

A scenic view of a riverbank with a pub in the background, framed by trees. The river is in the foreground, covered with green lily pads. The bank is lush with green grass and various plants. In the background, a red brick building with a chimney is visible, surrounded by trees. The sky is blue with some light clouds.

- PROPOSED BOUNDARY CHANGES -

During the Character Appraisal for this Review, we have looked at the whole of the existing Industrial Heritage Conservation Area and the land immediately adjacent to it, to see whether it is appropriate to amend the conservation area boundaries. The Character Appraisal exercise has identified a number of places where changes may indeed be appropriate, and these are set out over the following pages.

The Study Area for this review takes in not just the Industrial Heritage Conservation Area, but also parts of ten adjacent conservation areas.

CONSERVATION AREA BOUNDARY REVIEW

- 11.1 The Character Appraisal, which has been carried out for the whole Study Area as part of the Industrial Heritage Conservation Area review (see 1.17, above), has revealed that the conservation area boundaries would benefit from some considerable changes.
- 11.2 Under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Local Planning Authorities have a duty to review their areas from time to time, to consider whether existing conservation area designations are still warranted, and whether any new areas of designation should be made.
- 11.3 Areas designated many years ago should be reappraised to see if they are still of special interest. If the original interest has been so eroded by subsequent changes (either cumulative or dramatic) or by inappropriate development that the area is no longer special, boundary revisions or even cancellation of designation may be considered.
- 11.4 The general appropriateness of current boundaries should also be assessed as part of the review process. Many early conservation areas were drawn too tightly – omitting, for example, the full extent of a building’s plot/garden, which may be an element of its special interest, or omitting phases of development/settlement expansion which were not well appreciated at the time (this is often the case with Victorian/Edwardian areas), but which may now be understood to contribute to the full picture of a conservation area’s special interest. If this is the case, extension of the existing conservation area boundary should be considered.

Boundary changes

- 11.5 Stroud District Council proposes to redefine the conservation area boundaries of the IHCA and ten associated or adjoining conservation areas (see 1.18, above), to incorporate the modifications set out over the following pages and shown on the **fold-out maps 2a-2d**.
- 11.6 Some minor additions and deletions are necessary to allow slight realignment of the boundaries in places, because of physical changes that have occurred (e.g. buildings demolished or constructed, or roads widened), or because the original boundary was indecisive.
- 11.7 However, some more substantial changes are also considered necessary. The Industrial Heritage Conservation Area’s most defining characteristic is as the industrial ‘backbone’ of the Stroud locality. This backbone of topography and infrastructure runs along the valley bottoms, sprawling up the slopes in places, linking together various mill sites and industrial enclaves. In the early days of the conservation area, this was termed a “string of pearls”.
- 11.8 The Study Area for this review was designed to reflect this, incorporating most of what comprises the ‘string’, as well as the individual ‘pearls’. This included a number of other conservation areas, many of which slightly pre-date the IHCA and cover individual architecturally outstanding mill sites and hubs of industry.

MAPS:

The location of each boundary change is shown on the fold-out maps 2a-2d, and in greater detail in a set of boundary change maps which can be downloaded individually from the Council’s website:
www.stroud.gov.uk/ihca

11.9 This Conservation Area review has covered the following conservation areas:

- ◆ **Dunkirk and Watledge Conservation Area** (No. 21), designated November 1986
- ◆ **Ebley Mills Conservation Area** (No.22), designated November 1986
- ◆ **Lodgemore and Fromehall Conservation Area** (No. 24), designated November 1986
- ◆ **Longford Mills Conservation Area** (No.25), designated November 1986
- ◆ **Stanley Mill Conservation Area** (No. 26), designated November 1986
- ◆ **St Mary’s and Belvedere Conservation Area** (No.27), designated November 1986

Abutting the IHCA, and also partly covered by the Study Area for this review, are

- ◆ **Stroud Station Conservation Area** (No. 28), designated November 1986
- ◆ **South Woodchester Conservation Area** (No.10), designated October 1977
- ◆ **Nailsworth Conservation Area** (No.31), designated March 1989
- ◆ **Chalford Vale Conservation Area** (No. 20), designated November 1986

11.10 It has been found that several pockets of land, hitherto not included in the IHCA, share many of its prevailing and defining characteristics.

