

The Docks Conservation Area (Conservation Area No. 3)

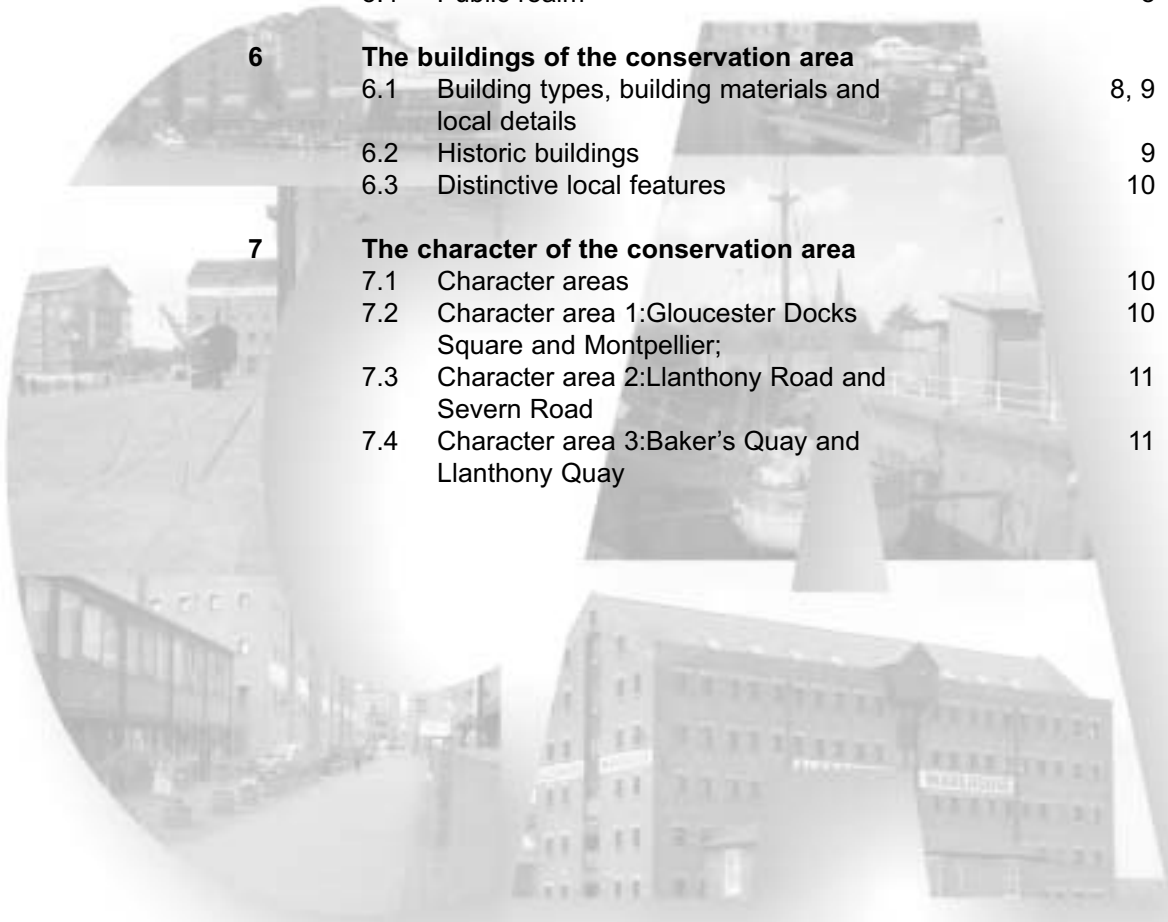
Appraisal & Management Proposals



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Part 1 Character Appraisal

1 Summary

1.1 Key characteristics

This Character Appraisal of the Docks Conservation Area concludes that the special interest of the area derives from the following key characteristics:

- ◆ Former industrial/maritime dock area now being redeveloped as a mixed use site;
- ◆ Large areas of water surrounded by historic and modern development;
- ◆ High proportion of listed buildings;
- ◆ Impressive ensemble of 19th century warehouses;
- ◆ Traditional ship-building and repair at dry docks;
- ◆ Modern waterside residential and commercial developments;
- ◆ Well preserved dockland ancillary buildings and structures including Gloucester Lock between the main basin and River Severn, Custom House (1845), City Flour Mills(1850) and former pumping station, lock-keeper's cottage and dock offices; Mariners' Chapel (1849) beside the proposed Mariners' Square (2006);
- ◆ Public open space south of North Warehouse;
- ◆ Wide passage of the northern section of Gloucester and Sharpness Canal;
- ◆ Large brick industrial buildings on Baker's Quay two of which project over the towpath supported on a row of cast-iron pillars;
- ◆ Open frontage on Llanthony Quay, to the east of Llanthony Priory (part of Scheduled Monument);
- ◆ Collection of ashlar-faced mid 19th century buildings in Commercial Road that were offices for dockland activities;
- ◆ Single and two-storey roadside development in Severn Road and Llanthony Road;
- ◆ Llanthony Bridge, an important crossing over the canal;
- ◆ Small industrial workshops and retail/commercial uses in Severn Road and west of Alexandra Warehouse;
- ◆ Views of Cathedral tower;
- ◆ Views south along Gloucester and Sharpness Canal;
- ◆ Items related to former uses around the docks e.g. mooring rings, railway lines, an obsolete steam crane, Atlas Bell;
- ◆ Boats, sea birds and water fowl.



