

GLOUCESTER CITY PLAN EXAMINATION

FURTHER REPRESENTATION ON BEHALF OF THE PEEL GROUP (RESPONDENT ID: 19669921)

MATTER 10: THE DELIVERY OF THE PLAN

Whether the Following Proposed Site Allocations, are Justified, Based on Up-to-Date Evidence, Effective, and Consistent with National Policy

Summary of Representation

1. This further comment adds to and should be read alongside the representations made on 14 February on behalf of The Peel Group (ID Comments: 411).
2. The Gloucester City Plan ('the GCP') as drafted does not allocate sufficient land to meet the housing target for the City over the plan period set out in the adopted Joint Core Strategy ('the JCS'). This shortfall is expressly identified by the City Council in the GCP (paragraph 4.12 of the GCP) and so is common ground. More site allocations are needed.
3. The City Council has not given full and thorough consideration to the ability of existing, previously developed sites in the City to be redeveloped to provide mixed-use development including the delivery of much needed housing in sustainable locations. In doing so, they have ignored previous work undertaken by the Council and other bodies in respect of land at the Canal Corridor, very close to and well connected with, the City Centre.
4. Specifically, our client's site at Madleaze forming part of a wider opportunity at the Canal Corridor is available and suitable to deliver housing over the plan period, as part of a mixed-use scheme. See plan showing 'the Madleaze Site' at **Appendix A**.

Updated Evidence

5. Following submission of our 14 February 2020 representations to the Pre-Submission version of the GCP (ID Comments: 411) further discussions with the City Council have taken place. Some of those discussions included Robert Hitchins Limited, who own land forming part of the Canal Corridor at Mill Place (Comment ID: 426). These discussions confirmed that the Council's principal reason for the Madleaze Site not being allocated alongside other land at the Canal Corridor in the GCP is that its size and scale should, in the Council's view, properly be considered as 'strategic' and so any allocation should instead form part of the JCS Review. It is for this reason only that the Council has chosen not to allocate this land in the GCP, even when faced with a shortfall of land for housing.
6. However, we note from the Council's Response to Inspector's Preliminary Questions (Examination Document 1a) that all site allocations for development in the GCP are now to be considered as 'strategic' (see paragraph 1.6 of the Council's Response Document 1a). On this basis, there is no remaining reason why our client's Site cannot be included in the GCP in order to assist the Council in meeting their obligation to make a positively prepared, justified and effective plan which is consistent with national policy.

7. Indeed, only by making best use of previously developed land and meeting the identified JCS housing needs in full can the GCP meet these objectives and achieve sustainable development across the plan as a whole. The continued approach of underproviding sites for housing development under the misguided idea that a site should be considered as 'strategic' is now unfounded. This stance risks delivering unsustainable development, with more central sites such as the Madleaze site, being 'leapfrogged' and overtaken through the submission of opportunistic planning applications for less appropriate sites and speculative, greenfield developments.
8. In line with national policy, in identifying land for homes, plans should not only contain specific and deliverable sites for years one to five of the plan period, but also specific and developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15 of the plan (paragraph 67 of the National Planning Policy Framework ('the NPPF')). The Canal Corridor can be one such medium to longer-term option, which is essential to ensure a good mix of sites capable of meeting the identified JCS housing target (which itself should have been the subject to an early review – which it was not).
9. In addition, the questions posed by the Inspector in respect of the suitability of the existing 22 Site Allocations in the GCP have in part already been answered by the City Council in respect of the Madleaze Site as part of the wider Canal Corridor, as it is a location that has long been an aspiration for redevelopment by the Council stretching back over many years, including being allocated in previously emerging development plan documents.
10. The Canal Corridor was allocated for mixed-use development in the Central Area Action Plan, Preferred Options Consultation Paper, August 2006, ('the CAAP') see extract at **Appendix B**. This covered a much larger area than the Madleaze Site. The CAAP noted support for the longer-term redevelopment of the area for housing (post-2013) as part of a mixed-use scheme which retains an employment function.
11. At the same time the Gloucester Heritage Urban Regeneration Company launched their 'Gloucester Prospectus' (2006), see extract at **Appendix C**. This dealt with the 'Magnificent Seven' sites in Gloucester, including the Canal Corridor. Again, the prospectus highlights the strong sustainable credentials of the area: '*offers attractive residential development sites overlooking the Gloucester and Sharpness Canal that will help meet the growing need for family and affordable housing close to the city centre*'.
12. More recently, the background work to the Strategic Assessment of Land Availability ('SALA'), August 2016 considered the impact of development on heritage assets in the form of a 'Site Historic Environment Assessments for SALA – HA21 Land Between Canal and Bristol Road (see **Appendix D**). This concluded that HA21 (which is larger than the Canal Corridor as defined on the plan at Appendix A) could be redeveloped without significant impact on the heritage assets, subject to the suggested mitigation.
13. The SALA (August 2019, Document HOU010) itself, whilst suggesting the site is retained for existing employment uses, still notes that the site has potential for a mix of uses, providing that employment uses are protected. This also confirms the likely phasing of the site coming forward for development. It suggests all the site being available within a 5 to 10-year period i.e. within the plan period of the GCP and the period the NPPF requires sites and broad locations to be identified in order to deliver an appropriate supply of land for housing.

Modification Sought

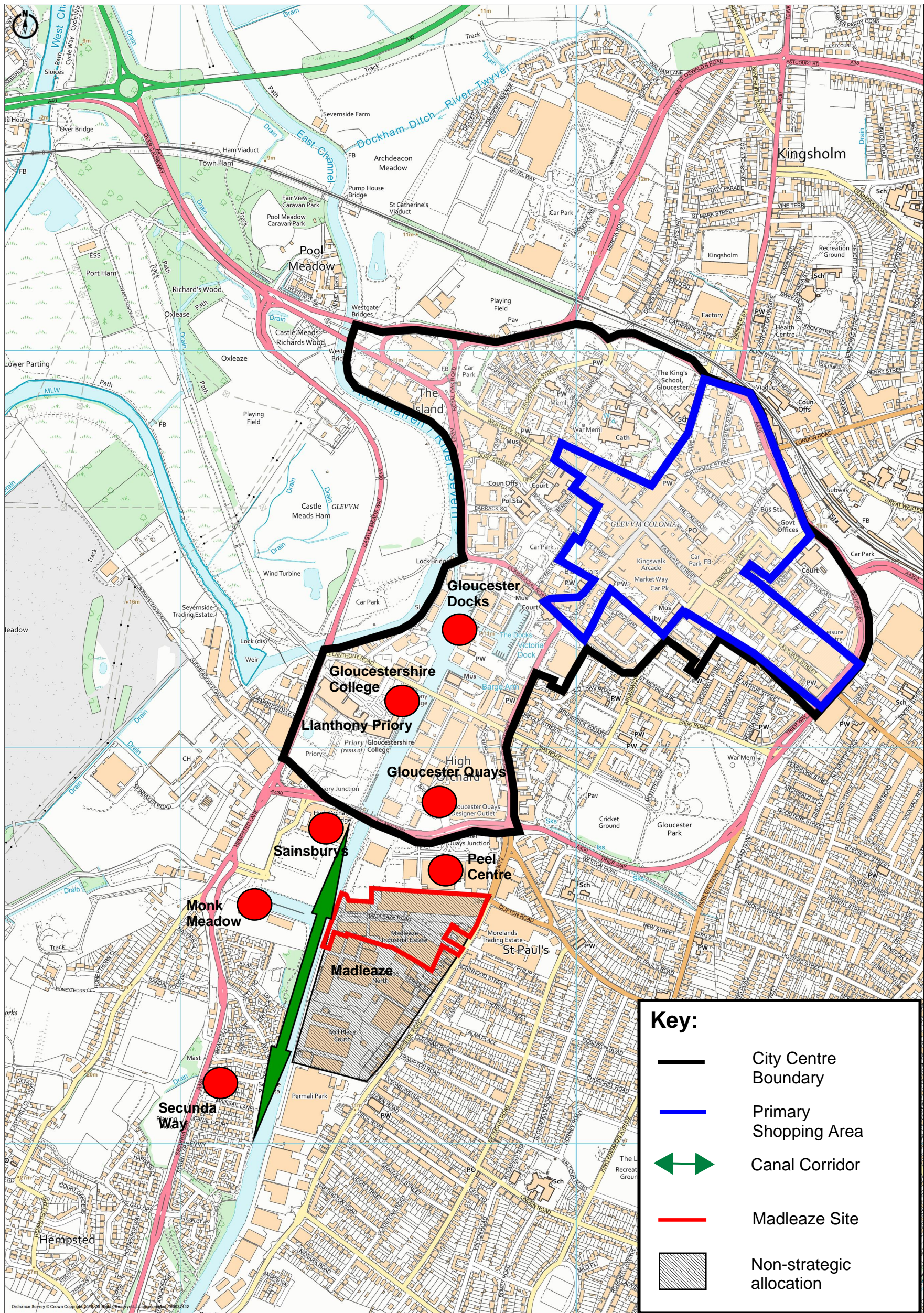
14. The allocation of the Madleaze Site as part of a wider Canal Corridor allocation for housing-led mixed uses, necessary to assist the Council in meeting the JSC defined housing requirement, which otherwise will not be achieved.
15. The site is available over the plan period, a realistically viable scheme is capable of being achieved on the basis of the known constraints of the site (including matters such as heritage, flood risk, traffic impact) and an understanding of the market and is deliverable, in that the site is owned by two main landowners who are prepared to work together in so far as a high-level masterplan for the area is concerned.
16. The following draft 'Canal Corridor' Policy is suggested:

Land within the 'canal corridor' including the Madleaze industrial estate between the Gloucester and Sharpness Canal and Bristol Road as identified on the Gloucester City Plan Policies Map, is allocated for mixed-use residential-led development including in excess of 400 dwellings. Redevelopment of land within the Canal Corridor should come forward in line with a high-level masterplan for the whole area and:

- Make efficient and effective use of land in accordance with Policy A1.
- Provide a policy compliant level of affordable housing in accord with Policy A2 unless a robust viability appraisal has been provided to the Council and in accordance with Policy SD12 of the JCS other public funding or subsidy has been sought.
- Where redevelopment of land results in the loss of existing employment floorspace, development shall not be brought forward unless accompanied by a robust case demonstrating the benefits of the scheme including securing the relocation of existing businesses.
- Maximise pedestrian and cycle permeability including seeking to enhance public access to and appreciation of the canal.
- Deliver high quality design including recognising the benefits of the canal side location to add scale and mass to buildings.
- Address the flood risk of the site and deliver sustainable drainage solutions.

