

**Waste Core Strategy
Site Options Consultation**

Waste Site Assessment

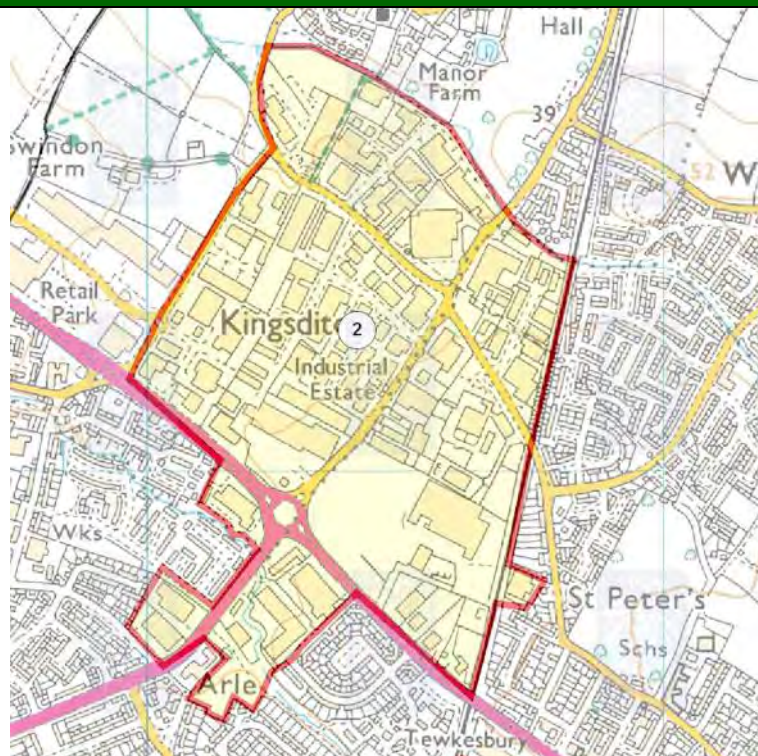
**Appendix C.1: Site 002 - Swindon Road, Cheltenham and
surrounding Industrial Estates**

October 2009

Appendix C.1: 002 Swindon Road, Cheltenham and surrounding Industrial Estates

Site Maps and Images

Site Map



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Aerial Photo



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Appendix C.1: 002 Swindon Road, Cheltenham and surrounding Industrial Estates

Site Images



Locational Information

Site Details

District	Cheltenham		
Parish	Swindon Cheltenham Non-Parish		
Easting	393403	Northings	224169
Approximate Site Area (hectares)	69		
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 contains existing waste management facilities and was listed in Cheltenham Borough Council's Employment Land Review.		
Date of WPA officer visit	5th December 2008		