Pillar and Lucy Warehouse on Baker's Quay.

1.2 Key Issues

Based on the negative features identified in *Chapter 7 - The character of the conservation area*, a number of problems have been identified and are listed below. These form the basis for the Management Proposals in the second part of this document.

- ◆ Quality of new development;
- ◆ Vacant property;
- ◆ Lack of routine maintenance and repair causing some buildings to be at risk of serious deterioration;
- ◆ Loss of original architectural details and insensitive alterations to historic buildings
- ◆ Quality and design of modern floorscape.



Downing's Malthouse extension, Baker's Quay.

2 Introduction

2.1 The Docks Conservation Area

The Docks Conservation Area is important historically as an example of a 19th century dock and canal terminus on the River Severn. When at its busiest the Docks contained 15 major corn warehouses, two basins and a complicated network of rail lines that covered 22 acres of Gloucester. Despite a falling off in trade and a post-War period of near dereliction, most of the original 19th century buildings remain albeit converted to new uses. Today, Gloucester Docks has become a popular destination for tourists and shoppers, attracting about one million visitors a year.

Special note: Since designation as a conservation area, Gloucester Docks has undergone and continues to undergo a massive redevelopment which is transforming the character and appearance of the original conservation area. The conservation area, at the time of survey in July 2006, was in transition, part-way between the almost derelict industrial site that it was in the late 1970s and the fully active mixed-use public urban realm that is envisioned for the future as part of the approved Gloucester Docks and Gloucester Quays redevelopment schemes.

To date, the changes necessary to regenerate this area have preserved or enhanced its identity as a historic industrial site. As further changes are proposed or carried out, it is desirable that this good work continue.



Former Custom House, now Soldiers of Gloucestershire Museum.

2.2 The purpose of a conservation area character appraisal

The Docks Conservation Area was designated by Gloucester City Council on 6th March 1968 and extended on 22 February 1984. Conservation areas are designated under the provisions of *Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990*. A conservation area is defined as 'an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'.

Section 71 of the same Act requires local planning authorities to formulate and publish proposals for the preservation and enhancement of these conservation areas. Section 72 also specifies that, in making a decision on an application for development within a conservation area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area.

In response to these statutory requirements, this appraisal document defines and records the special architectural and historic interest of the conservation area and identifies opportunities for enhancement. The appraisal conforms to English Heritage guidance as set out in *Guidance on Conservation Area Appraisals* (August 2005) and *Guidance on the Management of Conservation Areas* (August 2005). Additional government guidance regarding the management of historic buildings and conservation areas is set out within *Planning Policy Guidance Note 15: Planning and the Historic Environment (PPG15)*. Government advice on archaeology, which is relevant to the Docks Conservation Area, is set out in *Planning Policy Guidance Note 16: Archaeology (PPG16)*.

This document therefore seeks to:

- ◆ define the special interest of the conservation area and identify the issues which threaten the special qualities of the conservation area (in the form of Part 1: Character Appraisal);
- ◆ provide guidelines to prevent harm and achieve enhancement (in the form of the Part 2: Management Proposals).



Llanthony Warehouse, now the National Waterways Museum.

2.3 The planning policy context

This appraisal provides a firm basis on which applications for development within the City can be assessed. It should be read in conjunction with the wider development plan policy framework produced by Gloucester City Council. That framework is set out in a number of documents, including:

- ◆ *Gloucester Local Plan Second Stage Deposit August 2002*
 - *Policies BE.22, BE.23, BE.24 and BE.25 (Listed Buildings)*
 - *Policies BE.29, BE.30 and BE.30a, (Conservation Areas)*
- ◆ *Gloucester's emerging Local Development Framework Development Plan Documents:*
 - *Core Strategy*
 - *Development Control Policies*
 - *Central Action Area Plan*
 - *Allocations and Designations*
- ◆ *Planning Policy Guidance 15: Planning and the Historic Environment, HMSO*
- ◆ *Planning Policy Guidance 16: Archaeology, HMSO*
- ◆ *Gloucester City Council Urban Design Strategy for Central Gloucester, 2001*
- ◆ *Gloucester Heritage URC: Area Regeneration Framework (2006)*
- ◆ *Shopfronts – Design Guidelines for Gloucester*
- ◆ *Gloucester City Council – emerging Lighting Strategy*
- ◆ *'Public Realm Strategy for Gloucester Docks' (Nov 2004)*

In particular this document will assist the Council with implementing its *Core Policy 8: Protection and Enhancement of the Built and Natural Environment, and Development Control Policy No. BNE5: Conservation Areas.*

2.4 Other initiatives

In 1999, the Government established eight Regional Development Agencies to co-ordinate regional economic development and regeneration, and in 2003 it established the South West Regional Development Agency (SWERDA). Working with the City and County Councils, SWERDA established the Gloucester Heritage Urban Regeneration Company (URC) and subsequently submitted a successful bid to the Office of the Deputy Prime Minister (ODPM) for the designation of Gloucester city centre, along with two outlying areas, for URC status. The URC's main task is the production and implementation of an *Area Regeneration Framework*, which sets out a strategy for the URC area.