Appendix A

Canal Corridor - Non Strategic Allocation



Appendix B

Priority Area 7 – The Canal Corridor

- 8.247 The Canal Corridor is a large linear strip of land located on either side of the Gloucester – Sharpness Canal stretching down from Madleaze Industrial Estate to the two-mile bend.
- 8.248 The Canal Corridor is characterised by diverse mix of employment, residential, retail and other commercial development although the proximity to the Canal and good road links to Bristol and the South West have meant that the area has an industrial focus.
- 8.249 Key sites within the Canal Corridor include:
- British Gas (Transco) site
 - St.Gobaine/Contract Chemicals/Wellman Graham site
 - Monk Meadow Trading Estate
 - Madleaze Industrial site
 - BT Depot, adjacent to Hempsted Swing Bridge
 - Land at Netheridge
 - Land between Bristol Road and the Canal
- 8.250 Land south of Monk Meadow Dock already benefits from planning permission for mixed-use residential and employment development.

The Vision

- 8.251 The Canal Corridor delivers important local employment and the opportunity to meet the identified need for family and affordable housing close to the city centre in the longer-term. It is an important gateway to the City, a key public transport route and a valuable recreational resource for local residents.
- 8.252 New employment land and premises builds on the existing strengths of the area, encourages the growth of small businesses, and provides expansion and relocation space for existing businesses in the GHURC area.
- 8.253 New residential development meets the growing need for family and affordable housing close to the City Centre, and improves the quality and accessibility of the canal corridor for local residents.
- 8.254 A new designated Local Centre on along Bristol Road will provide a concentration of small-scale shops designed to serve the local area.
- 8.255 Development of land at Netheridge will provide a new rowing club for Gloucester, together with a new site for an open market that can also be used as a showground. The provision of a 'park and float' facility provides a sustainable alternative to the private car that will also act as an important tourist attraction.
- 8.256 Because this is such a large area we have prepared individual policies for each of the key sites. These are set out below.

Land between the Canal and Bristol Road

- 8.257 There is a large triangular 'wedge' of existing mixed-use development between the Canal and the Bristol Road. This serves an important employment function although includes a number of commercial and residential uses.
- 8.258 Parts of this area are underused or have the potential to be used much more efficiently than is the case at present. Furthermore, the area presents a poor outlook to canal users and people travelling along Bristol Road. This is a key gateway into the City and currently the mix and type of uses present create a poor impression.
- 8.259 We sought views on this area at the Issues and Options stage and whether it would be appropriate to try and introduce mixed-use development which would provide the opportunity for new housing including family housing, whilst retaining the predominantly employment function of the area.
- 8.260 In response, we received good overall support for this approach.
- 8.261 The redevelopment of the area also provides the opportunity to create improved pedestrian linkages east-west, in order to improve access to the canal side. A new canal side pedestrian walkway would provide a valuable asset and improve pedestrian access into the City Centre.
- 8.262 Because we have a forecast surplus of housing land we will support the longer-term redevelopment of this area in the period post-2013. This will allow time for a detailed planning brief for this area to be prepared and for the orderly relocation of businesses where this is necessary.
- 8.263 Our draft policy is set out below. Appendix 4 sets out the different options that have been considered for this area and the reasons the preferred option has been taken forward.
- 8.264 A planning brief for this area will be produced as part of the Local Development Framework in due course.

Policy CA24 – Land Between the Canal and Bristol Road

Mixed-use redevelopment proposals within the area of land between Bristol Road and the Canal will be supported in principle in the period post-2013 subject to the retention of employment opportunities and the retention of the overall employment led function of the area in accordance with a comprehensive masterplan for the area.

Comprehensive development proposals will be encouraged.

All new development will be expected to exploit the canal-side location and to provide improved linkages to the canal side. Contributions will be sought towards the creation of a new canal-side pedestrian walkway and a potential new canal footbridge linking communities east and west of the Canal.

Industrial Sites, Bristol Road

- 8.265 The St. Gobaine/Contract Chemicals/Wellman Graham sites on Bristol Road are largely vacant and provide the opportunity for redevelopment. Views on these sites were sought at the issues and options stage in particular whether it would be appropriate to retain the existing draft allocation set out in the Local Plan (2002) which is for housing and employment.
- 8.266 In response we received good support for maintaining the allocation. This is reflected in the draft policy set out below. Commercial Estates Group Limited are actively pursuing redevelopment of the whole site and have taken ownership of the former Wellman Graham and St Gobaine Abrasives sites.

Policy CA25 – Industrial Sites, Bristol Road

The vacant industrial sites on Bristol Road are allocated for mixed-use residential and employment development.

Indicative Capacity/Floorspace

- 250 dwellings

Site-specific obligations

- Contributions towards the removal of the railway bridge and the provision of bus priority on Bristol Road**
- Comprehensive scheme guaranteeing the removal of all bad neighbour uses**
- Ground remediation as appropriate**
- Flood Risk Assessment**

Appendix C

Canal Corridor



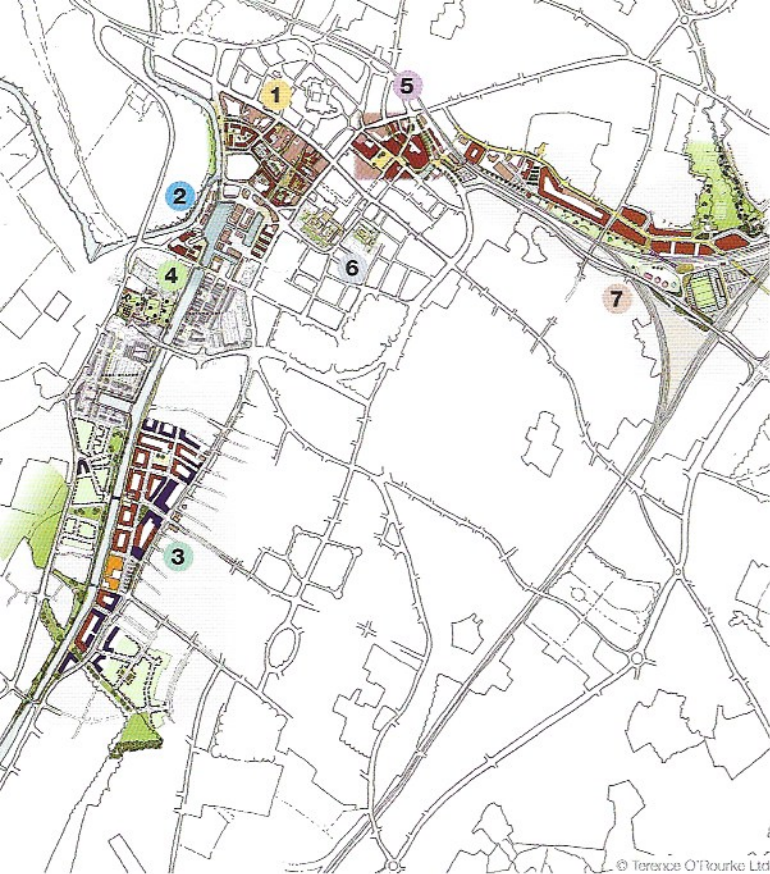
The Canal Corridor provides an important opportunity for a range of employment based regeneration projects, especially for those businesses seeking to relocate or expand within the Gloucester Heritage URC area.

It also offers attractive residential development sites overlooking the Gloucester

and Sharpness Canal that will help meet the growing need for family and affordable housing close to the city centre.

The completion of the South West By-pass will massively improve the southern approaches to Gloucester and open up large areas of land in the city centre and the canal corridor for redevelopment.





Unlocking the south of the city

Canal Corridor

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- 1 Blackfriars
- 2 Gloucester Docks
- 3 Canal Corridor
- 4 Gloucester Quays
- 5 Kings Square
- 6 Greyfriars
- 7 Railway Triangle

Site description

The Canal Corridor is situated on both sides of the Gloucester and Sharpness Canal, linking Gloucester Quays to the southern boundary of the city, and Junction 12 of the M5 motorway. The Bristol Road side of the canal contains a range of mainly poor quality industrial, retail and commercial units and the road is heavily congested. The west bank of the canal carries the South West By-pass, accessed by a major new bridge at its southern end, where the road crosses open farmland.

Three large brownfield sites, namely the Transco Site, the Contract Chemicals Site and the Price Street Site, will become more viable when the new South West By-pass is completed in 2007, opening up a range of development opportunities.

The preferred scheme

The preferred scheme will deliver a range of industrial and employment-led regeneration opportunities along Bristol Road, together with attractive mixed use residential developments overlooking the canal. Sustainable modes of travel will connect these new communities and businesses to the city centre.

High quality family homes, which cannot be provided within other high density mixed use schemes, as well as affordable housing, will exploit the recreational, lifestyle and amenity potential of the canal.

Outputs

- 22 ha of brownfield land reclaimed
- 450 new homes
- 1,250 new jobs
- 47,000 sq m commercial floorspace
- £100m private sector leverage

Planning issues

Issues include addressing the need to maintain the employment role of the area while exploiting the potential of parts for mixed use development. The role for the area identified through the allocations in the Waste Local Plan also needs to be addressed. Improved pedestrian and cycle links to connect communities across the canal, and improvements to enable sustainable linkages to the city centre, will be required.

There will be likely contamination from gasworks activity and industrial uses which will require further investigation on the three main sites in the area.

Procurement

It is envisaged that the three main redevelopment sites in the canal corridor will be developed by the private sector working closely with the Gloucester Heritage URC.



Declaration: The proposals and schemes described in this publication are intended as a general guide only and do not constitute any part of an offer or contract. All descriptions, illustrations, dimensions, references to condition and necessary permissions for use and occupation, and other details are believed to be correct but their accuracy cannot be guaranteed and are given without responsibility. Intending purchasers or tenants should satisfy themselves as to the accuracy of all statements and representations before entering into any agreement. No employee or agent of the Gloucester Heritage Urban Regeneration Company Ltd has authority to make or give any representation or warranty in relation to any land or property.

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Appendix D

HA21 Land Between Canal and Bristol Road

Site Historic Environment Assessments for Strategic Assessment of Land Availability (SALA)

August 2016

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Site Historic Environment Assessment for Strategic Assessment of Land Availability (SALA)

Shona Robson-Glyde

HA2I Land Between Canal and Bristol Road

I. Background

I.1 Location

This site historic environment assessment consists of HA2I Land Between Canal and Bristol Road located within the Wards of Moreland and Podsmead within the wider boundary of Gloucester City (Fig 1). The HA2I site is in two sections to the north and south of Griggs Timber Yard, Bristol Road. The section to the north consists primarily of light industrial buildings to west of Bristol Road and the east of the Gloucester and Sharpness Canal. The retail park off St Ann Way bounds the site in the north and Griggs Timber Yard bounds it in the south. Madleaze Road crosses the site in the north. The southern section of the HA2I site consists of a narrow strip of land running along the edge of the canal. It contains light industrial buildings and is bounded on the east by the Bristol Road. The south of the site is bounded by the Bristol Road, A38 and A430 junction with Griggs Timber Yard in the north.

