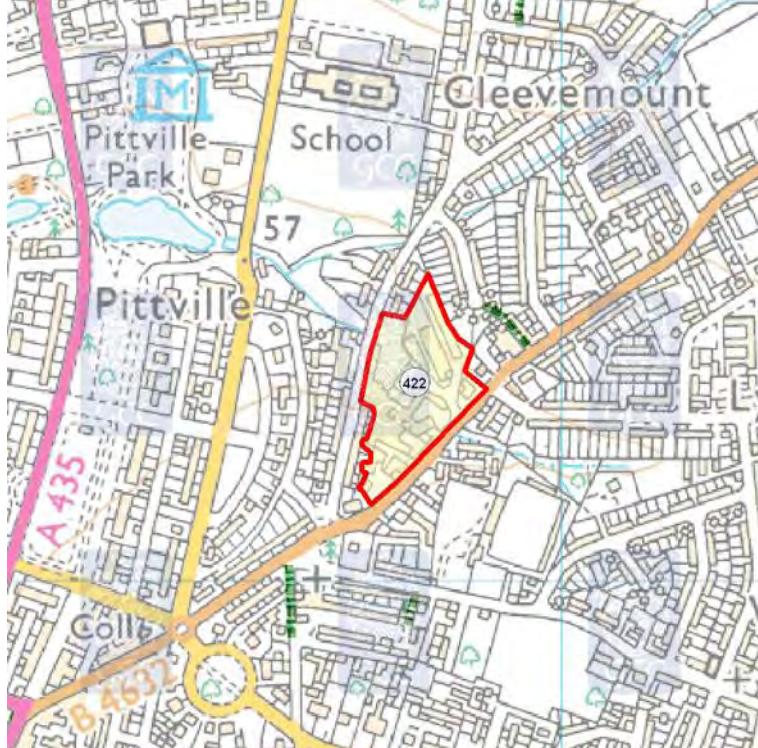
Site Assessment Factors/Criteria for Consideration

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	Cheltenham Urban.

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<p>Green Belt</p> <p>Comments The site is outside of the Gloucester/Cheltenham Green Belt.</p>			
<p>Highways <i>(Based on information provided by Gloucestershire County Council's Highways Development Co-ordination team)</i></p>			
<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></p>			B4632, A435/A46
<p>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></p>	Low	Definition	Access via other roads (not involving trips through AONB).
<p>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></p>	Low	Definition	Site has no potential for rail and/or water transport (generally considered too far from nearest water/rail).
<p>Employee Accessibility <i>Potential for employees to be able to access the site using non-car modes.</i></p>	High	Definition	Site located close to substantial urban areas allowing significant scope for non-car trips.
<p>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></p>			Urban location, not close to strategic roads.
<p>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></p>	Not Take Forward	Definition	Consider that site has no potential in transport terms and recommend it is not considered further. In general terms the Not Take Forward category will comprise those sites with a Low or Poor answer for Strategic Highway Access and a Low 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	 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 <i>(Based on information provided by Gloucestershire County Council's Ecologist and the Gloucestershire Centre for Environmental Records (GCER))</i>	
Score	+
Score Definition	Overall impact on biodiversity could be potentially uncertain or positive. Identified important ecological constraint greater than 250 metres and up to and including 1km 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	
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.