In 2003 the URC commissioned a scoping report from Alan Baxter Associates, according to a brief agreed with English Heritage. This Rapid Characterisation Study considered the historical development of the area and provided a basis for future work.

The URC adopted its Area Regeneration Framework in July 2006. Consultants Terence O'Rourke Associates produced site-specific proposals for seven key sites which provide detailed urban design advice for sites that will be a priority for implementation by the URC.

This Character Appraisal and Management Proposals document forms part of these initiatives, although they have been funded by the City Council and drawn up by independent consultants.



The Mariners' Chapel viewed across Victoria Dock.

3 Location and Landscape Setting

3.1 Location and activities

The Docks Conservation Area lies at the northern end, and terminus, of the Gloucester and Sharpness Canal. It lies a short distance to the south-west of Gloucester city centre beside a meandering channel of the River Severn. Vessels that have travelled up the canal from Sharpness can gain access to the Severn through Gloucester Lock at the northern end of the docks' main basin and continue upstream to the Midlands.

The principal uses within the conservation area have changed dramatically within the last 25 years. As commercial traffic on the Gloucester and Sharpness Canal declined in the second half of the 20th century, new uses (mostly residential and office) have been found for the former corn warehouses, flour mills and other buildings beside the canal and around the docks. Pleasure craft have replaced barges and other working boats. Office workers, shoppers, tourists and residents of converted warehouses and new residential blocks have replaced the sailors and dockside workers who serviced the industrial and commercial quays.



Albert Warehouse towering above The Mariners' Church.

The South West Regional Development Agency's (SWRDA) 2003 Master Plan for the docks area established a framework within which developers of individual sites could work out their detailed proposals. The plan indicates that many of the refurbished and new buildings will have shops, cafes or business units on the ground floor and residential accommodation above. Already Vining's, Sturge's, Biddle's and Shipton's Warehouses have been, or are being, converted.

The plan proposes car parks around the periphery, leaving the central area traffic-free except for service vehicles. Public areas will have high quality surfacing, street furniture and visual arts features. Mariners' Square, a newly created public open space, is nearing completion.

Two blocks of residential apartments on West Quay (replacing a demolished range of 1830s warehouses) are the first of several planned new-build projects in the 21st century re-development of the docks. New build beside the barge arm will be completed shortly. A recent publicity leaflet published by the Gloucester Docks Trading Company asserts that "the docks now offers a vibrant mixture of attractions, including award winning museums, specialist shops, restaurants, bars and cafes."

Adjacent to the Gloucester Docks regeneration scheme, the proposed Gloucester Quays development, which incorporates Baker's Quay, Llanthony Priory and Monk Meadow will form a 25 hectare acre mixed-use development. Planning permission has been granted (June 2006) for the creation of 1,000 new homes along with waterside cafes, restaurants, bars and a new hotel. A new foodstore, designer factory outlet shops, offices, workshops and a new canal bridge are also planned. Only that part of the Docks Conservation Area that lies south of Llanthony Bridge lies inside the proposed Gloucester Quays development area. However, providing that it is well executed, it is likely that the scheme will significantly enhance the character and appearance of the conservation area.

The dock basins are still used as a working area. The dry docks are in use by T. Nielsen & Co. who specialise in maintaining historic sailing ships. The dock walls adjacent to the dry docks often have craft moored there and there are permanent moorings in Victoria Basin and 48 hour moorings elsewhere. The main water-space is a thoroughfare for boats travelling the River Severn and Gloucester and Sharpness Canal. Some of these craft are large and use the main basin for turning. In addition, the Waterways Trust operates frequent boat trips in the area.

3.2 Topography and geology

The conservation area is located in the floodplain of the River Severn. The city centre lies on slightly higher ground on Lower Lias clay and gravels in the Vale of Gloucester, which is itself part of the larger Vale of the Severn. The land within the conservation area is level as is required of a place of storage and trans-shipment of water-borne goods. Gloucester Lock has a fall of 5 metres between the main basin and River Severn. The east end of Commercial Road is elevated above the docks such that there are flights of steps down to the level of the quaysides.



Former City Flour Mills viewed across the open space in front of North Warehouse.

3.3 Relationship of the conservation area to its surroundings

Historically, Gloucester Docks was a self-contained working environment unconnected to the shops and businesses in the city centre. Consequently, despite its proximity to the city centre, pedestrian and vehicular connections between the two have been poor. Encouraging greater pedestrian movement between city centre and docks is one of the objectives of the regeneration.