11.11 The IHCA Character Appraisal has proposed **68 amendments** to the pre-review boundary, comprising:

- ◆ Transfers of land between the IHCA and other existing designed conservation areas (i.e. no new designation);
- ◆ Extensions and additions to the IHCA and some of the seven other conservation areas included within the IHCA review;
- ◆ Deletions from the IHCA and some of the seven other conservation areas included within the IHCA review;
- ◆ Minor boundary realignments.

Transfers of land between the IHCA and other existing designated conservation areas:

- T1. Stroud Station CA to Stroud Town Centre CA: Station Road and Rowcroft. It is proposed that parts of the Stroud Station CA, comprising Rowcroft and the commercial buildings in Station Road, will become part of the Stroud Town Centre Conservation Area (as per the Stroud Town Centre CA boundary review, which was approved by Council in April 08). [character part 19.4]
- T2. IHCA to Stroud Town Centre CA: London Road, Stroud. It is proposed that some buildings on London Road, at the fringe of the IHCA shall be transferred from the IHCA to the Stroud Town Centre CA (as per the Stroud Town Centre CA boundary review, which was approved by Council in April 08). The buildings form an almost continuous terraced frontage, from Palace Chambers to the London Hotel. Whilst this part of the study area does share characteristics with the Main Roads character type (16), the site relates strongly to the Stroud Town Centre CA and acts as a key gateway to that conservation area. [character part 19.4]
- T3. St Mary’s & Belvedere CA to IHCA: Belvedere Mill. An extremely minor realignment. The boundary between the IHCA and St Mary’s & Belvedere CA needs slight modification, to reflect the changes to the site that have occurred since designation. The original boundary traced around buildings which no longer exist. It is proposed that a small sliver of land is transferred from the St Mary’s conservation area to the IHCA. [character parts 6.1 and 19.7]
- T4. Chalford Vale CA to IHCA. The boundary between the Chalford Vale CA and the IHCA is not very meaningful. Although the two conservation areas are basically seamless, in terms of character and historical associations many of the buildings which lie to the immediate south of the river have particularly close ties with the IHCA. This includes Halliday’s Mill and the site of Seville’s Mill, plus the canal and associated structures, and some cottages that are believed to have an historic link with the railway. The relationship between the two conservation areas is inter-

dependent and each is important to the setting of the other, but it is proposed that the boundary is changed, to follow the course of the southernmost branch of the river Frome. [character part 5.9]

Framilode is a settlement which has been profoundly shaped by the Stroudwater Canal; it includes a good number of industrial and canal-related structures, infrastructure and archaeology, plus a high proportion of locally distinctive buildings, which share characteristics with elsewhere in the Study Area. [character part 1.1]

T5. South Woodchester CA to IHCA: Churches Mill, Station Road. The designation of the Woodchester CA pre-dates the creation of the IHCA. This mill site was originally included in the Woodchester CA, but it really has closer ties with the IHCA than the village, both in terms of the site’s physical location and its character. [character part 6.5]

E2. Sandfield Bridge. A small extension, to make the IHCA boundary follow the western side of Sandfield Lane, to adjoin Saul CA and take in the bridge abutments of Sandfield Bridge. [character part 3.1 and 4.1]

T6. South Woodchester CA to IHCA: Frogmarsh, South Woodchester. The designation of the South Woodchester CA pre-dates the creation of the IHCA. This industrial hamlet was originally included in the Woodchester CA, but the mill has close ties with the IHCA, both in terms of the site’s physical location and its character. [character part 6.5]

E3. Wheatenhurst. Follow eastern side of the road and take in the “lodge cottage”. [character part 2.1]

T7. Dunkirk & Watledge CA to Nailsworth CA: George Street and Bridge Street, Nailsworth. The buildings on George Street have more in common (in terms of function, orientation, appearance and overall character) with the Nailsworth Town Centre CA than with the IHCA or the Dunkirk & Watledge CA (which, at Egypt, is dominated by industry- and rail-related structures). It is proposed that this small pocket of the Dunkirk & Watledge CA will be transferred to the Nailsworth Town Centre CA. [character part 19.9]