Appendix C.1: 002 Swindon Road, Cheltenham and surrounding Industrial Estates

<p>Broad Description of Site (including current activities on site, location and neighbouring uses)</p>	<p>This is a very large site and contains five main areas:</p> <p>AREA 1 – North of Tewkesbury Road and south of Runnings Road – The area is dominated by car show rooms which face directly on to the road. The north west section contains a number of smaller industrial and retail units.</p> <p>AREA 2 – North of Runnings Road - This area consists of industrial and business units. The units on Ashville Trading Estate are run down and a number have been vandalised.</p> <p>AREA 3 - West of Wymans Lane and north of Swindon Road - The units on here are small in scale and contain a mixture of uses.</p> <p>AREA 4 – East of Kingsditch Lane and north of Tewkesbury Road – The area contains of mixture of units. The area closest to Tewkesbury Road has recently been redeveloped. One of the main uses is the Cheltenham Borough Council recycling centre and depot.</p> <p>AREA 5 – South of Tewkesbury Road – A variety of units separated by Princess Elizabeth Way.</p> <p>AREA 1 – Including car showrooms inc Aston Martin, BMW and Renault. Barclays bank, a number of vacant office units, Rosebys.</p> <p>AREA 2 – Including Spirax Sarco, Stow Valley Vehicles, European School Books.</p> <p>AREA 3 – Including Cotswold Bowl, Herbert's Skip Hire, and Construction School.</p> <p>AREA 4 – Recycling Centre, Brookers, Safe Storage, Homebase.</p> <p>AREA 5 - Alfa Romeo garage, Curry's, PC World, Big Yellow Storage.</p> <p>Additional Sensitive Receptors: One playing field, one church, BMX track, play area and University of Gloucestershire buildings.</p>
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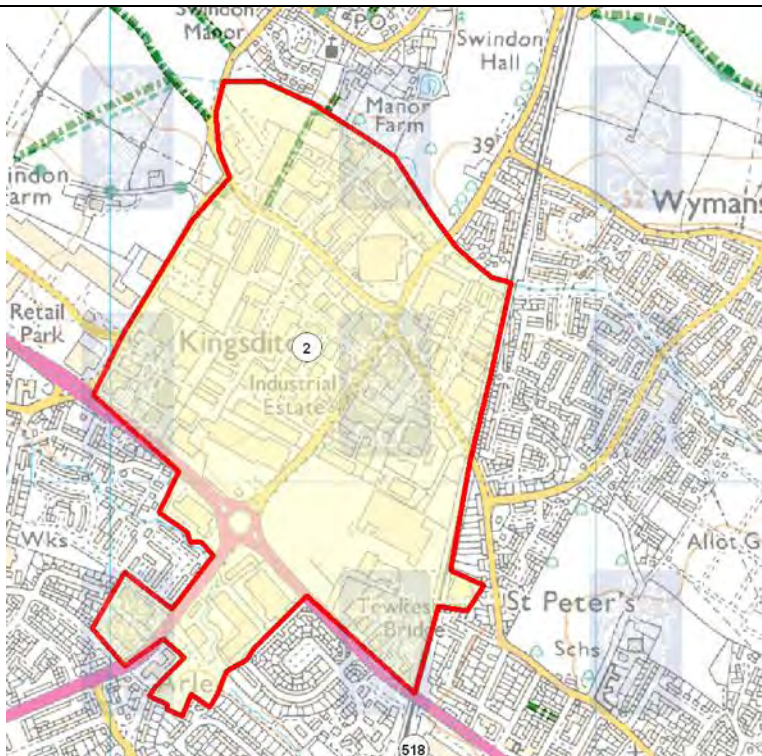
Site Assessment Factors/Criteria for Consideration

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

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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>	A4019 Tewkesbury Rd & Kingsditch La		
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>	Some recycling already in SE of site, due to have a future role as for TBC as well. Some parts of site q close to residential, part of site south of A4019 is less suitable. Making M5 J10 all-movements would assist the site.		
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.