The western boundary is formed, in the main, by the River Severn. Land is relatively level to the west of the Severn and, because of the risk of flooding, has never been substantially developed. To the east of the conservation area lies Southgate Street, a medieval north-south route leading from the city's South Gate (demolished) to Bristol and the south, today this road links the city centre with Gloucester's inner relief road.

South of the conservation area is an area of modern development on the site of the former Railway Carriage and Wagon Works (east side of canal) and former timber yards (west side of canal). Land immediately south and west of the conservation area (on the west side of the canal) forms part of the proposed Gloucester Quays development on which is planned a large supermarket, hotel and residential uses alongside the site of Llanthony Priory (Scheduled Monument).

4 Historic Development and Archaeology

4.1 Historic development

The first record of a quay at Gloucester is noted in 1390 although it is known that a quay beside the River Severn had been in existence since Saxon times. The early quay was sited on the river to the north of Westgate Street. In 1580 Queen Elizabeth granted Gloucester formal status as a port, thus allowing direct trade with foreign ports. A year later a custom house was opened, probably on a site near the junction of Quay Street and The Quay. By the middle of the 18th century Gloucester was a relatively well-used inland port (600 boats berthed at Gloucester in 1780) but the passage up the tidal River Severn, especially for sea-going vessels, was treacherous and an impediment to further expansion of trade.

The development of the docks is closely connected with the construction of the Gloucester to Berkeley Canal which, eventually, enabled boats to travel by canal from Sharpness on the Severn estuary to Gloucester. Though the docks began to function after c.1812, it was not until the much delayed completion of the canal in 1827 that the docks began to rapidly expand. Trade was largely in grain or timber shipped into the port from Ireland, North Europe, the Mediterranean and the Black Sea, often transhipped and carried on to the Midlands via the Severn and the canal network. Fifteen tall brick quayside warehouses were built between 1827 and 1873, the majority of which survive relatively intact.



The smaller of two 19th century dry docks west of the main basin.

Key dates (1793-1874)

1793 Act of Parliament for the Gloucester & Berkeley Canal passed.

1794 Work begins on the main basin at Gloucester. Llanthony Road constructed replacing Severn Street, an old route from Southgate Street to the River Severn.

1799 Gloucester Lock completed between main basin and River Severn. Main basin is ready for use.

1800 Original capital investment in canal runs out with only eight of the intended seventeen miles having been completed.

1812 Main basin opened to vessels, but only from the River Severn as the canal is not complete. A horse tramroad is opened from Gloucester to Cheltenham.

1814 Shipbuilding yard opened in the basin; timber yards and a rope walk beside basin

1818 Graving dock built; land adjoining the basin let to merchants; Canal Company lay sidings on east side of main basin connected to the tramroad.

1817 Work resumes on the canal under the supervision of Thomas Telford who agrees that the route should be shortened to enter the Severn at Sharpness.

1820 Canal completed to junction with Stroudwater Canal at Saul.

1824 Canal Company constructs a quay on the east side of the basin.

1825 Completion of the Barge Arm.



Albion Cottages beside a modern five-storey development.

1827 Canal completed from Sharpness on the Severn Estuary to Gloucester bringing a huge boost to trade.

1827 North Warehouse, the first of several large warehouses, is completed.

1827-1873 Construction of a further 14 grain warehouses. (For individual details and dates, see Appendix 4).

1837 Baker's Quay comes into use, mainly for timber storage.

1840 Dock at Baker's Quay for the Birmingham and Gloucester railway company. A year later the railway company forms a connection between tramroad and its station on the opposite side of the city.

1844 Tramroad adopted to carry railway as well as tramroad wagons between the docks and the station.

1845 Custom Office built in Commercial Road to supervise trade with foreign ports.

1847 Construction of Britannia Quay between barge arm and Llanthony Bridge.

1848 Midland Railway complete a branch line to the docks by way of High Orchard.

1849 Mariners' Chapel built. Opening of Victoria Dock.

1850 City Flour Mill built in Commercial Road.

1851 Commercial development of west bank including widening of canal and construction of Llanthony Quay.

1853 Great Western Railway completes their branch line to Llanthony Quays.

1861 Bridge over the canal in Llanthony Road replaced by an iron structure to carry railway lines.

1874 Sharpness Docks opened.

During the course of the next 100 years, activity in Gloucester docks declined but new buildings related to manufacturing as opposed to storage were built just below Llanthony Bridge along Baker's Quay e.g. Foster's Oil and Cake Mill (1862, 1890) and Downing's Malthouse extension (1899).

As ships grew in size towards the end of the 19th century, a new dock was built at Sharpness to accommodate them. Warehouses were built at Sharpness and traffic on the canal gradually changed to a predominance of barges and lighters towed by tugs. By the 1920s other ports on the Severn such as Portishead and Avonmouth had taken most of Gloucester's corn trade. The need for handling and storing goods at Gloucester slowly declined. Small coasters and barge traffic continued to visit the docks until the 1970s.

By the 1980s cargoes were only being handled to the south of Llanthony Bridge and the decline in barge traffic was becoming offset by an increase in pleasure craft. The historic warehouses were becoming derelict (an application to demolish North Warehouse was refused in 1980) or were in use as builders' merchants or other land related businesses.