I.2 Site Visits

Site visits were undertaken in August 2016. Photographs of the site have been reproduced in this document as Plates 1-10. Archaeological information, historic maps and plans have also been reproduced as Figs 2-5.

I.3 Topography, Geology and Land Use

The site encompasses an area of 25.29 hectares (Fig 1) and is centred on NGR SO 8232 1709. It lies at a height of 13.0m AOD in the north and 12.0m AOD in the south.

The underlying bedrock is 'Blue Lias Formation And Charmouth Mudstone Formation (Undifferentiated)' (BGS 2015). This is a sedimentary bedrock formed approximately 183 to 204 million years ago in the Jurassic and Triassic Periods. These rocks were formed in warm shallow seas with carbonate deposited on platform, shelf and slope areas. This bedrock is overlain by superficial deposits of 'Tidal Flat Deposits of Clay, Silt And Sand' (*ibid*). The soils overlying the area are a 'Clay to Silt' type (UKSO 2015).

The site is currently, at the time of writing, used for light industrial and retail use with a number of rows of houses located along the eastern edge on Bristol Road.

I.4 Site Constraints

A table detailing all the designated and undesignated assets within and in the area of the site is included in Appendix I.

There are no scheduled monuments or listed buildings contained within the site. The closest listed buildings are 73 to 91 Bristol Road (Norfolk Buildings) (NHLE1245993) and lie only 30 metres away from the eastern boundary of the site. The closest scheduled monument is Llanthony Secunda Priory

(NHLE1002091), 220m to the north of the site. The HA21 site is not part of a registered park or garden or a battlefield. It is also not within a conservation area.

Given the size of the HA21 site, it is understandable that a considerable planning history exists for parts of the site. This planning history can be obtained from Gloucester City Council.

2. Assessment

2.1 Archaeology, Built Heritage and Settings

A search of the Gloucester City Council Historic Environment Record (HER; GUAD numbers) for the site and its surrounding area revealed a number of records relating to the buried archaeology of the area around and within the HA21 site. This was enhanced by a search of records included in the National Heritage List for England (NHLE) and the National Monuments Record (NMR). The relevant records are shown on Figures 2 and 3 and discussed below.

2.1.1 Previous Assessments

A number of previous assessments have been carried out in the area of the HA21 site. A desk-based assessment covering a large area along the canal corridor (GUAD1723) revealed potential for palaeoenvironmental, prehistoric, Roman, medieval and post-medieval remains. A number of assessments were produced in advance of the Gloucester Quays development. The land adjacent to the Gloucester and Sharpness Canal was the subject of a desk-based assessment (GUAD1937) which showed potential for medieval archaeology but was unlikely to have Roman and Anglo-Saxon remains. A further desk-based assessment of the urban regeneration of Gloucester Quays (GUAD1989) detailed the history of the area including the Llanthony Secunda Priory site. Two more desk-based assessments detailed the urban regeneration (GUAD2013) and the cultural heritage (GUAD2068) of the Gloucester Quays area. GUAD2013 summarised the archaeological and historical background of the area whilst GUAD2068 was an assessment of the built environment of the Quays area.

A desk-based assessment of Monk Meadow (GUAD1660) revealed that there was surviving medieval ridge and furrow but that the area was mainly disturbed ground. The MOD Fuel Pumping Station was the subject of a desk-based assessment (GUAD1647) which concluded that there was high potential for medieval and Roman remains within the area. On Tuffley Crescent a desk-based assessment (GUAD1982) concluded that there was limited archaeological potential although Romano-British coins, a Roman road and a medieval moat were close to the area. A desk-based assessment at Gloucester City Football Club (GUAD2002) revealed that the area had been agricultural land since the medieval period with little evidence for archaeological activity prior to this. At Bristol Road another desk-based assessment (GUAD2100) concluded there was little potential for the survival of archaeological deposits.

At 26 Hempstead Lane the desk-based assessment (GUAD2160) revealed that there was potential for palaeoenvironmental and Roman remains and ridge and furrow. The Newark Farm, Hempstead desk-based assessment (GUAD2184) showed evidence of Roman settlement and burials and medieval earthworks along with listed buildings, a scheduled monument and an historic farmstead within the area. A desk-based assessment at Hempstead (GUAD2222) revealed surviving ridge and furrow and potential for pre-medieval remains. A desk based-assessment for Land at Rea Bank (GUAD2257) showed that there was potential for prehistoric or Roman seasonal wetland exploitation and also historic field boundaries, ridge and furrow and drainage ditches within the area

of the site. Desk based assessment of the former Gas Works (GUAD2180) revealed potential for Roman and later agricultural evidence but that the area had been considerably impacted by the gas works. At Calton Road the desk-based assessment (GUAD2279) showed that there was potential for the presence of buried archaeological remains of Romano-British and post-medieval to modern date.

A geophysical survey on land east of Hempstead (GUAD1645) revealed ridge and furrow and a trackway. The Secunda Way geotechnical assessment (GUAD2104) showed that there was extensive made ground overlying natural clay.

2.1.2 Prehistoric, Roman and Saxon

Archaeology

There are no recorded prehistoric sites in the area around the HA21 site. There are, however, a large number of Romano-British records within the area of the site.

Along both side of the Bristol Road there have been stray finds recovered including a number of coins. At 69 Granville Street (GUAD1143) a dupondius of Domitian dating from the late 1st century AD was found. Close to this at 38 Granville Street (GUAD1142) an as of Germanicus Caesar from the early 1st century AD was found. An Ae3 of Valentinian I dating from 364-375 AD (GUAD1141) was found at 35 Cecil Road. On Bristol Road (GUAD194) Roman brick and tile fragments and key were recovered. At the Bristol Road and Stroud Road junction a number of burials (GUAD195) believed to Romano-British in date were found during a sewer excavation. West of Bristol Road a Romano-British terracotta lamp (GUAD197) and a Roman pin (GUAD198) were recovered. Another coin was found at 10 Shakespeare Avenue (GUAD1174). This coin was marked URBS ROMA, dated to 330-335AD, and was struck by Constantine or his successors to reinforce ancient continuity after Constantinople became the centre of the Roman world. Two coins were also found to the east of Podsmead Road. GUAD1193 was a denarius of Domitian dated 80AD and GUAD1179 was an Ae3 of Constantine II dated to 317-337AD.

A watching brief at Hempstead Lane (GUAD1272) revealed a number of 2nd to 4th century coins. An evaluation at Land east of Hempsted Lane (GUAD2244) recovered Romano-British pot and a number of undated ditches which could Roman.

A single Anglo-Saxon find of a girdle hanger (GUAD194) was recovered on Bristol Road along with finds of Roman to post-medieval date.

2.1.3 Medieval

Archaeology

There are a number of archaeological records of medieval date in the area surrounding the site. On Bristol Road a medieval pin and a lead bullet were found along with a medieval to post-medieval stone ford (GUAD194). West of Bristol Road further medieval finds were recovered; an arrowhead, pin and finger ring (GUAD198). On Shakespeare Avenue a field observation (GUAD1175) was made of the site of Podsmead Moat showing that in 1952 one side still remained water filled and measured 42m long and 12m wide. Documentary evidence also exists for the Podsmead Moat (GUAD1176).

A watching brief at 258 Bristol Road (GUAD1314) uncovered a large pit of medieval date. An evaluation on land east of Hempsted (GUAD1645) confirmed that ridge and furrow revealed in a geophysical survey was of medieval date. Another evaluation, at Monk Meadow, revealed medieval marshland deposits (GUAD1716). A watching brief on Hempsted Lane (GUAD1894) uncovered a

medieval metalled road surface. At Gloucester Quays a watching brief retrieved medieval finds and structures from test pits (GUAD2012). A further evaluation uncovered medieval pot (GUAD2244) on land east of Hempsted Lane.

Built Heritage

The closest medieval buildings are found within Llanthony Priory to the north of the site and in Hempsted village to the west.

2.1.4 Post-medieval

Archaeology

A small number of known post-medieval sites have been recorded in the area around the site. A medieval to post-medieval dated ford was recorded on Bristol Road (GUAD194). At the Bristol Road and Lower Tuffley Lane junction a stone make-up layer and two successive limestone surfaces were recorded, all of post-medieval date (GUAD952). A watching brief at Podsmead Farm recorded the post-medieval rebuilding of the moated farm buildings (GUAD1235). Another watching brief, at Talbot Mews, revealed a pond back-filled with post-medieval furnace waste (GUAD1298). An evaluation at the Bristol Road and Clifton Road junction (GUAD1511) uncovered two linear features, a posthole and two wells all of post-medieval date. The evaluation of land east of Hempsted (GUAD1645) revealed a post-medieval trackway previously recorded in a geophysical survey. A watching brief for the south-west bypass (GUAD1704) recorded a number of post-medieval small furrows, a backfilled brook, three ditches and a spread of post-medieval building rubble. On Hempsted Lane, a watching brief (GUAD1894) uncovered a fragment of 19th century wall. A watching brief at Gloucester Quays recorded post-medieval finds and structures in test pits (GUAD2012).

Built Heritage

The area to the east of the HA21 site contains a large number of post-medieval houses. To the north of the HA21 site a number of listed buildings can be found on Stroud Road. 5 and 7 Stroud Road (NHLE1271785), 13 and 15 Stroud Road (NHLE1271786) and 23 to 33 Stroud Road (NHLE1271787) are all Grade II listed and date to the early 19th century. 155 and 157 Southgate Street (NHLE1245636) are a pair of semi-detached houses dating from around 1835 and Grade II listed. Close to this is the Grade II listed Provender Mill (NHLE1271710) originally built in 1862 but with extensions of the 1890s. This building has recently been seriously damaged by a fire and may need to be completely rebuilt.

Although not listed there are also a number of notable historic buildings in the area within and surrounding the site. In the northern part of the HA21 site is the last surviving building of the Gloucester Railway Carriage and Wagon Works. This structure has a distinctive elevation on Bristol Road of 'saw-toothed gables' with blue brick detailing and was constructed in around 1890 to 1900. On the opposite side of the Bristol Road, a little to the south, is the frontage of the former Morelands Match Factory and the adjoining bike shop. Both of these structures were built around 1890 to 1900. The match factory building is distinctive because of its large stone sign above the ground floor windows. The bike shop was originally the end of a terrace of houses and has unique first floor windows with circular brick mullions.

To the centre of the site is a tall chimney that is shown on the 1902 Ordnance Survey map. This brick chimney, the Madleaze Chimney, appears to be octagonal in shape and until recently had a cornice around the top but has now been reduced in height. The historic maps show that it was associated with a timber yard off Price Street.