E4. Newtown. The existing boundary is indecisive and illogical here, following no particular property or field boundaries, and cutting across the course of the old Bristol Road. Amend to show old course of Bristol Road and extend to take in the roadside cottages, which are locally distinctive and an original part of this canal-related settlement, as well as the approach to Roving Bridge on the canal. [character part 1.2]

E5. Eastington Park. Extension to take in land to the south of the old driveway approach from East Lodge. This forms part of the visual setting of the listed Eastington Park, and is typical of the former parkland type land which appears within the study area’s Core Vale Settlement character type. [character part 2.2]

Extensions and additions to the Conservation Areas under review:

E1. Framilode. Major extension, from Saul Junction to the Severn. This was an illogical omission in the original designation and subsequent extensions of the IHCA. Although there are no plans to restore the Stroudwater Navigation west of Saul Junction, the canals corridor forms a fundamental part of the concept behind the designation of the IHCA and this is the only stretch of the corridor in the whole District that (at the time of this Review) does not lie within the IHCA or one of the other component Conservation Areas.

E6. Millend Lane, Eastington. Minor extension to include three cottages: Pitch Top, Orchard Cottage and The Hawthorns. [character part 2.2]

E7. Beard’s Mill, Leonard Stanley/Stonehouse. An extension to include the former mill, mill house, cottages, ancillary buildings and a distinctive stone-built cattle byre, plus the track leading to it from Stonehouse Court. A charming group, including a number of listed buildings. The only surviving mill site on the River Frome west of Stroud not included in the IHCA at present. [character part 2.3]

- E8. Old Station Yard, Stonehouse. Extension to take in the former station house and yard of the old Midland railway (Bristol to Gloucester line), just north of Bristol Road by Stonehouse Court. Includes a mid 19th century station-master's house (c.1844, possibly designed by Brunel), which is very typical of railway architecture elsewhere in the study area, although it has lost some original features. Also a 19th century footbridge and site of the former good shed. [character part 13.1]
- E9. Stanley House, Ryeford. Extension to the Stanley Mill conservation area, to take in the grade II listed former clothier's house and grounds. Stanley House has proven historical links with Stanley Mill and forms a good visual group. This is a logical extension to the Stanley Mill Conservation Area. [character part 9.1]
- E10. Ryeford Arms, Ebley Road. Extension to take in this 19th century roadside pub, which is characteristic of the conservation area in terms of building type/function, location and architectural appearance. [character part 16.2]
- E11. Ebley Saw Mills, Westward Road. Extension to include part of the former sawmill and adjacent site, some roadside cottages and grade II listed White House. A characteristic site, displaying a typical urban mix of industry and domestic buildings, and locally typical architectural materials and styles. Also characteristic in terms of the mill's relationship to the (underground) watercourse and the canal. A key canalside site. [character part 19.2]
- E12. Westward Road, Ebley. Extension to take in buildings lining part of the north side of the Westward Road (210-230). These share characteristics of 19th century roadside development and contribute to the character of the Ebley 'Hub' Character Part, as well as being important to the setting of listed buildings on the south side of the road, opposite. [character part 19.2]
- E13. Westward Road. Extension to take in the north side of Westward Road, between "DB's" Hotel and Cainscross House. The south side of the road lies within the conservation area and the north side shares characteristics of 19th century roadside development, which are typical of this Character Part. An important and distinctive 'gateway' between Cainscross and Ebley, and valuable to the setting of listed Cainscross House. [character part 16.3]
- E14. Chestnut Lane, off Cainscross Road. Small extension to include Canal Cottage (adjacent to former swing bridge) and former gas manager's house and former coal wharf for the Stroud Gas Light and Coke Co. – all of which have direct historical links to the role and operation of the Stroudwater canal. [character part 5.3]
- E15. Cainscross Road, by Merrywalks roundabouts. Minor extension to include early 20th century motor garage. A good roadside building, typical of its period and characteristic of the conservation area's built environment. The building sits on a sensitive site near a key 'gateway' to the town centre, allowing views of the major landmark Hill Paul building from Cainscross Road, and forming a low-key backdrop to the Stroudwater canal basin at Wallbridge (the Grade II listed former Stroudwater Company Headquarters in particular). It is illustrative of several traits associated with the 'Mains Roads' character type (16), although it falls within a 'Hub' character part (19). [character part 19.4]
- E16. Stroud Brewery maltings, Merrywalks. Extension to take in the only surviving complete buildings of the former Stroud Brewery site. Late 19th century industrial buildings, displaying typical stylistic and materials characteristics of the IHCA. Historic remnants of an important Stroud industrial site. [character part 19.4]
- E17. Dorrington Terraces, London Road, Stroud. Extension to include these red brick terraces, which are typical of development relating to the roadbuilding of the 19th century. The 1814 London Road opened up new plots of land for development. In terms of materials, terraced form and architectural detailing, these buildings are characteristic of such development in the IHCA. [character part 16.5]