Merchants Quay Shopping Centre beside Herbert, Kimberley and Philpotts Warehouses.

After developments in the city that, in retrospect, are now seen to have harmed its historic fabric, the regeneration of the docks has been the city's major conservation success of the late 20th century. The North Warehouse was refurbished in 1986 to house the City Council Offices and The National Waterways Museum opened in Llanthony Warehouse in 1988. Other private initiatives have added to the conservation of the site and its buildings.

5 Spatial Analysis

5.1 Plan form and layout

In contrast to, say, an industrial complex linked to a road transport network, all the major industrial buildings in the Docks Conservation Area have been located in relation to the water network i.e. the River Severn, the Gloucester and Sharpness Canal and the dock basins. Tall rectangular-plan warehouses are set back from the quayside with either their short sides or long sides facing the water. Generally speaking, warehouses on the east of the main basin have their gable ends to the water (Biddle's Warehouse is an exception) whilst on the opposite side the east-facing frontage of the modern West Quay development emulates the long rectangular form of the c.100 metre long row of 3-storey mid-19th century warehouses that stood on the site until they were demolished in 1966.

Gaps between the warehouses were wide enough for a railway track, or a team of horses, and are therefore narrower than a town street. The spaces between Herbert, Kimberley and Philpotts Warehouses have been filled with glazed stair units but the space between the tall cliff-like sides of Vining's and Reynolds Warehouses, newly paved in natural stone, feels very enclosed.



New development framed between Albert and Britannia Warehouses.

The main basin is almost encircled by buildings, mainly old brick warehouses. North Warehouse, the earliest to be built, is set back further from the quayside than later warehouses. The sense of enclosure around the main basin is broken at the south-west corner by two graving docks excavated well below the water line and the less massive bulk of the former pumping station, now without its tall chimney. Passages of water exit from the main basin like streets radiating from a town square: the Barge Arm, the arm leading to Victoria Dock, the lock to the River Severn and the start of the canal beyond Llanthony Bridge.

Severn Road, Llanthony Road, Commercial Road and Merchants Road are the only roads in the conservation area, built to serve the docks and Baker's Quay.

Llanthony Road was constructed c.1790 to replace an earlier road called Severn Street, shown on Speed's map of 1610, which led from today's Southgate Street to the River Severn. Development on the north side relates to the docks but its south side, which once contained a pub, offices and houses between Llanthony Bridge and Southgate Street, is little more than one side of a thoroughfare with 'dead' frontage awaiting redevelopment.

Severn Road was built in the late 19th century giving direct access between Llanthony Road and Commercial Road along the strip of land between the River Severn and the rear (west) side of the docks. A railway siding track ran alongside. Today it serves as vehicular access to activities on the west side of the docks and to a few commercial premises beside the Severn.

In the eastern angle of the junction between Severn Road and Llanthony Road, to the west of the graving docks and Fox's Malthouse, stand a number of industrial buildings with neither architectural merit nor historic interest.

The east end of Commercial Road contains the former City Flour Mill (now residential apartments) which faces the docks and nos. 23 & 25 and nos. 27 & 29 Commercial Road (formerly offices for merchants operating in the docks) which address the street. In between stands the former Custom House (1845) which has an ashlar frontage to Commercial Road and a brick frontage to the docks, from which it can be assumed that the street frontage was the more important.

Merchants Road runs parallel to the canal providing access to large former manufacturing buildings.

5.2 Landmarks, focal points and views

The docks and canalside was developed as an industrial area in which no attempt was made to create attractive views or vistas. The Mariners' Chapel which, like places of worship in many suburban or rural locations, might have stood out as a landmark in the townscape, is belittled by adjacent tall warehouses. However, its use of natural stone in an area predominantly built of brick and its distinctive bellcote does give it landmark status, if only in the immediate vicinity. It is the large mass of the 14 five- and six-storey brick warehouses that are the most visually prominent feature of the conservation area.



Northward view of the Cathedral tower viewed across Victoria Dock.

From the quaysides, and from the water, there are good uninterrupted views of the historic warehouses. From west of the main basin the serrated skyline projected by the row of gabled warehouses is a defining element. As there is good public access around the docks there are also many good views of moored boats, boats on the water and wildlife. Llanthony Bridge is a good viewpoint for both docks and canal. From here there are good long views south along the northernmost section of the Gloucester and Sharpness Canal. In the distance, intruding upon the view, a tall

grain silo built as a strategic grain store in World War II shows the extent of industrial development southwards along the canal. Looking northward, there is a panorama of water and industrial buildings, the red brick contrasting pleasantly with the blue/grey water.

There is a good view up the River Severn from Gloucester Lock and looking westwards between buildings from the main basin there are occasional glimpses of greenery in the direction of Highnam, west of Gloucester.

Gloucester Cathedral's tower can be seen from West Quay and elsewhere, a reminder of the early origins of the city. The most notable view of the cathedral is from Alexandra Quay from where the cathedral's stone tower is framed between warehouses with a background of sky and a foreground of water. The two blocks of modern development beside the Barge Arm have been located so as to permit northward views of the cathedral tower.