73 to 91 Bristol Road (NHLE1245993), known as Norfolk Buildings, is a terrace of ten houses built in 1836. They were built for Samuel Lysons to a design of Thomas Fulljames and are 'an imposing ashlar fronted terrace ... intended for prosperous residents' (Herbert 1988, p224). The streets of brick artisan housing running to the east both north and south of Norfolk Buildings were also developed by Lysons from 1854 and those further south from around 1880-90. Just to the north of Norfolk Buildings is 57 to 67 Bristol Road, known as Victoria Terrace. It is an unlisted terrace of houses dating from around 1870 to 1880 built of red brick, with polychrome brick string bands and pointed arch window and door openings. On the opposite of Bristol Road are 52 to 56 Bristol Road and 58 Bristol Road, all unlisted buildings of red brick but with distinctive features. Numbers 52 to 56 have prominent crow-stepped gables topped with finials whilst number 58 has a central gable and terracotta panels over the first floor windows.

Further south on Bristol Road, on the corner of Lysons Avenue, is the former Bristol Hotel (149 Bristol Road) designed by J Fletcher Trew around 1900. This building, unusual for the area, is brick built with a rendered first floor. It has a 'rounded, rather oriental, corner tower with projecting eaves and ogee roof; wide rounded entrance arch, recessed bow window with wrought-iron balcony above' (Verey and Brooks 2002, p507). Close to this is St Stephen's Church (originally dedicated to St Luke the Less) which was designed in a free-perpendicular style by Walter Planck in 1895 but built to a reduced design in 1898-90 (Verey and Brooks 2002, p457) and was extended to the west in 1929-30.

The 19th century houses running along both the west and east sides of Bristol Road to the south of Cecil Road remain surprisingly intact. On the corner of Tuffley Avenue, at the end of the eastern run of houses, is the Avenue Hotel. This mid to late 19th century building, formerly two houses, is rendered and painted white and has two canted bay windows on its western and southern elevations. A number of the windows contain surviving sashes.

In the southern part of the HA21 site, two buildings run parallel to the canal, along its edge, and may be those mentioned in Pevsner as salt warehouses dating from around 1836 (Verey and Brooks 2002, p507), although they marked on Goad's insurance plan of 1891 as petroleum stores. To the immediate south of the site is a Grade II listed canal mile post (NHLE1245823) dated to 1827. This is a triangular stone post with a rounded top and incised lettering and numbers.

2.1.5 Modern or Undated

Archaeology

Very little evidence of a modern date has been recorded from archaeological work in the area surrounding the HA21 site. On Hempsted Lane, a watching brief (GUAD1272) uncovered a concentration of World War II shrapnel. Medieval deposits were revealed to be sealed by modern deposits during an evaluation on Monk Meadow (GUAD1716). A watching brief for the south west bypass (GUAD1875) uncovered underground petrol tanks of World War II date.

A watching brief at 4 Podsmead Place (GUAD1336) and an evaluation on land east of Hempsted Lane (GUAD2244) revealed undated features. These were features that may have been prehistoric to post-medieval in date but as they contained no artefactual evidence it was not possible to ascribe a date to them.

A number of archaeological investigations in the area recorded non archaeological features. These were GUAD1280, GUAD1294, GUAD1315, GUAD1362, GUAD1365, GUAD1440, GUAD1531, GUAD1583, GUAD1751, GUAD1777, GUAD1802, GUAD1805, GUAD2121 and GUAD2216.

Built Heritage

A large number of modern buildings exist within and surrounding the site. Most of these are not worthy of mention and Pevsner even comments that ‘the south section of Bristol Road presents an appalling 20th century hotchpotch’ (Verey and Brooks 2002, p457). The most prominent modern structure within the area is the tall brick chimney within Mill Place Trading Estate. This structure first appears on maps of the late 1960s and has a square base with an octagonal shaft.

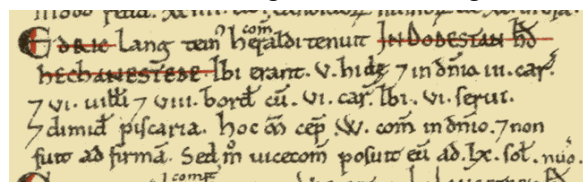
2.1.6 Settings and Key Views

‘The NPPF makes it clear that the setting of a heritage asset is the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve’ (HE 2015d, p2). Whilst setting is itself not a heritage asset, its importance lies in what it contributes to the significance of the heritage asset.

There are listed and historic buildings within the vicinity of the HA21 site and historic buildings within the site itself. Any development within the site or its surrounding area would have an impact upon these heritage assets.

2.2 History and Map Regression Analysis

The HA21 site is situated in the historic parish of Hempsted and lies between Hempsted village and Podsmead. It lies along the western edge of the Bristol Road and the eastern bank of the canal.



Hempsted can trace its origins to Anglo-Saxon times or earlier. The name ‘Hempsted’ translates as ‘high or hedged homestead or place’ (Baddeley 1913, p81). It is included within the Domesday

Survey, in which it is called *Hechanestede* (Moore 1982, [1],62). The settlement consisted of 20 households in five hides of land with a taxable value of five geld units, which is quite a large amount for only 20 households. Although it did not have a mill it did hold the rights to half a fishery and was able to field three plough teams along with the three Lord’s plough teams. Despite the manor being mentioned in Domesday, this does not mean that it consisted of a number of houses grouped together; it may have been a dispersed settlement that only became a village in later times.

The manor of Hempsted became part of the holdings of Llanthony Secunda Priory, located to the north of Hempsted, in 1141 when it was granted to the Priory by the Earl of Hereford (Herbert 1988, p422). The Priory held the manor until the Dissolution when it passed into private ownership. The manor stood on a moated site (now gone) at Podsmead in the south east of the ancient parish but the village was, and is, located on the south side of the hill at the centre of the parish (Herbert 1988, p423).

The Gloucester and Berkeley Canal (later Gloucester and Sharpness Canal) was begun in 1794, after an Act of Parliament in 1793, but ceased in 1799 with only the main basin and a few miles of the north end dug. The basin was opened to the River Severn in 1812 and work began on the southern part of the canal in 1817. The canal was linked with the Stroudwater Canal in 1820 but work was again suspended between 1820 and 1823. The barge basin was dug in 1825 and the canal was finally completed in 1827. This occasion was ‘marked with appropriate festivity. A convoy of vessels, decorated with flags and streamers and led by a large square rigged ship and a brig, came up the canal while crowds line the banks’ (Herbert 1988, p137). The effect on Gloucester’s economies was immediate because the canal could ‘take ships of up to 600 tons’ and gave Gloucester a role as a ‘supplier of imported goods to Birmingham and a large part of the West Midlands’ (ibid). Further

developments around the basin, the construction of quays, warehouses and more docks, throughout the 19th century.

Industry established itself along the canal sides with coal yards opening up around the basin in the early 1800s. By the 1820s there were 10 coal yards at the basin with more on the quay, all connected by the tramroads that were built in 1809-10. The barge basin was created predominantly for coal barges in 1825. Corn from Ireland rapidly became a principal import and the first of the large brick corn warehouses around the basin was built in the late 1820s to early 1830s. Timber from Canada and the Baltic was another chief import and large timber yards are shown at Baker's Quay on Causton's 1840s map. The only consistent export at this time was Droitwich salt, with two salt warehouses being constructed alongside the canal, close to Hempsted Lane, in the 1830s. The timber yards at Baker's Quay and High Orchard Dock also had sawmills and then creosote production followed for timber preservation. The timber yards expanded south along the canal and Bristol Road along with sawmills and iron works. By the end of the 19th century, historic mapping shows how industrial the area of the site had become.

Historic maps of the area show little detail before the late 19th century. The 1583 Saxton map (Fig 4) shows the River Severn and Gloucester along with Hempsted but there are no roads marked and no detail of the settlements. The 1646 Blaeu map (Fig 3) is very similar. The 1794 Cary map (Fig 4) shows the roads but is really no more detailed than the previous maps. The 1799 Parishes of Gloucester map has the details of individual fields with the northern part of the HA21 site being within 'Great Madleaze' and 'Meadow Madleaze'. The canal can be seen on the 1811 Dawson map (Fig 4) but there appear to be no buildings within the area of the HA21 site. The Ordnance Survey map of 1831 (Fig 4) also shows the canal and the Bristol Road with a small structure in the centre of the area, opposite Hempsted. The 1884 Ordnance Survey (Fig 5) shows that Wagon Works had been built in the north of the area by this time with Slate and Marble Works, Saw Mills and a Rope Walk on the eastern side of the Bristol Road. Saw Mills and Joinery Works had been constructed in the centre of the area along with a timber yard. In the south of the site area a Brick Works had been constructed alongside the canal and the Gloucester Gas Works had been built on the east side of the Bristol Road.

Goad's 1891 insurance plans show that the northern and central area of the HA21 site is dominated with timber and sawing mills that have even spread to the western side of the canal. A number of companies are recorded on this map, including W Wibby, Thomas Adams and Sons, Price Walker and Co., Ashbee and Son, Booth and Co., to name a few. Timber yards extend into the southern part of the HA21 site but there are also petroleum stores, boat building and oil stores alongside the canal. The 1903 Ordnance Survey (Fig 5) still shows all the timber yards and saw mills in the northern and central parts of the HA21 site. This map shows the railways or tramways that run from the buildings to the canal and that new road has also been built, in the very north of the area of the HA21 site, called Madleaze Road, and on the opposite side of the canal Monk Meadow dock has been constructed. The timber yards have also been expanded by the construction of a large timber pond on the west side of the canal. On this map, the southern part of the HA21 site contains few buildings although a dry dock and a boat house can be seen. The houses on the east side of Bristol Road have increased by this time with a number of new streets being laid out at 90 degrees to Bristol Road. On the west side of Bristol Road, within the footprint of the HA21 site, a number of short rows of houses can be seen interspersed with the industrial buildings.

Expansion of this industrial sector alongside the canal can be seen on the 1920s Ordnance Survey (Fig 5) along with the continued expansion of the housing to the east of Bristol Road. The northern

part of the site retains its use as timber yards and saw mills. The industrial expansion has also carried over the Bristol Road with a match factory, engineering works and tram depot shown on the map in the northern. Further south, also on the eastern side of the Bristol Road, a chemical works has been constructed adjacent to the railway line. To the south of Hempsted Bridge, a number of Boat Houses can be seen within the HA21 site and on the west side of the canal the Standard Match Factory has been constructed close to the bridge. A little further south within the site, a Concrete Works has been constructed and in the very south of the site a Timber Yard and Saw Mill have also been built. Alongside the canal a 'Travelling Crane' is marked on the map at this point.

