

## Stroud Town Council Response

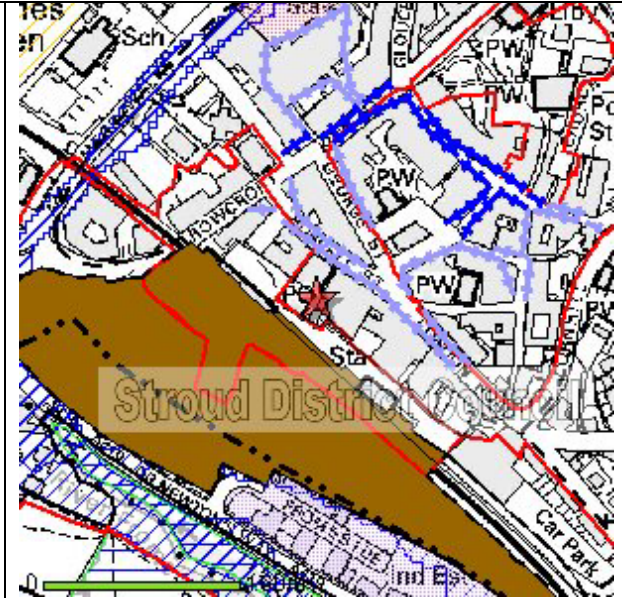
T1. Stroud Station CA: The Railway Station and Cheapside. The IHCA will come to include all parts of the Stroud Station Conservation Area immediately associated with the railway. (It is proposed that the remainder of the Stroud Station CA, comprising Rowcroft and the commercial buildings in Station Road, will become amalgamated into the Stroud Town Centre Conservation Area when that conservation area undergoes Review and extension).

Without sight of proposals map this element lacks clarity.

It is accepted that the boundary between the IHCA and the Stroud Station CA (SSCA) in the area of Cheapside lacks consistency of approach.

A key issue for the Cheapside area is how this area relates to both the canal and the town. Given the identification of the Cheapside as a mixed used development linking strongly to the Town it would be appropriate for the SSCA to be incorporated into the Stroud Town Centre CA (STCA) and to be extended to include the whole of Cheapside.

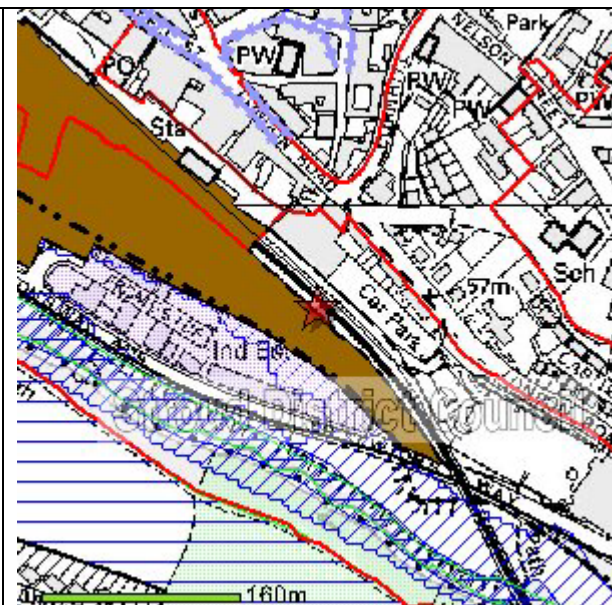
It is our view that the Imperial Hotel and the station approach is an integral part of the SSCA and there is a danger that inappropriate division of this CA could result in a failure to develop proposals for the improvement and enhancement of the Station area.

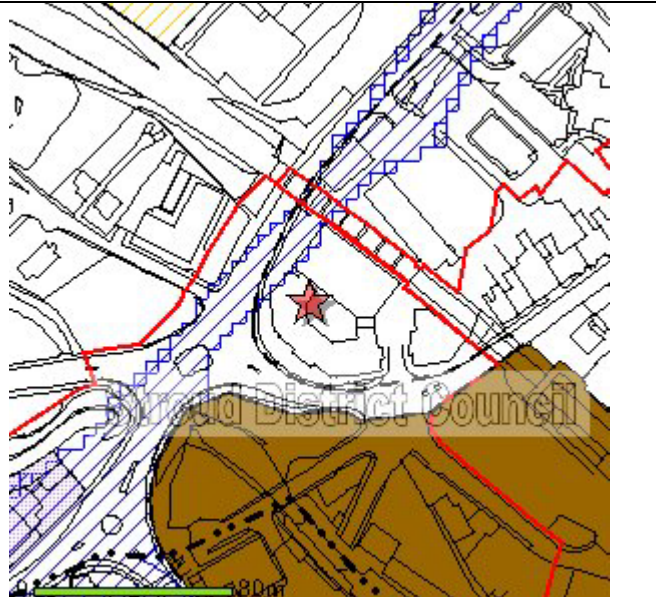



T2. Stroud Town Centre CA: London Road, Stroud. Buildings on London Road in the town centre, at the fringe of the IHCA, correspond closely with the character of the Stroud Town Centre CA. It is proposed that these will be transferred to the Stroud Town Centre Conservation Area when that conservation area undergoes Review and extension.