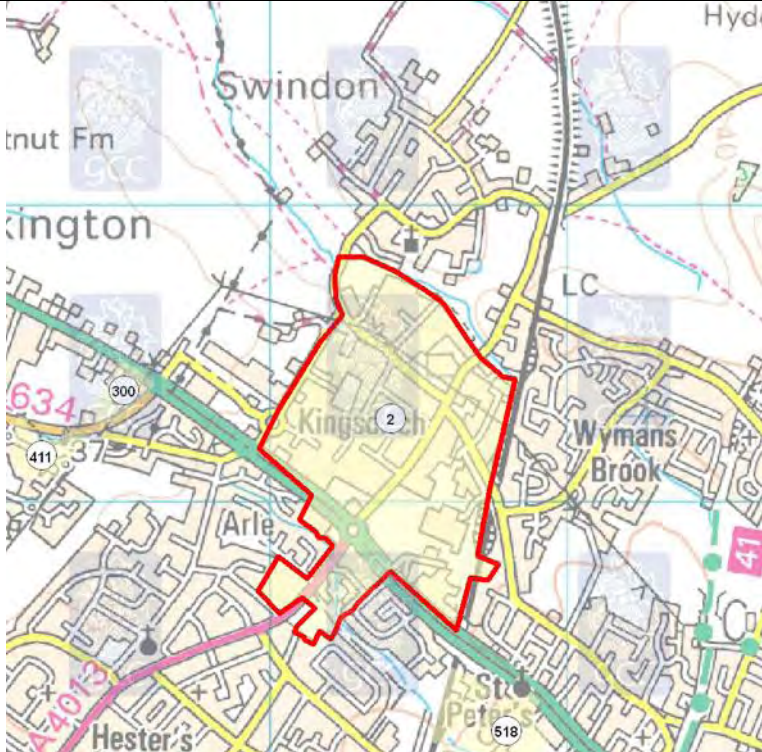
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Public Rights of Way (Based on information provided by Gloucestershire County Council's Public Rights of Way (PRoW) team)	
Score	++
Score Definition	Presence of Public Rights of Way network with opportunity for major enhancement and / or additional routes to be constructed.
Additional Comments	Paths may need diversion - 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 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 (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.
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	<div> <div></div> SSSI Site of Special Scientific Interest <div></div> Key Wildlife Site - area <div></div> SAC Site <div></div> Ramsar Site <div></div> SPA Site </div>
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.

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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:- * Provides a setting to designated sites (category 1) * Contains known significant archaeological remains.
Additional Comments	The site is adjacent to the Swindon Village Conservation Area which may present setting issues, although industrial development has already taken place within the site. It also contains some SMR records of less significance, with the possible exception of medieval mill site (SMR 6624), although the reference is rather vague and there are no standing structures on a site which has been heavily developed. Proximity of Listed Buildings is unlikely to present setting issues as the site is already affected by recent development and the church and manor house (SMR 5417, 5418, 6975) appear to be screened by trees.

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 Cheltenham Borough Council identified the site or adjoining area as a site of potential concern. The additional information was available: Some parts of the site have already been remediated e.g. Indalex and re-development would offer a viable opportunity for remediation.

Flood Risk (Based on information provided by Halcrow)	
Site Description	Site is located downstream of the railway embankment at Kingsditch. The River Chelt flows through a small part of the southern extent of the site. Wymans Brook flows along the northern boundary of the site.
Watercourse(s)	River Chelt and Wymans Brook
Flood Zone	1, 2 and 3a
Flood Zone Information (Method used to derive Flood Zones & Confidence in Flood Zone information)	Modelled flood outlines for the River Chelt are currently being updated and a new hydraulic model is being produced. Updated Flood Zone maps are expected to be available in 2009. The SFRA should incorporate this information when it becomes available. JFLOW modelled outlines. Low confidence in Flood Zones. Misalignments evident, particularly as the watercourse flows along the northern boundary of the site. Flood Zone 3a has been used to represent Flood Zone 3b. Flood Zones 2, 3a, 3a +20% Climate change and 3b should be modelled for FRA, to verify extents and levels.
Fluvial Flood Risk Posed to Site (including climate change)	Site lies predominantly in Flood Zone 1. Flood Zones 2, 3a and 3b affect a small part of the site along the northern boundary (Wymans Brook) and southern boundary (River Chelt). The area of existing Flood Zone 3a is expected to become Flood Zone 3b under the climate change scenario, i.e. this zone is likely to flood more frequently over the next 50-100 years. The existing Flood Zone 2 is a useful indicator of possible increases in flood extent for the 100 year event. The actual levels and extent of the Climate Change scenarios should be verified by an FRA. Climate change is expected to increase the intensity and duration of rainfall events, which may cause increased surface water flood risk in the existing urban areas, which may be conveyed to other areas of the site.
Historic Flooding/Flooding From	Historic flood outlines exist for the River Chelt for July 2007.