By the time of the 1930s Ordnance Survey (Fig 5) expansion of the housing on the east side of Bristol Road has extended almost as far south as Hempsted Bridge. The timber pond on the west side of the canal is shown as partly filled in and to the north of this, around Monk Meadow Dock, a large number of industrial buildings have been constructed although their function is not marked. It is recorded that storage depots for petroleum were built along the canal, including at Monk Meadow Dock, from the late 1920s (Conway-Jones, p128). The buildings shown on the map at Monk Meadow Dock must be petroleum storage structures. Just to the north of Hempsted Bridge, on the east side of Bristol Road, a new engineering works is marked on the map along with extensions to the chemical works to it south. The Standard Match Factory, on the west side of the canal, has been greatly extended by this time and to the east of the Bristol Road in the very south of the HA21 site a number of houses within their own strip plots have been constructed. A little further east of these houses a new 'Ladder Works' has been constructed.

The 1942 Land Utilisation Survey shows the whole of the HA21 site, and much of the adjoining land, coloured red. This signifies that the land is 'so closely covered with houses and other buildings or industrial works as to be agriculturally unproductive'. Although the map also shows that meadow land runs right up to the edge of the HA21 site at places in the south of the area. The 1950s Ordnance Survey (Fig 5) shows little change of substance within the northern part of the HA21 site. Many of the industrial buildings have been consolidated into large structures instead of a number of smaller buildings close together. To the west of the canal, the timber pond has further silted up and the petroleum storage around Monk Meadow has increased. Along the eastern side of the Bristol Road a number of engineering works can be found interspersed within the houses and larger works can be found to the south of the houses. The area to the immediate south of Hempsted Bridge can be seen to be more built up, including a boat house, social club and oil storage depot with a builder's yard and another depot on the eastern side of Bristol Road. The gas works close to the south of the HA21 site has expanded hugely to the east by this time and to the south of the site can be seen further industrial buildings spreading northward from outside the area of the site.

By the time of the 1960s mapping, some of the areas of the HA21 site were being cleared and some have had all structures demolished and replaced with new buildings. The area of housing to the east of the Bristol Road, however, remains unchanged. Current mapping shows that the clearing and replacing of buildings has continued into the present. The biggest change in the area surrounding the HA21 site is the expansion of the housing on the west side of the canal. The village of Hempsted has expanded so much that the houses now reach the canal edge in the north and central part of the area, no doubt partly because of the new road running from the south of site, where it crosses the canal, northwards past Hempsted.

2.3 Potential for Further Assets

The HA21 site runs along the side of the canal and will have been subject to some earth moving

which may have compromised any possible archaeological evidence along with the 19th century and later buildings that have been built within the HA21 site boundary. However, with a large number of Roman finds being recovered to the north, east and west of the HA21 site and medieval archaeology being recovered from within the site it is likely that there will be further archaeological evidence to be found within the site itself.

3. Significance

3.1 Intrinsic interest of the site

The area of the HA21 site is of interest because of the possible archaeological evidence that may exist within the site. The industrial ‘saw-toothed gabled’ building in the very north of the HA21 site is also of interest as the last surviving building of the Gloucester Railway Carriage and Wagon Works and as a surviving late 19th century industrial structure. In the southern part of the site, close to the Hempsted Bridge, are the two possible salt warehouses dating from 1836. These are of interest as surviving warehouse buildings of the early to mid 19th century.

3.2 Relative importance of the site

There are no designated heritage assets within the HA21 site and it therefore holds little national importance. Although there are a number of listed buildings and a scheduled monument within the vicinity of the site, none of them are associated with the site itself. A number of undesignated heritage assets have been identified within the site, including early 19th century warehouses and a late 19th century industrial building. Further undesignated heritage assets are likely to be within the boundary of the site and detailed building assessment would be required to identify them. All of the undesignated heritage assets should be protected from development.

3.3 Physical extent of important elements

The physical extents of upstanding structures within the HA21 site include the former Gloucester Railway Carriage and Wagon Works building and the possible former salt warehouses. It is possible that within the mix of buildings on the HA21 site other historic structures have survived and a detailed building assessment would be required to identify them. All the undesignated heritage assets should be protected from development.

The physical extent of buried features on the site cannot be identified because any archaeological features that could exist have yet to be investigated.

4. Impact of Development of Site

4.1 Assessment Criteria

The NPPF (DCLG 2012) policy on harm to heritage assets is set out in paragraphs 132 to 134. This is further discussed in the NPPG (NPPG 2014) in paragraph: 017 (Reference ID: 18a-017-20140306) and paragraph: 018 (Reference ID: 18a-018-20140306) of the section on ‘Conserving and Enhancing the Historic Environment’. The impact assessment table below has been produced with reference to these policies and guidance.

The site historic environment assessments will consider the impact of development for the allocation sites and will use the criteria cited in the following table.

Major	Demonstrable improvement to a designated heritage asset of the highest order (or its
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Enhancement	setting), or non-designated asset (or its setting) of interest of demonstrable significance equal to that of a scheduled monument. Designated assets will include scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks or World Heritage Sites. Improvement may be in the asset’s management, its amenity value, setting, or documentation (for instance enhancing its research value). It may also be in better revealing a World Heritage Site or Conservation Area
Enhancement	Demonstrable improvement to a designated heritage asset (or its setting), or non-designated asset (or its setting) of interest such that the level of improvement will demonstrably have a minor affect on the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level. Improvement may be in the asset’s management, its amenity value, setting, or documentation (for instance enhancing its research value).
Neutral	Impacts that have no long-term effect on any heritage asset.
Minor Harm	Minor harm to a designated heritage asset (or its setting), or non- designated asset (or its setting) of interest such that the level of harm will demonstrably have a minor affect on the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level.
Moderate Harm	Minor harm to a designated heritage asset (or its setting) of the highest significance or non-designated asset (or its setting) of interest of demonstrable significance equal to that of a scheduled monument. For instance scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks or World Heritage Sites. Harm to a designated heritage asset (or its setting), or non-designated asset (or its setting) of interest such that the level of harm will demonstrably affect the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level.
Major Harm	Harm to a designated heritage asset (or its setting) of the highest significance, or non-designated asset (or its setting) of interest of demonstrable significance equal to that of a scheduled monument. For instance scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks, World Heritage Sites or harm to a building or other element that makes a positive contribution to the significance of a Conservation Area as a whole. Substantial harm to, or loss of, a designated heritage asset (or its setting), or non-designated asset (or its setting) of interest such that the level of harm or loss will demonstrably affect the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level.
Substantial Harm	Substantial harm to, or loss of, a designated heritage asset (or its setting) of the highest significance, or non-designated asset (or its setting) of interest of demonstrable significance equal to that of a scheduled monument. For instance scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks, World Heritage Sites or the loss of a building or other element that makes a positive contribution to the significance of a Conservation Area as a whole
Unknown	Where there is insufficient information to determine either significance or impact for any heritage asset, or where a heritage asset is likely to exist but this has not been established, or where there is insufficient evidence for the absence of a heritage asset. For instance where further information will enable the planning authority to make an informed decision.

4.2 Assessment of Harm

4.2.1 Archaeology

Should development within the HA21 site go ahead, given the nature of modern development, the depth of foundations and drainage, it is likely that any archaeology would be removed as a result of the development. The impact upon the unknown archaeological remains suspected to survive within the site cannot be quantified in detail however given the likelihood of archaeology existing on the site

and the requirements of modern development, any proposals for the site would have an impact upon this archaeology causing partial or complete loss. This would cause **Moderate Harm** to heritage assets.

4.2.2 Built Heritage

Any development within the HA21 would have a detrimental impact on the historic buildings existing within the site. It is possible that development would require the complete clearance of the site and as such this would cause **Major Harm** to the heritage assets. Should a development require conversion or alteration of the historic buildings this would cause **Minor Harm** to the heritage assets.

4.2.3 Settings

To the north and east of the HA21 site are a number of listed buildings which would be affected by any development within the site. The whole area is currently industrial in nature and a number of the listed buildings look out upon the industrial estates within the HA21 site. Sympathetic development within the site would be an **enhancement** of the area and would have a positive effect upon the settings of the listed buildings. However, development as an industrial or retail park would have the opposite effect on the listed buildings and would cause **Minor Harm** to the heritage assets.

4.3 Improvements and Enhancements

Retention and incorporation of all of the historic buildings within the HA21 site, including, but not exclusively, the former Gloucester Railway Carriage and Wagon Works building and the possible former salt warehouses would be an **enhancement** to the area. Removal of the rundown and mid to late 20th century industrial buildings would be an **improvement** to the area.

5. Planning Requirements

Any application for this site should be supported by a description of the significance of heritage assets likely to be affected by the proposed development. In the first instance applicants should provide a desk-based assessment describing the archaeological potential of the site.

Should the assessment indicate that the proposed development has the potential to conflict with buried archaeological remains, then there will be a need to undertake an archaeological evaluation (trial trenching supported by geophysical survey) to investigate in detail the presence/absence, character, significance and depth of archaeological remains within the site.

Should the assessment indicate that the proposed development has the potential to conflict with built heritage elements, then there will be a need to undertake built heritage assessment (proportionate to the significance of the heritage asset) to investigate in detail the character, history, dating, form and archaeological development of the specified structure on the site.

An assessment of the setting of the near-by listed buildings should be undertaken in relation to a known scheme of development and should include a Zone of Visual Influence (ZVI) or Zone of Theoretical Visibility (ZTV) assessment in accordance with Historic England guidance *The Setting of Heritage Assets* (HE 2015d). These could be included within a built heritage assessment.

Reports outlining the results of each stage of work will need to be submitted in support of the application. This is in accordance with paragraph 128 of the NPPF (DCLG 2012) and policies BE.32 and BE.33 of the Second Stage Deposit Draft of the Gloucester Local Plan 2002 (GCC 2002).

A design and character assessment would need to be produced in order to provide information on heights, massing and scale of the proposed development. This is in accordance with paragraphs 61, 64 and 131 of the NPPF and policies BE.7 and BE.22 of the Second Stage Deposit Draft of the Gloucester Local Plan 2002 (GCC 2002).

6. Minimising Harm

Should any development be proposed, then a number of actions are recommended to mitigate the impacts identified above.