We assume that this proposal refers to the buildings in London Road between the Brunel Mall and entrance to London Road Car Park

Without sight of the proposals for SSCA we are unable to support this proposal. Additionally we would wish to see conservation area coverage extended to include buildings on the North Side of the London Road

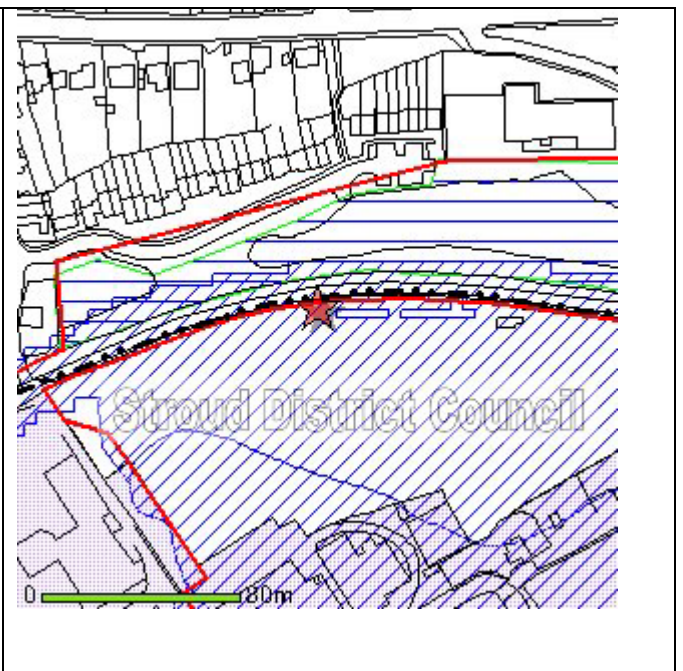
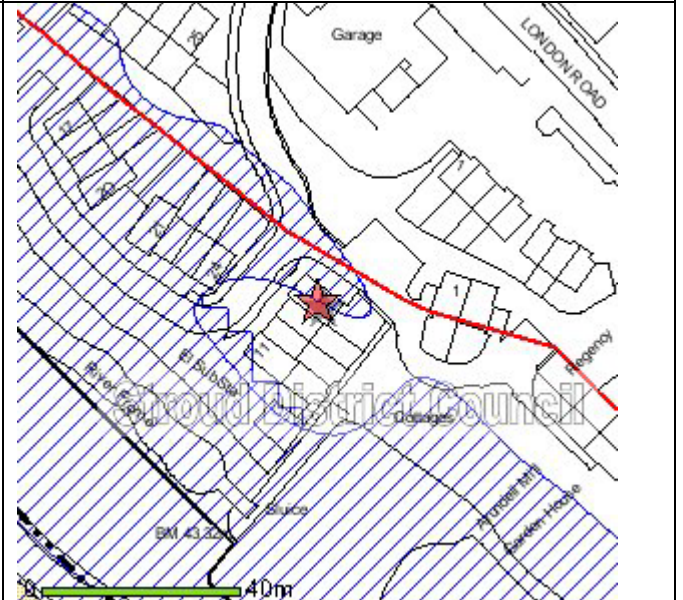


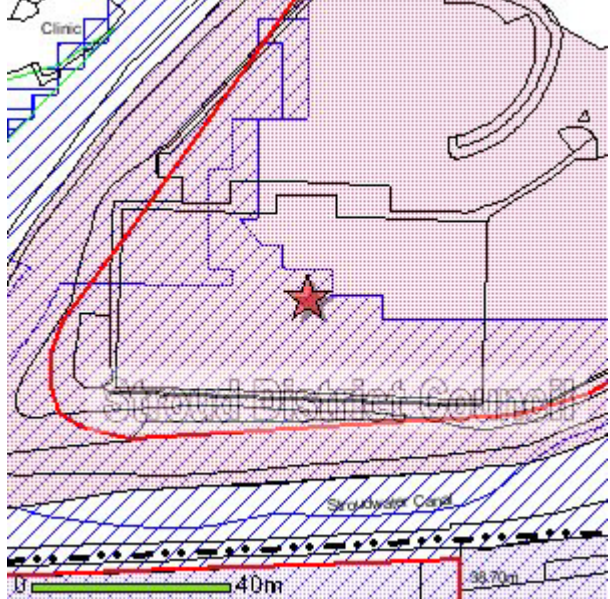
<p>E12. <u>Stroud Brewery maltings, Merrywalks</u>. Extension to take in the only surviving complete buildings of the former Stroud Brewery site. Late 19<sup>th</sup> century industrial buildings, displaying typical stylistic and materials characteristics of the IHCA. Historic remnanats of an important Stroud industrial site.</p>	<p>The proposal is welcomed, however, unclear whether this is sustainable, given the LPA'S decision to support the development of this site against strong policy advice not to do so.</p> <p>An issue for consideration in this area is whether Rowcroft should be included in the IHCA. If the station is included, the development on the north side predates the railway. However, the character of this area has been strongly affected by the changes to the road to enable the road to pass under the railway bridge</p>	
<p>E.13 <u>Dorrington Terraces, London Road, Stroud</u>. Extension to include these red brick terraces, which are typical of development relating to the roadbuilding of the 19<sup>th</sup> 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.</p>	<p>Support principle of CA coverage for these buildings. The approach of including them in the ICHA is inconsistent with the approach suggested by LPA for London Road.</p> <p>Alternative option is to include in 'Top of the Town'</p>	