The corner of the docks in the vicinity of Biddle's and Sturge's Warehouses is very picturesque and therefore used for films in need of an 'unspoiled' 19th century dockland location.



Greenery beside the River Severn south of Gloucester Lock.

5.3 Open spaces, trees and landscape

The main spatial characteristic of the conservation area is the open areas of water: the Main Basin, Victoria Dock, the Barge Arm and the Gloucester and Sharpness Canal. Around these are assembled a collection of buildings sited with regard to their functional need of loading and unloading vessels to and from quayside warehouses.

In the late 19th/early 20th centuries, after the last warehouses had been built, open spaces in the docks were reserved for railway sidings or timber yards. Victoria Basin has buildings on its west side only - the other sides, historically, were laid out with railway sidings and transit yards. As a result of this the largest open space in the re-development of the docks are located to the south, east and north of Victoria Basin, (including a proposed 'square' in front of the Soldiers of Gloucestershire Museum).

There is a wide public open space in front (south) of North Warehouse. Mariners' Square is a newly created (2006) public open space on the site of ancillary buildings of the flour mill that operated in Albert Mill from 1869.

5.4 Public realm

As a place of storage and transshipment, the docks had a firm and robust floorscape upon which was laid out a network of rail tracks and sidings. Some of the tracks can still be seen, set into a modern surface. Some areas of re-set and re-used natural stone paving exist, to the west and south of North Warehouse for instance. Undisturbed stone kerbs, rails and cobblestone setts can still be seen in Merchants Road.

However, modern surfaces are being introduced as the quayside and spaces between buildings become increasingly used by pedestrians, visitors and residents. Tarmac is used for vehicular access roads and designated car parks e.g. beside City Flour Mill and North Warehouse and for areas which await development, e.g. around Victoria Dock. There is a formally defined square of natural stone in front of the Waterways Museum and red brick pavements are used here to define footpaths and rail tracks. Brick paving is a feature of much of the Merchants Quay site, laid in herring-bone pattern along the vehicular access road.



Paved open space between North Warehouse and the main basin.



The east side of Merchants Quay Shopping Centre.

As part of the 21st century developments, resin-bound gravel and areas of new natural stone paving are being used for pedestrian-only surfaces, e.g. the quayside beside Vining's and Sturge's warehouses (resin-bound gravel) and the new restaurant forecourt (natural stone). The newly created Mariners' Square is covered by granite blocks and Forest of Dean sandstone with a pattern of 34 underground "infinity light boxes". The lights will be computer controlled to create a vast range of colours and effects.

6 The Buildings of the Conservation Area

6.1 Building types, building materials and local details

The Gloucester Docks Conservation Area is notable for the survival of fourteen 19th century warehouses (Britannia Warehouse is a 1980s rebuild) and the harmony of their architectural style and building materials.

In 1826 the Canal Company began building the first of the large warehouses, primarily used for grain storage. The other warehouses were added at intervals until the early 1870s by merchants for their own use or letting. Their similarities in appearance can be attributed to their common use and the insistence of the Canal Company that the warehouses conform to a common design and set-back from the quay.

They are all of red brick with slate roofs and the earliest (e.g. North Warehouse) had three or four storeys over a high vaulted basement. Each floor was supported by wooden beams carried by cast iron pillars and had a central loading bay facing the quay above which hand-operated hoists project from the roofs. Ventilation was provided by numerous small windows fitted with metal bars.

North Warehouse (1826) and a long row of warehouses along the west quay (1829-30, demolished in 1966) directly face the basin but from the 1830s taller warehouses, aligned at right angles to the quays, were built.

The warehouses were, however, all built at different dates exhibiting subtle variations in dimensions and internal layouts. Many of the warehouses were known by the name of their original owner and these names were, and are, painted on the sides of the buildings. All have one or more distinctive vertical loading bays, some topped with a projecting hoist housing.

The design of Biddle's Warehouse, built in 1830 by John Biddle, a Stroud miller, is in a style similar to cloth mills in the Stroud valley. It has windows with segmental arches and loading bays facing both the basin and the barge arm. Herbert, Kimberley and Philpotts Warehouses on the east side of the main basin, were built in 1846, in anticipation of the repeal of the Corn Laws. They are almost identical: six storeys, five by nineteen bays. Victoria (1849) and Albert (1851) Warehouses, similar in design, stand on the west side of Victoria Dock, the latter is more severe in design. Sturge's (also known as Reynold's Double Warehouse) (1840) is a large almost square block comprising two parallel ranges with twin gables to the dock, each of four bays with central hoist. Llanthony Warehouse (1873), now the National Waterways Museum, is the largest and possibly finest of the warehouses. It is also a double warehouse, with two parallel gabled blocks, six storeys.



Alexandra Warehouse.

Since construction, many minor changes have been made, for example Lock Warehouse (1834) has uncharacteristically large windows dating from the 1920s when the building was used for sack cleaning and repair. The eaves of Alexandra Warehouse were replaced with a parapet after a fire in the 1880s. More recently, in order to facilitate residential and office uses, ventilation openings have been replaced with windows and rooflights have been introduced.