- The buildings of the former Gloucester Railway Carriage and Wagon Works, the possible salt warehouses and the two chimneys should be retained and put forward for inclusion in the forthcoming Local List along with any other structures identified in a detailed built heritage assessment.
- The buildings within the HA21 site should be assessed with an initial built heritage assessment followed by, if necessary, building recording of all historic structures. Both should be produced in line with relevant guidance produced by the ClfA (ClfA 2014e) and Historic England (EH 2006).
- Retention of all historic structures, as identified by the built heritage assessment and building recording, including putting forward the structures for inclusion in the forthcoming Local List.
- Desk-based assessment of the site, in line with relevant guidance produced by the ClfA (ClfA 2014f) and Historic England (EH 2010)
- Geophysical survey of the site, in line with relevant guidance produced by the ClfA (ClfA 2014d).
- Evaluation trenches to identify any possible buried archaeological remains followed by, if necessary, excavation in advance of development or watching brief during construction, in line with relevant guidance produced by the ClfA (ClfA 2014a; ClfA 2014b; ClfA 2014c).
- Setting of close listed buildings to be appraised. The appraisal could be included within a built heritage assessment, in line with relevant guidance produced by the ClfA (ClfA 2014e) and Historic England (EH 2006).
- Full reporting and publication of all results.
- The design of any development should take into account the style and design of the many 19th century buildings along the eastern side of Bristol Road.
- Any development should preserve, and where possible, enhance the character and setting of the close listed buildings.
- Preservation of setting of designated assets should be achieved by, for example, screening or tree planting.

The scope and specification of any works would be agreed with the Gloucester City Archaeologist and the Principal Conservation and Design Officer.

7. Recommendations

The criteria used for the recommendations are detailed in the table below.

Development allowed	Development can go ahead with no mitigation subject to planning approval of proposals and designs.
Development Allowed –mitigation programme	Development can go ahead but following a stage or number of stages of mitigation designed to alleviate the impacts of any proposal. Also subject to planning approval of proposals and designs.
No development	No development within this area.

The recommendations are mapped on Figure 6.

The January 2015 SALA report (GCC 2015a) includes the HA21 site and describes it as ‘retain as employment land’ and ‘multiple ownerships and therefore are not available or achievable’ (ibid, Appendix 2). Should the site be approved for development for residential, business or industrial use then certain areas of the site would need to be left free of development and some would involve mitigation from the impacts identified above.

8. Conclusion

This assessment has looked at the heritage assets within and in the area of the HA21 and discussed the past and present uses of the site. It has looked at the potential for unknown heritage assets to exist within the site and whether they would be at risk of harm from a development. It is considered that development on the HA21 site could be delivered without significant impact on the heritage assets of the site provided that the actions proposed to minimise the impacts of development, as detailed above, are followed.

Taking into account the impacts discussed and the recommendations to avoid harm to the heritage assets, of the 25.29 hectares of the site, a total area of 1.63 hectares would be unavailable leaving an area of **23.85 hectares available for development** although this figure may drop following a built heritage assessment of the site area. This figure is indicative only – the final extent of mitigation will need to be agreed in consultation with the City Archaeologist and Principal Conservation and Design Officer.

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10. Appendix I: Table of designated and undesignated assets

Those marked in **bold** are within the site.

HER	Name	Period	Type	Details
GUAD194	Bristol Road	Romano-British Medieval Post-medieval	Finds	Stray finds. Roman brick and tile fragments and key; Anglo-Saxon girdle hanger; Medieval pin; lead bullet; Medieval to post-medieval ford of stones.
GUAD195	Bristol Road and Stroud Road junction	Romano-British	Burials	Stray finds. Burials found during sewer excavation most probably Romano-British
GUAD197	West of Bristol Road	Roman-British	Lamp	Stray find. Roman terracotta lamp.
GUAD198	West of Bristol Road	Romano-British Medieval	Finds	Stray finds. Roman pin with medieval arrowhead, pin and finger ring.
GUAD952	Bristol Road and Lower Tuffley Lane junction	Post-medieval	Watching Brief	Pitched stone make-up layer with two successive limestone surfaces recorded.
GUAD1141	35 Cecil Road	Romano-British	Coin	Stray find. Roman coin, Ae3 of Valentinian I (364-375AD)
GUAD1142	38 Granville Street	Romano-British	Coin	Stray find. Roman coin, As of Germanicus Caesar (early 1 st C AD)
GUAD1143	69 Granville Street	Romano-British	Coin	Stray find. Roman coin, Dupondius of Domitian (late 1 st C AD)
GUAD1174	10 Shakespeare Avenue	Romano-British	Coin	Stray find. Roman coin of URBS ROMA (330-335AD). Struck by Constantine and his successors to reinforce continuity after founding of Constantinople as centre Roman world
GUAD1175	Shakespeare Avenue	Medieval	Field Observation	Site of Podsmead moat, one side remained in 1952 measuring 42m long and 12 m wide, water filled
GUAD1176	Shakespeare Avenue	Medieval	Documentary Record	Documentary evidence for Podsmead moat
GUAD1179	East of Podsmead Road	Romano-British	Coin	Stray find. Roman coin, Ae3 of Constantine II (317-337AD)
GUAD1193	East of Podsmead Road	Romano-British	Coin	Stray find. Roman coin, Denarius of Domitian date 80AD
GUAD1235	Podsmead Farm	Post-medieval	Watching Brief	Post-medieval rebuilding of moated farm buildings recorded
GUAD1272	Hempsted Lane	Roman Modern	Watching Brief	2 nd to 4 th century coins recovered and concentration of World War II shrapnel
GUAD1280	South West Bypass	-	Evaluation	No archaeological features recorded
GUAD1298	Talbot Mews	Post-medieval	Watching Brief	Revealed pond back-filled with furnace waste
GUAD1294	20-30 Masefield Avenue	-	Watching Brief	No archaeological features recorded
GUAD1314	258 Bristol Road	Medieval	Watching Brief	Large pit of probable medieval date.

GUAD1315	153 Bristol Road	-	Watching Brief	No archaeological features recorded
GUAD1336	4 Podsmead Place	Undated	Watching Brief	Undefined and undated pit or linear feature
GUAD1362	72 Tuffley Crescent	-	Watching Brief	No archaeological features recorded
GUAD1365	7 Cecil Road	-	Watching Brief	No archaeological features recorded
GUAD1440	Monk Meadow	-	Evaluation	No archaeological features recorded
GUAD1511	Clifton Road and Bristol Road junction	Post-medieval	Evaluation	Two linear features, posthole and two wells revealed.
GUAD1531	Linden Primary School	-	Watching Brief	No archaeological features recorded
GUAD1583	Tuffley Park	-	Watching Brief	No archaeological features recorded
GUAD1645	Land east of Hempsted	Medieval Post-medieval	Geophysical survey Evaluation	Geophysics revealed ridge and furrow and a trackway. Evaluation showed that ridge and furrow was medieval with the trackway being post-medieval in date.
GUAD1660	Monk Meadow	-	Desk-Based Assessment	Surviving medieval ridge and furrow but mainly disturbed ground
GUAD1647	MOD Fuel Pumping Station	-	Desk-Based Assessment	High potential for medieval and Roman remains
GUAD1704	South west bypass	Post-medieval	Watching Brief	Small furrows, backfilled brook, three post-medieval ditches and spread of post-medieval building rubble.
GUAD1716	Monk Meadow, Hempsted Lane	Medieval Modern	Evaluation	Medieval marshland deposits sealed by modern overburden
GUAD1723	Canal Corridor	-	Desk-Based Assessment	Potential for palaeoenvironmental, prehistoric, Roman, medieval and post-medieval remains
GUAD1751	Tuffley Park	-	Watching Brief	No archaeological features recorded
GUAD1777	43 Stroud Road	-	Watching Brief	No archaeological features recorded
GUAD1802	22 Sandalwood Drive	-	Excavation	No archaeological features recorded
GUAD1805	117 Bristol Road	-	Watching Brief	No archaeological features recorded
GUAD1875	South West Bypass	Modern	Watching Brief	World War II underground petrol tanks identified
GUAD1894	Hempsted Lane	Medieval Post-medieval	Watching Brief	Medieval metalled road surface and fragment of 19 th C wall recorded.
GUAD1937	Land adj Gloucester and Sharpness Canal (Gloucester Quays)	-	Desk-Based Assessment	Potential for medieval archaeology but unlikely to contain Roman or Saxon
GUAD1982	Tuffley Crescent	-	Desk-Based Assessment	Limited archaeological potential although Romano-British coins and road and medieval moat close to the site.
GUAD1989	Gloucester Quays	-	Desk-Based	History of area including

	Urban Regeneration		Assessment	Llanthony Secunda Priory site
GUAD2002	Gloucester City Football Club	-	Desk-Based Assessment	Agricultural land since medieval period with little evidence of archaeological activity prior to this.
GUAD2012	Gloucester Quays	Medieval Post-medieval	Watching Brief	Medieval and post-medieval finds and structures recorded in test pits.
GUAD2013	Gloucester Quays (Urban regeneration)	-	Desk-Based Assessment	Summary of archaeological and historical background of Quays area
GUAD2068	Gloucester Quays (Cultural heritage)	-	Desk-Based Assessment	Assessment of built environment of Quays area
GUAD2100	Bristol Road	-	Desk-Based Assessment	Little potential for survival of archaeological deposits
GUAD2104	Secunda Way	-	Geotechnical Assessment	Showed extensive 'made-ground' overlying natural clay
GUAD2121	84 Frampton Road	-	Evaluation	No archaeological features recorded
GUAD2160	Land at 26 Hempsted Lane	-	Desk-Based Assessment	Potential for palaeoenvironmental and Roman remains and ridge and furrow
GUAD2180	Former Gas Works	-	Desk-Based Assessment	Potential for Roman and later agricultural evidence but area has been considerably impacted by gas works
GUAD2184	Newark Farm, Hempsted	-	Desk-Based Assessment	Evidence of Roman settlement and burials and medieval earthworks. Listed buildings, scheduled monument and historic farmstead also within area.
GUAD2216	Former Jet and Whittle Pub, Shakespeare Av.	-	Evaluation	No archaeological features recorded
GUAD2222	Land at Hempsted	-	Desk-Based Assessment	Potential for pre-medieval remains. Ridge and furrow survives.
GUAD2244	Land east of Hempsted Lane	Romano-British Medieval	Evaluation	Romano-British and medieval pot recovered and undated ditches recorded.
GUAD2257	Land at Rea Bank	-	Desk-Based Assessment	Possible prehistoric or Roman seasonal wetland exploitation with historic field boundaries, ridge and furrow and drainage ditches
GUAD2279	Calton Road	-	Desk-Based Assessment	Showed potential for the presence of buried archaeological remains of Romano-British and post-medieval to modern date in the area.
NHLE1002091	Llanthony Secunda Priory	Medieval	Scheduled Monument	Site of medieval Augustinian priory founded in the 12 th century. Some upstanding remains survive and are listed.
NHLE1245636	155 and 157 Southgate Street	Post-medieval	Listed Building	Grade II. Semi-detached houses of 1835 now post office and café. Brick with stucco, six bays, pilasters, entablature and

				parapet.
NHLE1245823	Canal Mile Post	Post-medieval	Listed Building	Grade II. 1827. Painted, triangular, stone post with rounded top. Incised serif lettering and numbers.
NHLE1245993	Norfolk Buildings, 73-91 Bristol Road	Post-medieval	Listed Building	Grade II. Terrace of 10 houses built in 1836 by Thomas Fulljames in Greek Revival style.
NHLE1271710	Llanthony Provender Mill, Baker's Quay	Post-medieval	Listed Building	Grade II. Oil and cake mill of 1862 by George Hunt of Evesham for Foster Brothers. Red brick with bands of blue engineering brick, tall multiple bays. Gutted by fire 2016
NHLE1271785	5 and 7 Stroud Road	Post-medieval	Listed Building	Grade II. Pair of early 19 th century houses with later additions and alterations.
NHLE1271786	13 and 15 Stroud Road	Post-medieval	Listed Building	Grade II. Two early 19 th century houses, originally one house, with 20 th century alterations. Painted stucco.
NHLE1271787	23 to 33 Stroud Road	Post-medieval	Listed Building	Grade II. Terrace of six houses of early 19 th century. Stucco on brick, pilasters with moulded bases and capitals.