E14. The Bungalow, London Road, Bowbridge. Small addition, to include this 19<sup>th</sup> century building, and timber shed characteristic of roadside development of the period.

Support



<p>D5. <u>Strachans Close, Cainscross.</u> 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.</p>	<p>This is an admission that policies have failed to adequately control development adjacent to the conservation area.</p> <p>The houses themselves are not in the IHCA and we were unclear why they are proposed to be deleted.</p> <p>We are concerned that the character of the land between the canal and the houses should be protected and would propose a revised boundary at this point.</p> <p>We would also point out that any potential development of the BT Openreach site would have impact on the CA and therefore the boundary should be extended to include this key industrial site</p>	
<p>D6. <u>Arundell Mill Close, London Road, Stroud.</u> 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.</p> <p>B21. <u>Arundell Mill, London Road, Stroud.</u> Follow property boundaries, rather than building line, which is now out-of-date.</p>	<p>This is an admission that policies have failed to adequately control development in or adjacent to the CA.</p> <p>Arundell Mill Close is adjacent to Arundell Mill, which is a key building in the IHCA at this point and would wish to see Arundell Mill Close to be included in IHCA</p> <p>We support proposal to follow property lines at Arundell Mill but would wish to see land to north included in designation as well as access road and parking bays.</p>	

<p>B17. <u>Farhill/Homebase</u>. Minor change to make sense of the boundary in relation to the built form on the site since re-development.</p>	<p>Homebase site (except minor area fronting canal/river) was not in Conservation Area. This development provides an unacceptable standard of development adjacent to the CA and demonstrates the need for land adjacent to the CA to be included in the designation. We would therefore propose that the whole of Homebase site is included in CA</p> <p>We therefore propose the inclusion of the garages adjacent to this site in the IHCA as any redevelopment of these sites would have a significant impact on the IHCA. This is shown as STC AP1 in this response</p>	
<p>B18. <u>Lodgemore Mill/Wallbridge</u>. Minor realignments of the IHCA and Lodgemore &amp; Fromehall CA boundaries, to ensure that the two conservation areas abut correctly.</p> <p>B19. <u>Chestnut Lane, Fromehall Mill</u>. Minor realignments of the IHCA and Lodgemore &amp; Fromehall CA boundaries, to ensure that the two conservation areas abut correctly</p> <p>B20. <u>Wallbridge House</u>. Realignment to follow existing field/property boundaries.</p>	<p>No comment at this stage would wish to see detailed proposals map.</p>	

<p>STC AP 1 Inclusion of garage sites on Cainscross Road</p> <p>STC AP 2 Inclusion of land at rear of Tesco from railway line to Cainscross Road at rear of Gannicox Road</p>	<p>See B17</p> <p>This area is a significant green space within the town and is a remnant of land remaining from Stratford Mill site. This is a valley bottom site and should be protected from inappropriate development</p>	
<p>STC AP 3 Inclusion of former garden of The Lawns, Cainscross</p>	<p>The land is now a significant parcel of land adjoining the IHCA and should be included in the ICHA</p>	

<p>STC AP 4 Marling School playing field south of Cainscross Road.</p>	<p>We have noted earlier how existing conservation area designations have not assisted in protecting sites from inappropriate development (in conservation area terms). Whilst this site is a protected playing field, designation of the lower half of the field north of the canal (canal to tree line and change in levels) would help to ensure that any future change reflected the impact on the IHCA.</p>	
<p>STC AP 5 House West of Chestnut Lane</p>	<p>This property, although currently well hidden by hedges, contributes strongly to the built environment and should be included in the Conservation Area</p>	