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Other Sources	These indicate that for the section of the site where the watercourse flows, the water remained in-bank. Flooding was however experienced outside of the side in the residential area downstream of the A4031. The Level 1 SFRA identified additional incidents of flooding in this area. The exact source of the flooding was unknown in many cases. Within the site itself there is one recorded incident of flooding but the source is unknown.																																
Canals (Raised - breach/overtopping)	No canals exist in the site.																																
Flood Defences (Location/Type/SoP/Residual Risk)	No defences are known to exist within the site. However, NCFDD indicates a flood defence is located along the left bank of the River Chelt providing protection to properties off Carter Road. The defence is on the opposite side of the watercourse to the site itself. The railway line may be acting as an informal defence and should be investigated as part of a FRA.																																
Culverts (Location/Type/Watercourse/Residual Risk)	No culverts are known to exist in the site.																																
Score	0																																
Score Definition	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).																																
Additional Comments	Although site is predominantly in Flood Zone 1, suitability figure has been reduced to 3 due to the high number of flooding incidents recorded within and immediately adjacent to the site. The site could be developed if the flood risk areas remain as open space, but an FRA would be required to confirm flood level on-site.																																
Legend	<table><tr><td></td><td>Council Boundary</td><td></td><td>Environment Agency Flood Defence</td><td></td><td>Recorded Flooding - Impounded Water Bodies</td></tr><tr><td></td><td>Council Boundary</td><td></td><td>Council Owned Flood Defence</td><td></td><td>Recorded Flooding - Artificial Drainage</td></tr><tr><td></td><td>Watercourse Centre Line</td><td></td><td>Flood Zone 2 (Medium Probability)</td><td></td><td>Recorded Flooding - Surface Water</td></tr><tr><td></td><td>Minor Watercourse</td><td></td><td>Flood Zone 3a (High Probability)</td><td></td><td>Recorded Flooding - Fluvial</td></tr><tr><td></td><td>Canal</td><td></td><td>Flood Zone 3b (Functional Floodplain)</td><td></td><td>Recorded Flooding - Unknown</td></tr></table>				Council Boundary		Environment Agency Flood Defence		Recorded Flooding - Impounded Water Bodies		Council Boundary		Council Owned Flood Defence		Recorded Flooding - Artificial Drainage		Watercourse Centre Line		Flood Zone 2 (Medium Probability)		Recorded Flooding - Surface Water		Minor Watercourse		Flood Zone 3a (High Probability)		Recorded Flooding - Fluvial		Canal		Flood Zone 3b (Functional Floodplain)		Recorded Flooding - Unknown
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Flood Map																																	

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Source Protection Zones (SPZs)

Comments	N/A
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Groundwater/Aquifer details

Comments	Site 002 is mostly lying over a Minor Aquifer High (HU), partially over a Minor Aquifer Intermediate 1 and within 250m of 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 found to contain incompatible uses (eg offices and retail), or affected by flooding. Of the remaining areas, where possible the various landowners were contacted to establish deliverability. Many of the landowners responded that land within their ownership was unavailable for residual MSW treatment. To date no landowners have expressed any interest in promoting the site for residual MSW treatment and some landowners have not responded or could not be identified.

General Comments

Officer comments: From the site visits, it has been observed that the site appears to be well occupied. Further investigative work would be required as to the deliverability of the individual areas. If any parcels of land do come forward they would have to take in to consideration any technical work carried out. The site boundary would need modification to remove flood risk areas.

Archaeology/Landscape: Further consultation would be required in order to assess any potential impacts upon the above mentioned sites.

Aerodrome Safeguarding: Gloucestershire Airport will need consulting upon this site, although it may be difficult for them until a preferred technology has been established.

Contaminated Land: Further investigative work may be required.

Groundwater/Aquifer: Clarification would be required from the Environment Agency as to the implications of a potential facility on the aquifer(s) as detailed above.

Potential for Further Discussion within the WCS

If any parcels of land do come forward they would have to take in to consideration any technical work carried out.