- E18. The Bungalow (“Esmerald House”), London Road, Bowbridge. Small addition, to include this 19th century building, and timber shed characteristic of roadside development of the period. These share traits of the ‘Main Roads’ character type (16), relating to the 1814 London Road, although the area in fact falls within a ‘Hub’ character part (19). [character part 19.5]
- E19. Albion Terrace, London Road, Thrupp. Extend IHCA boundary across the road to take in the terraces of red brick houses, which are typical of development relating to the roadbuilding of the 19th century and the ‘Main Roads’ character type (16). The 1814 London Road opened up new plots of land for development. In terms of materials, terraced form and architectural detailing, these buildings are characteristic of such development in the IHCA. [character part 16.7]
- E20. Waggon & Horses, London Road, Thrupp. Extension to take in this 19th century roadside pub, which is characteristic of the conservation area in terms of building type/function, location and architectural appearance, and the ‘Main Roads’ character type (16). [character part 16.7]
- E21. St Mary’s Farm, Hyde Hill. Extension to the St Mary’s & Belvedere Conservation Area. The farm includes a curious cottage, which is believed to have a connection with St Mary’s Mill. It may have been built as a folly, to be viewed from the extended and improved mill house. A conspicuous feature in the landscape and an interesting example of the ‘gentrification’ of the local industrial environment during prosperous boom times. [character part 6.1]
- E22. Lightpill Trading Estate, Stroud. A minor extension, to include the whole of the Lightpill Trading Estate. The original boundary cuts halfway through a modern building. [character part 13.9]
- E23. The Fleece Inn, Lightpill (currently known as “The Kite’s Nest”). Extension to take in this 19th century roadside pub, which is characteristic of the conservation area in terms of building type/function, location and architectural appearance; together with some roadside houses which are typical of traits associated with the ‘Main Roads’ character type (16). The 1800 Lightpill-Stroud link brought the 1780 Bath-Cheltenham road through Stroud, rather than bypassing the town via Dudbridge. This new stretch of road opened up new plots of land for development. In terms of materials, terraced form and architectural detailing, these buildings are characteristic of such development in the IHCA. [character part 16.11]
- E24. Bath Road, Lightpill. Extension to include these terraces and semi-detached houses, which are typical of development relating to the roadbuilding of the late 18th and 19th centuries and the ‘Main Roads’ character type (16). The 1780 Nailsworth-Lightpill Road (and the subsequent 1800 Lightpill-Stroud link) opened up new plots of land for development. In terms of materials, terraced form and architectural detailing, these buildings are characteristic of such development in the IHCA. [character part 16.12]
- E25. Southfield Mill, North Woodchester. The existing IHCA boundary includes Southfield House, which was built by the mill owner. The mill site (including mill pond) lies over the road, immediately adjacent to the IHCA boundary. The surviving range is architecturally typical of other mill building of the period and is highly characteristic of the IHCA. [character part 6.5]
- E26. Inchbrook. Take boundary across to the western side of the road, to include stone roadside wall. [character part 6.6]
- E27. Dunkirk Mill, A46. Extension to the Dunkirk & Watledge CA, to include roadside cottages on the eastern side of the A46 (Laureldene to Glendale). These are locally distinctive cottages, typical of early-mid 19th century vernacular architecture. The cottages demonstrate characteristics of the Main Roads character type (16) – here relating to the building of the Bath Road in 1790, which prompted the development of newly accessible sites along its valley-bottom course. They contribute to the character of

the Dunkirk Mills group and the setting of the listed buildings there. [character part 16.13]

Deletions from the Conservation Areas under review:

- E28. Dunkirk Manor and Watledge. Extension to the Dunkirk & Watledge CA. The big house on the valleyside above Dunkirk Mills is known as Dunkirk Manor. The existing house dates to around 1800 and is thought to have been built for John Cooper, the mill owner responsible for some of the major expansion and building at Dunkirk Mill. The Grade II listed house sits on the site of an earlier manor, but it demonstrates the turn-of-the-18th/19th-century trend among clothiers to build their grand houses at a little distance from their expanding mills, rather than on site as was normal in preceding centuries. Zig-zagging tracks and paths link the cottages and larger houses clustered along Watledge Lane with the mill in the valley bottom; these buildings share many characteristics of the Valleyside Settlement character type (17) and seem a logical extension to the existing Dunkirk & Watledge CA. [character part 17.2]
- E29. Somerfields site, Nailsworth. A tiny extension on the site of Nailsworth Mills, which includes some fragments of historic fabric. The green grocer's shop is a charming example of a small vernacular industrial building. [character part 19.9]
- E30. 15 and 16 George Street, Nailsworth. A tiny extension to the Nailsworth Town Centre CA to include the building at the mouth of the Somerfields site. The building makes a contribution to the continuous frontage along George Street and is a logical part of the Town Centre CA. This extension ensures that the IHCA and Nailsworth Town Centre conservation areas abut snugly without gaps and anomalies. [character part 19.9]
- E31. Land between Egypt Mill and the Dunkirk Mill ponds. Extension to the Dunkirk & Watledge CA, to take in a sliver of land which contributes to the Green Corridor (Central belt) character type, lying between the two branches of the Nailsworth Stream – one of which is an 18th Century leat, cut as a mill race for Dunkirk Mill. [character part 5.12]
- D1. Avenue Terrace, Stonehouse. This terrace is highly typical of the study area's roadside development, relating to road changes and road building in the 19th century. These early 20th century terraced houses are a very distinctive feature of the Bristol Road heading west of Stonehouse, but over the course of the last five to ten years, incremental changes (such as porches, replacement windows and doors, the loss of front gardens and boundary features for car-parking), though small in themselves, have had a cumulatively harmful effect on the character and architectural integrity of the row. [character part 16.1]
- D2. Boakes Drive, Stonehouse Wharf and Bristol Road. This represents a large, fairly self-contained swathe of modern housing developments, which really do not contribute anything to the special architectural or historic interest of the conservation area. Although the individual quality of design of some of the buildings and some of the landscaping is not bad (although, equally, not all good), this large area really does not warrant being included in a conservation area any longer. The area of open space south of Boakes Drive forms a valuable green setting for the canal, however, and shall be retained within the IHCA. [character part 18.1]
- D3. Ebley Bypass, site of North Lodge. Minor change to delete the site of the former lodge to Stanley Park (now demolished). [character part 4.8]
- D4. Bridge Mead, Ebley Wharf "Riverside". This recent housing development neither preserves nor enhances the character or appearance of the Ebley Mills conservation area and has, indeed, been harmful to the setting of the Grade II* listed Ebley Mill. The house types, detailing and use of materials are not locally distinctive and the site contributes to the erosion of the Stroudwater's historic canalside character and the suburbanisation of the conservation area's green corridor. [character part 18.2]