II. Plates



Plate 1 Northern part of HA21 site from the north east



Plate 2 The southern part of the HA21 site from the north



Plate 3 The southern salt warehouse on Bristol Road, from the west



Plate 4 The same salt warehouse on Bristol Road, from the south east



Plate 5 The northern salt warehouse on Bristol Road, from the south west



Plate 6 Last surviving building of the Gloucester Railway Carriage and Wagon Works



Plate 7 Madleaze Chimney from the east before the height was lowered.



Plate 8 Madleaze Chimney from the east after height was lowered

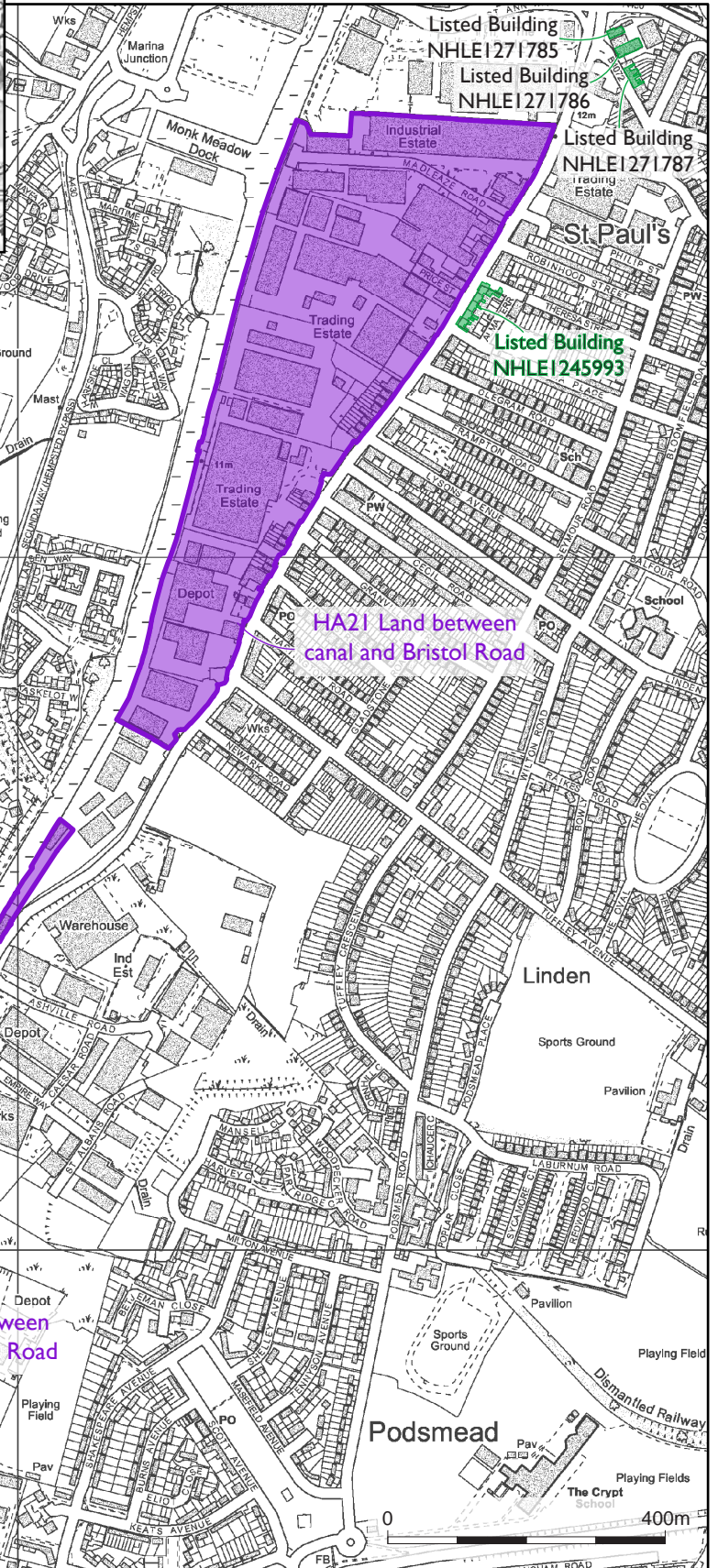
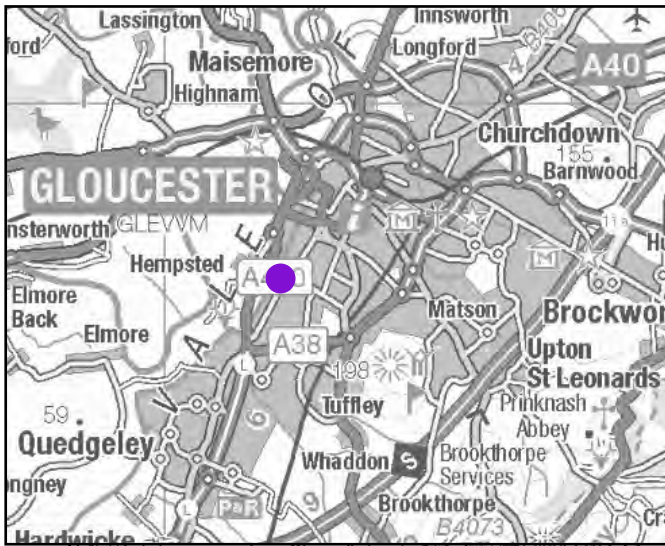


Plate 9 Mill Place Chimney from the east



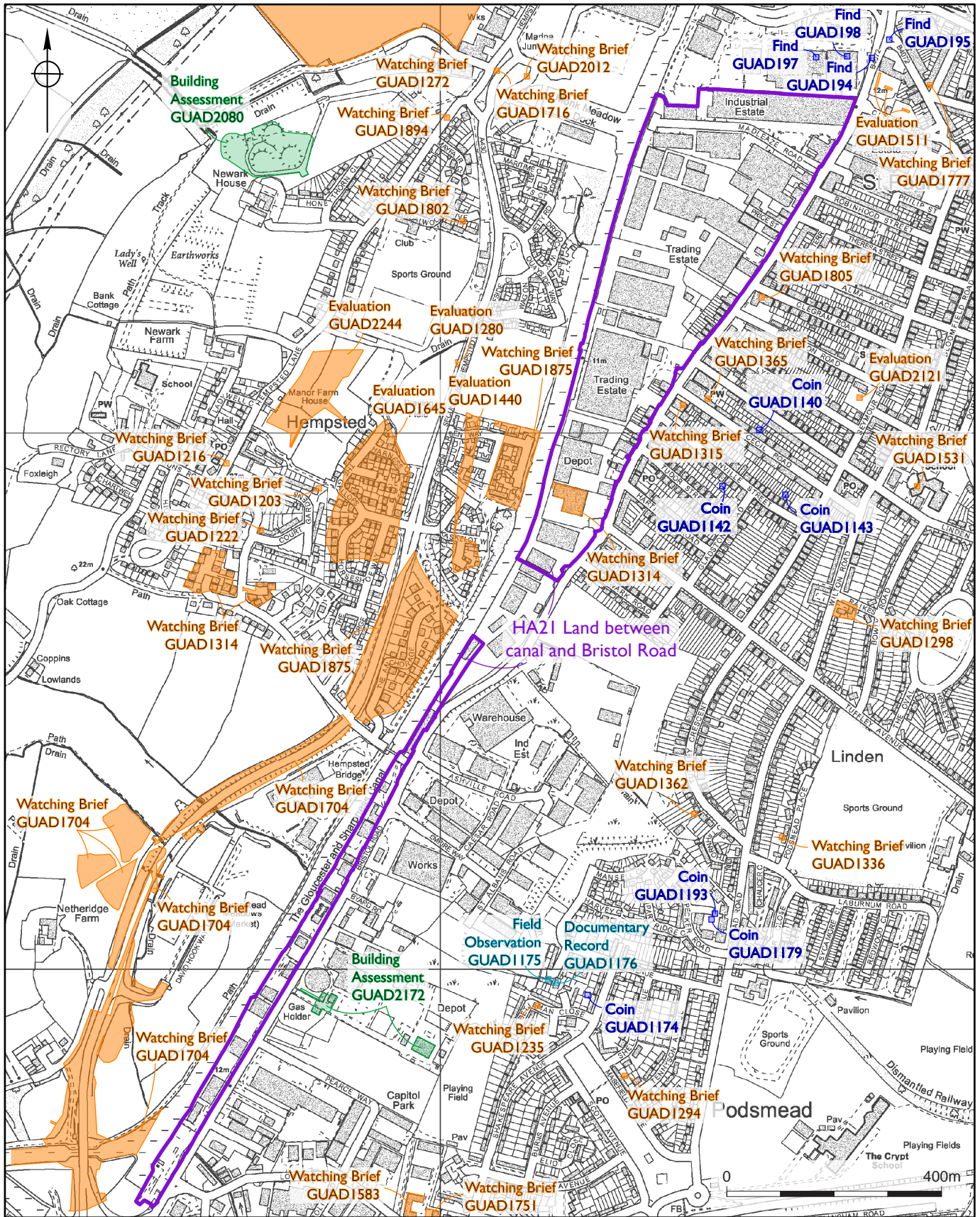
Plate 10 Mill Place Chimney from the west