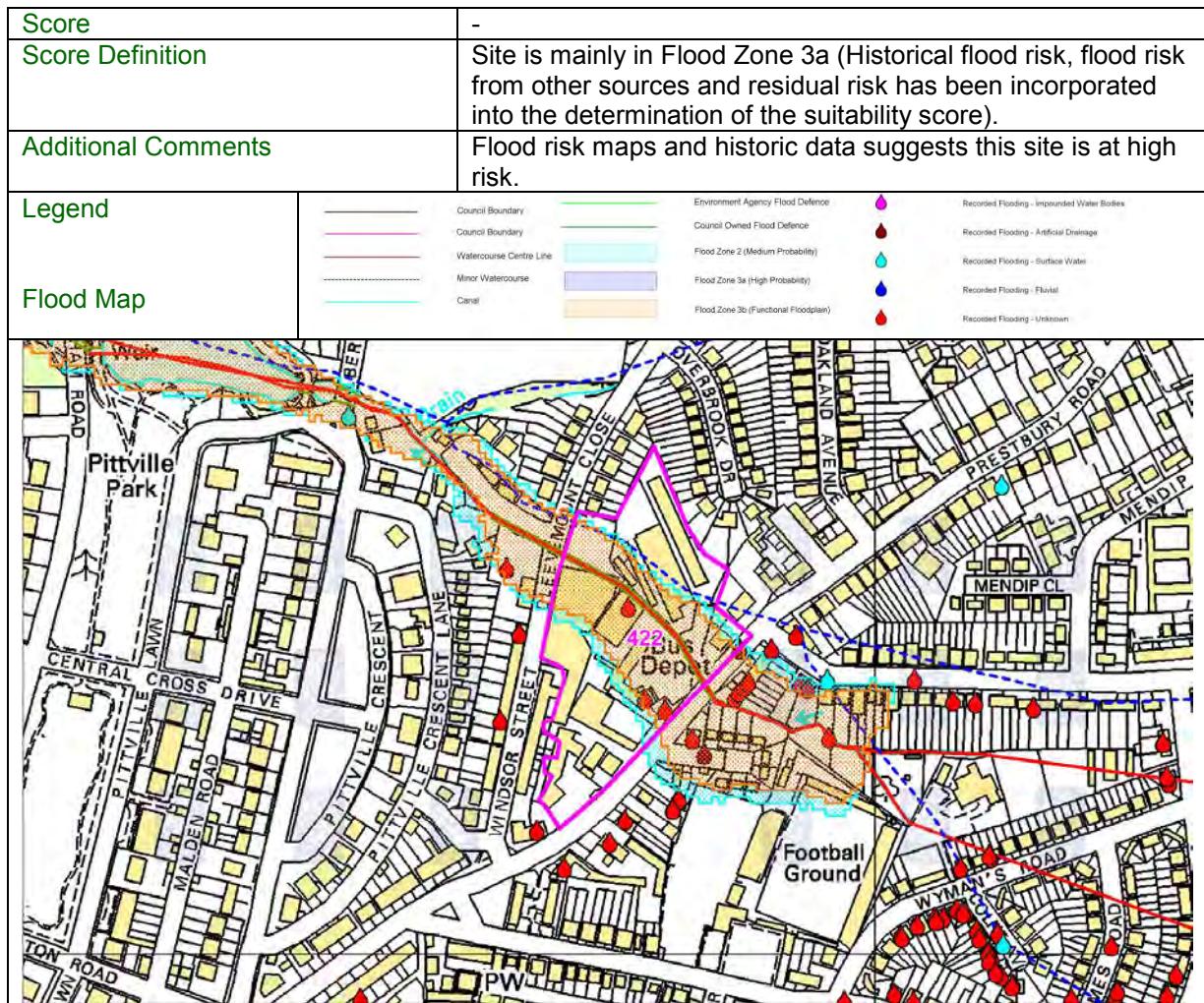
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Archaeology and the Historic Environment <i>(Based on information provided by Gloucestershire County Council's Archaeology team)</i>	
Score	--
Score Definition	<p>The site fulfils one or more of the following:-</p> <ul style="list-style-type: none"> * 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	Designated as -- as there is a Listed Building at edge of site although may already have been affected by industrial development.

Contaminated Land <i>(Based on information provided by the appropriate district council)</i>	
Comment	The site or adjoining land is not classified as 'contaminated land' under the Environment Act 1995, but Cheltenham Borough Council identified the site adjoining area as a site of potential concern. The additional information was available: Limited SI has been completed for units along Churchill Road and re-development would offer a viable opportunity for remediation.

Flood Risk <i>(Based on information provided by Halcrow)</i>	
Site Description	The Wymans Brook Tributary is culverted through the centre of the site. Flood Zones 3b, 3a and 2 affect the central section of the site.
Watercourse(s)	Wymans Brook Tributary
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 in Flood Zones. The watercourse is culverted through the site and the current Flood Zone maps do not take account of this culvert. Flood Zone 3a has been used to represent Flood Zone 3b. Flood Zones 2, 3a, 3a+20% Climate Change and 3b should be modelled as part of a FRA to verify extents and levels and the affect of the culvert on the site.
Fluvial Flood Risk Posed to Site (including climate change)	The centre of the site is affected by Flood Zones 2, 3a and 3b although the existing Flood Zones do not take into account the presence of the culvert. The northern and southern extents of the site lie within Flood Zone 1.
Historic Flooding/Flooding From Other Sources	Historic Flood Zone maps exist for the site for the July 2007 flood event. These indicate that over 50% of the site was affected by flooding from the watercourse. Flooding from other sources has also been recorded within the site itself and the area surrounding the site. The exact cause of this flooding is unknown, but does suggest that there have been historical flooding issues in this area.
Canals (Raised - breach/overtopping)	No canals exist in the site.
Flood Defences (Location/Type/SoP/Residual Risk)	No defences are known to exist in the site.
Culverts (Location/Type/Watercourse/Residual Risk)	The Wymans Brook Tributary is culverted through the centre of the site. There may be a residual risk of flooding from this culvert and both the existing Flood Zone maps and historic flood outlines suggest there may be a problem. The existing Flood Zones do not take into account the presence of the culvert and should be enhanced through further modelling to assess the extent and level of flooding through the site.

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Source Protection Zones (SPZs)

Comments	N/A
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Groundwater/Aquifer details

Comments	Site 422 is mostly lying over a Minor Aquifer High (HU).
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Land Ownership and General Deliverability Issues (Based on research undertaken in-house)

At this stage the deliverability of the site is unknown.
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General Comments

Officer Comments: There are likely to be significant deliverability issues associated with this site. It is really two small sites with separate accesses that have been occupied long-term by businesses, and would need 'declustering'. There are also nearby sensitive receptors which would 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/Landscape: 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

Gloucestershire County Council's Highways Development Coordination officers recommended that the site is not considered any further within the WCS and there is also significant flood risk associated with the site. Therefore it is felt that this site should not be taken forward into the WCS for further consideration.