Red brick and slate are the main building materials of other large historic buildings in the conservation area e.g. City Flour Mills, Fox's Malthouse and the Pumping Station. Exceptionally, the Mariners' Chapel is constructed with squared rubblestone under a plain clay tile roof. The fronts of the row of buildings facing Commercial Road are faced in ashlar stone but their rear elevations are red brick.

Buildings along Baker's Quay are less consistent in form and style than buildings in the docks but the majority are brick built and have pitched slate roofs. Unlike any of the dockside buildings, the upper floors of both Pillar & Lucy Warehouse and Downing's Malthouse Extension project over the quay supported on a colonnade of cast-iron columns above the revetment wall; windows are generally larger and more widely spaced, with segmental-arched heads.

Forest of Dean stone was the original material for the coping of the quay sides - a sample of this stone is used as a support for a display board outside North Warehouse. Victoria Dock retains all its stone copings but lengths of the quayside in the main basin have been partly replaced with concrete (e.g. east side by Merchants Quay). Stone is used in the construction of the buttresses for Llanthony Bridge and the swing bridge over the arm to Victoria Dock. Baker's quay and Llanthony Quay have stone and brick revetments and stone coping.

6.2 Historic buildings

In addition to listed buildings, the conservation area contains a large number of unlisted buildings that make a positive contribution to the character or appearance of the conservation area. These are identified on the townscape appraisal map as 'positive buildings'. This follows advice provided in English Heritage guidance on conservation area character appraisals, and within *Planning Policy Guidance Note 15 (PPG15)*, both of which stress the importance of identifying and protecting such buildings.



Former pumping station (1834, enlarged 1855).

The criteria used for selection of positive buildings are those set out in Appendix 2 of English Heritage's *Guidance on Conservation Area Appraisals (2005)*.

'Negative buildings' are also marked on the Townscape Appraisal map. These are buildings which clearly detract from the character or appearance of the conservation area.

'Neutral buildings' (identified as neither positive nor negative) are those which neither enhance nor detract from the character or appearance of the conservation area. They may, for instance, be historic buildings that have been severely altered or unobtrusive 20th century development.

Appendix 4 contains a list and brief description of the area's listed buildings and most significant unlisted buildings. Full information about listed buildings is contained in the Listings Schedule for the City of Gloucester (see attached bibliography for full details).

The state of repair of many historic buildings in the conservation area, especially in Llanthony Road and the Baker's Quay area, is not good. Four listed buildings are included in the draft Gloucester Buildings at Risk Register 2006. These are Downing's Malthouse Extension, Provender Mill, the iron-framed shed adjacent to Downing's Malthouse extension (Baker's Quay) and Sudbrooke House (no. 22 Llanthony Road). However, it is planned that all of these will be repaired and re-used as part of the proposed Gloucester Quays development. New uses for buildings in the dock area have resulted in six listed buildings being removed from the Register since 2001.

The Bridge-keeper's House in Llanthony Road is also in need of repair and maintenance.

6.3 Distinctive local features

Despite the disappearance of industrial activity there are still a number of items, large and small, related to the former uses around the docks e.g. mooring rings, an obsolete steam crane (brought in from outside Gloucester) for moving large cargo, the foundations of manually operated crane, no. 4 steam dredger (a working exhibit at the National Waterways Museum), rail tracks and the Atlas Bell. These contribute to the special interest of the conservation area and should be preserved.

Street name signs (e.g. Merchants Road, High Orchard Street) and the painted lettering on the sides of the warehouses add to the area's character.



Old iron mooring ring set in stone.

7 The Character of the Conservation Area

7.1 Character areas

The Docks Conservation Area can be divided into three areas of distinctly different character:

- ◆ Character area 1: Gloucester Docks
- ◆ Character area 2: Llanthony Road and Severn Road
- ◆ Character area 3: Baker's Quay and Llanthony Quay

7.2 Character area 1: Gloucester Docks

The dock area is the waterspace and surrounding development, between Gloucester Lock in the north and Llanthony Bridge in the south. The character area includes buildings fronting Commercial Road which are nowadays relating more to the docks than the street.

Main characteristics:

- ◆ Former industrial dock area now being redeveloped as a mixed use site;
- ◆ Large areas of water surrounded by historic and modern development;
- ◆ High proportion of listed buildings;
- ◆ Impressive ensemble of 19th century warehouses;

- ◆ Traditional ship-building and repair at dry docks;
- ◆ Gloucester Lock between main basin and River Severn;
- ◆ Custom House (1845) and City Flour Mills (1850);
- ◆ Well preserved dockland ancillary buildings and structures including former pumping station, lock-keeper's cottage and dock offices;
- ◆ Modern waterside residential and commercial developments;
- ◆ Collection of ashlar-faced mid 19th century buildings in Commercial Road that were offices for dockland activities;
- ◆ Visible lengths of former railway tracks and buried vestiges of the early 19th century Gloucester to Cheltenham Tramroad;
- ◆ Mariners' Chapel (1849) beside the proposed Mariners' Square (2006);
- ◆ Public open space south of North Warehouse;
- ◆ Victoria Dock and surrounding open space;
- ◆ Items related to former uses around the docks e.g. mooring rings, an obsolete steam crane, Atlas Bell;
- ◆ Views of Cathedral tower;
- ◆ Boats, sea birds and water fowl;



Britannia Warehouse.