- D5. Hilly Orchard, Westward Road, Cainscross. Modern development at the fringe of the conservation area, which has no special architectural or historic interest and which does not contribute positively to the character or appearance of the conservation area. [character part 16.3]
- D6. Dudbridge Meadow. Minor deletion of the 1989 extension to the IHCA at Dudbridge. The extension was intended to protect a building which was historically associated with Dudbridge Mill and Dudbridge House, which has since been demolished. Plus removal of modern houses, built on the grounds of Dudbridge House, which were not designed in a locally distinctive way and are uncharacteristic of the conservation area. [character part 19.3]
- D7. Site of the Junction Inn, Dudbridge Hill. Modern development at the fringe of the conservation area, which has no special architectural or historic interest and which does not contribute positively to the character or appearance of the conservation area. [character part 19.3]
- D8. Strachans Close, Cainscross. These are not badly designed buildings, but being unrelated to roads infrastructure and not typical of historic forms of development along the canalside, Strachans Close is an uncharacteristic modern red brick development in the IHCA. Having been built since the designation of the conservation area, the boundary here now needs amending to make sense of the current property boundaries and built form. [character parts 5.3 and 18.3]
- D9. Arundell Mill Close, London Road, Stroud. Modern development at the fringe of the conservation area, which has no special architectural or historic interest and which does not contribute to the character or appearance of the conservation area. [character part 18.4]
- D10. Old Station Close, Chalford. Modern housing development at the fringe of the conservation area, which has no special architectural or historic interest and which does not contribute to the character or appearance of the conservation area. [character part 18.8]
- Minor boundary realignments:**
- B1. Wheatenhurst. Follow field boundary, rather than footpath. [character part 4.2]
- B2. Wheatenhurst. The river course has changed slightly. Amend to follow course now existing [character part 4.2]
- B3. Stonepits. Amend to follow field boundary. [character part 4.2]
- B4. Bristol Road Wharf. Minor change to follow new building line [character part 4.3]
- B5. William Morris House, Chipman’s Platt. New build and extension has occurred. Amend boundary to follow new building line and north side of the lane. [character part 1.2]
- B6. Bristol Road, site of the Ship Inn. Realign to follow the new course of the road. [character part 5.1]
- B7. Bristol Road, Horsetrough Roundabout. Realign to follow new road layout. [character part 4.7]
- B8. Ebley bypass, near Ryeford. Slight realignment to follow existing watercourse and new road layout. [character part 4.7]
- B9. Ebley bypass. A series of very minor realignments to follow the course of the new bypass, rather than old field boundaries and the former railway. [character part 4.8]
- B10. Westward Road, Ebley. Slight change to follow the course of the road, rather than the former building line (buildings now demolished/altered). [character part 19.2]
- B11. Frome Gardens, Ebley. Minor alteration to follow the edge of the new road. [character part 4.8]
- B12. Farhill/Homebase. The site now occupied by the Homebase building and its car park were always outside the conservation area, although the development has had a profound effect on the character of the IHCA and canal corridor. The boundary here now needs minor change, as it now appears

indecisive and unattached to any physical features on the ground. [character part 5.3]

THE CONSERVATION AREA AND ITS SETTING

- B13. Wallbridge House. Realignment to follow existing field/property boundaries. [character part 19.4]
- B14. Brunel Mall, London Road, Stroud. Tiny addition to take in the corner of the Brunel Mall carpark, which has been constructed since the IHCA was designated. [character part 19.4]
- B15. Arundell Mill, London Road, Stroud. Follow property boundaries, rather than building line, which is now out-of-date. [character part 5.5]
- B16. London Road, Brimscombe. Minor adjustment to allow boundary to follow the new road layout. [character part 14.2]
- B17. Wimberley Mills, Brimscombe. The watercourse has changed since designation. A slight alteration of the boundary, to follow the building line instead. [character part 14.3 and 6.1]
- B18. Paul’s Rise, North Woodchester. Revise so that the boundary follows the existing road and cycle track (former railway line). [character part 19.8]
- B19. Little Britain Farm, South Woodchester. Revise so that boundary follows property boundary. [character part 6.5]
- B20. Holcombe Mill, Avening Road. Slight revision to follow the road edge, rather than the verge. [character part 6.7]

- 11.12 The Study Area for the IHCA review was drawn as widely as was feasible, to include areas of land which might prove worthy of inclusion within revised conservation area boundaries as a result of Character Appraisal.
- 11.13 Some such areas have not proved to have such intrinsic ‘special architectural or historic interest’ that they warrant inclusion within the conservation area itself. However, they often play an important role in providing a setting for the conservation area.
- 11.14 Equally, however, the Study Area can by no means be taken to represent a defined extent of the IHCA’s setting. Views into or out of a conservation area may, in some instances, be affected by quite distant development.
- 11.15 Although the setting of the conservation area does not come under specific conservation area Planning controls, it is important that normal development controls are applied in a way that respects the character or appearance of the conservation area. Hence, the Character Appraisal volumes (1 and 2) of this Conservation Area Statement may be useful when assessing the appropriateness of development proposals affecting the setting of the conservation area. Please refer to Chapter 2 of the **IHCA Conservation Area Management Proposals SPD** (paragraphs 2.20 – 2.22 explain the policy implications for the conservation area’s setting more fully).