12. Figures



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Figure 1 - Site Location

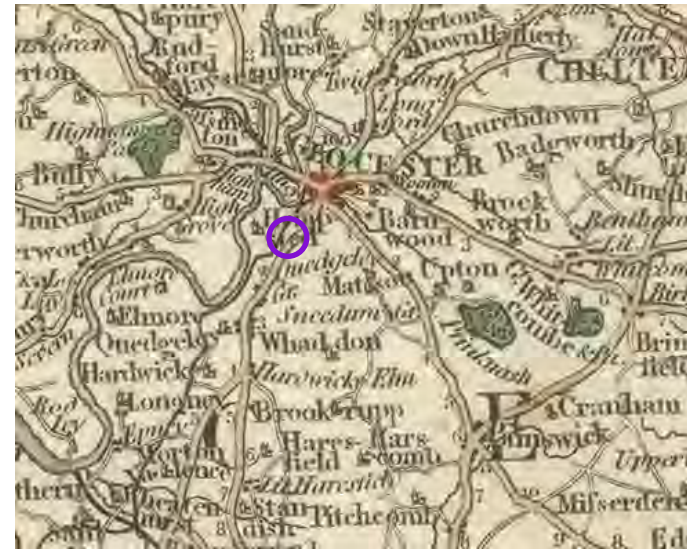


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Figure 3 - Archaeological information



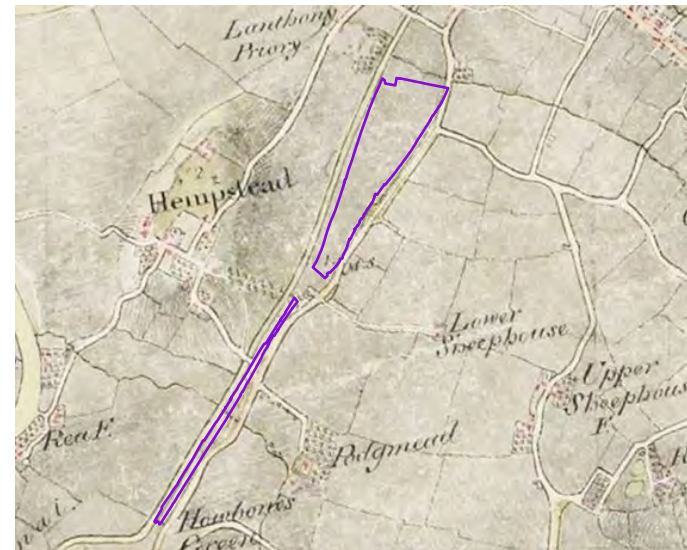
1583 Saxton map



1794 Cary map

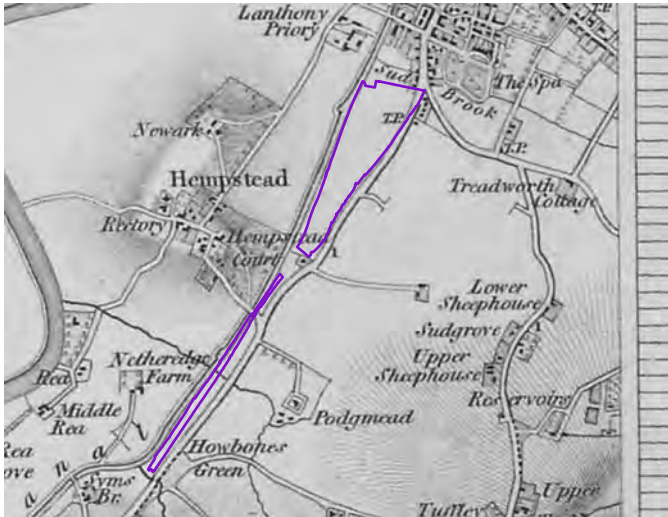


1646 Bleau map

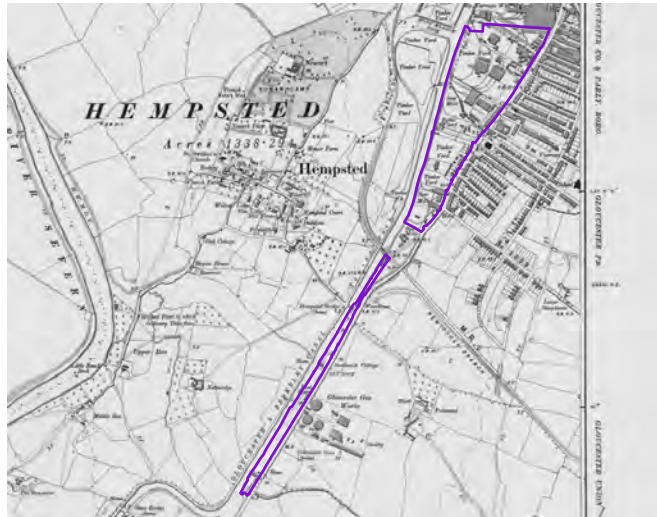


1811 Dawson map

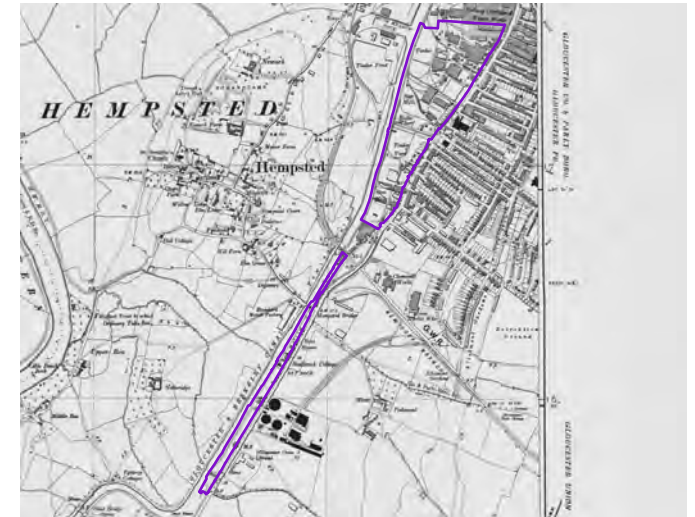
Figure 4 - Historical mapping



1831 Ordnance Survey



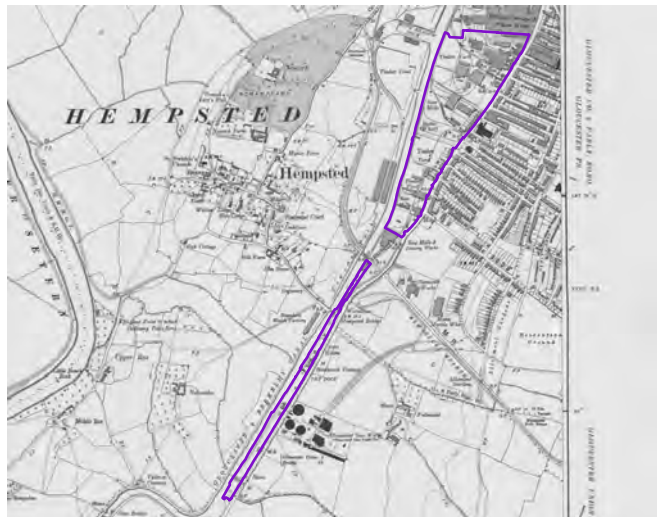
1903 Ordnance Survey



1938 Ordnance Survey



1884 Ordnance Survey

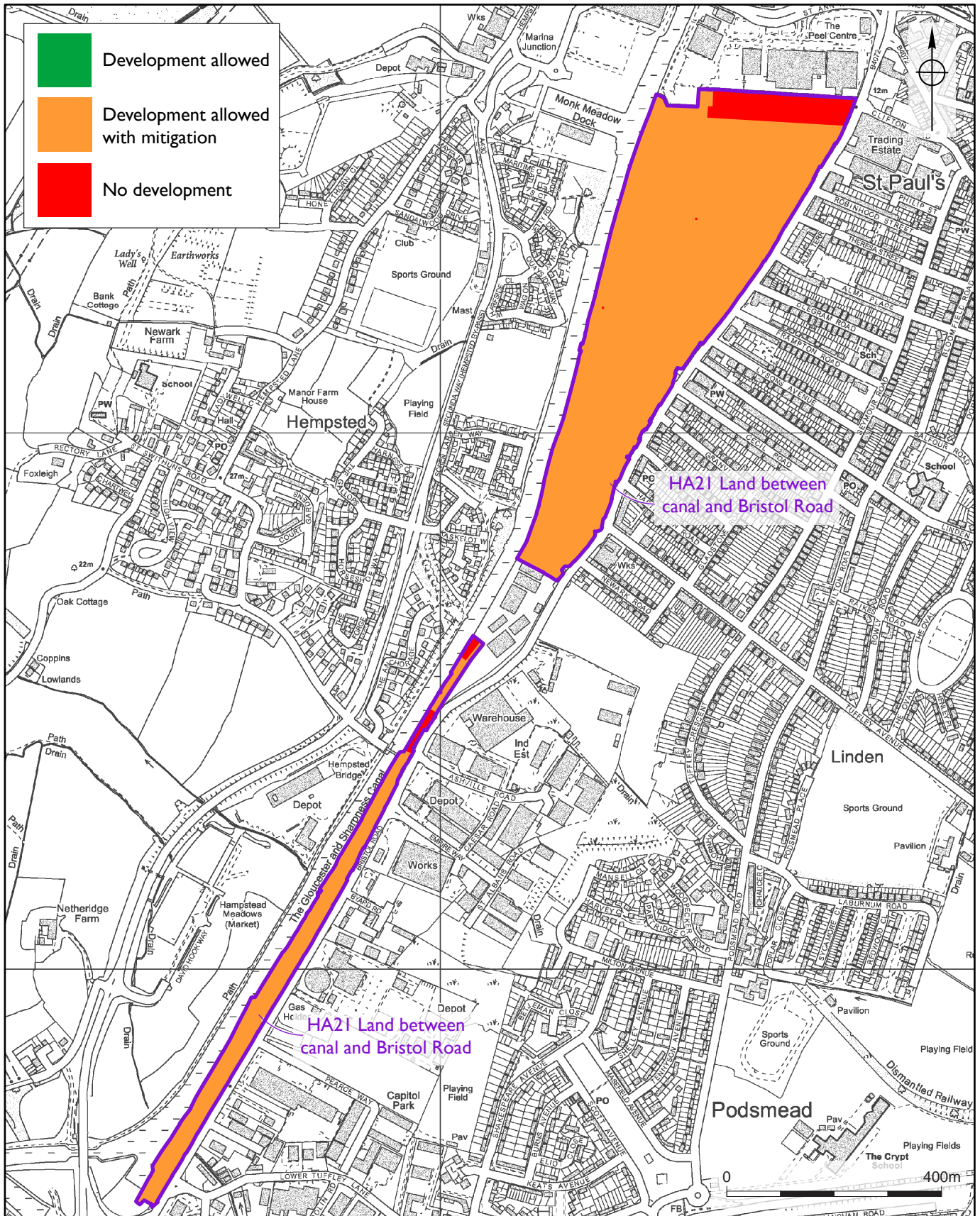


1921 Ordnance Survey



1952 Ordnance Survey

Figure 5 - Historical mapping



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Figure 6 - Recommendations