Negatives:

- ◆ Modern garages beside Albert Warehouse;
- ◆ Lack of signed 'gateway' and entrance to the docks;
- ◆ Vacant properties, e.g. Dock Office and nos. 27 & 29 Commercial Road;
- ◆ Weeds growing between the brick paving in the Merchants Quay covered seating area;
- ◆ Cars parked before the brick entrance gates from Commercial Road (beside City Flour Mill) restrict vehicle movements and spoil the visual impact of this formal entrance to the Docks.

7.3 Character area 2: Llanthony Road and Severn Road

These two roads contain mainly buildings that, historically, related to the network of rail tracks and sidings that served the docks and Baker's Quay.

Key characteristics:

- ◆ Mainly single and two-storey roadside development, but with some up to four stories i.e. the Cooks Glass building;
- ◆ Llanthony Bridge, an important crossing over the canal;
- ◆ Small industrial workshops and retail/commercial uses in Severn Road and west of Alexandra Warehouse;
- ◆ Two listed buildings in Llanthony Road: Bridge-keeper's House (no. 22) and Sudbrooke House (no. 9);
- ◆ Row of mid/late 19th century structures (including 4-storey warehouse and shop and former public house) opposite Bridge-keeper's House;
- ◆ Sir Colin Campbell P.H., a 1950s pub built on 'stilts' to ensure it is safe from flooding;
- ◆ Views from Llanthony Bridge;
- ◆ Views of River Severn from Severn Road.



Sudbrooke House, Llanthony Road (south side).

Negatives:

- ◆ Poor quality townscape especially at Llanthony Road/Severn Road junction;
- ◆ Historic buildings in need of repair including Bridge Keeper's House (grade II) and Sudbrooke House (9 Llanthony Road), a listed building on the Buildings-at-Risk Register 2006;
- ◆ Single storey building, formerly Allcap Ltd, in Llanthony Road is a negative building;
- ◆ Run down and neglected atmosphere;
- ◆ Traffic noise and pollution;
- ◆ Loss of original architectural details and replacement of traditional historic materials (e.g. timber, brick, stone, slate, tile) with inappropriate modern materials (e.g. uPVC, aluminium, concrete products) in Llanthony Road detracts from the area's historic interest.

7.4 Character area 3: Baker's Quay and Llanthony Quay

Baker's Quay and Llanthony Quay, at the north end of the Gloucester and Sharpness Canal just before Gloucester Docks, were developed towards the end of the 19th century, much later than the docks. Until the 1880s Baker's Quay was primarily given over to timber yards whilst Llanthony Quay was primarily used as a rail yard. Baker's Quay, within the conservation area, is characterised by its former manufacturing uses as opposed to the warehouses and goods distribution characteristic of the docks. This character area lies within the proposed £200 million Gloucester Quays development scheme. Key characteristics:



Baker's Quay viewed from Llanthony Quay.

Main characteristics:

- ◆ Wide passage of the northern section of Gloucester and Sharpness Canal;
- ◆ Large brick industrial buildings on Baker's Quay two of which project over the towpath supported on a row of cast-iron pillars;
- ◆ Baker's Quay's four listed quayside buildings interspersed with buildings of lesser architectural or historic interest;
- ◆ Modern GLOSCAT building beside Llanthony Quay;
- ◆ Open frontage on Llanthony Quay, to the east of Llanthony Priory (part of Scheduled Monument);
- ◆ Moorings beside Llanthony Quay;
- ◆ Buildings in Merchants Road set at the road edge;
- ◆ Cavernous sense of enclosure between the Downing's buildings at south end of Merchants Road;
- ◆ Views south along Gloucester and Sharpness Canal;

Negatives:

- ◆ Downing's Malthouse Extension, Provender Mill and the iron-framed shed adjacent to Downing's Malthouse extension are listed buildings on the *Buildings-at-Risk Register 2006*;
- ◆ Llanthony Quay, south of the new development, appears unkempt and has an adverse effect on setting of Llanthony Priory;
- ◆ Sense of dereliction around Provender Mill;
- ◆ Baker's Quay is not fully accessible to pedestrians.

Part 2 Management Proposals

8 Introduction

8.1 Format of the Management Proposals

Part 1 of this document, the *Character Appraisal*, has identified the special positive qualities of The Docks Conservation Area which make the conservation area unique. Part 2 of this document, the *Management Proposals*, builds upon the negative features which have also been identified, to provide a series of Issues and Recommendations for improvement and change, most of which are the responsibility of the City Council.

The structure and scope of this document is based on the suggested framework published by English Heritage in *Guidance on the management of Conservation Areas (2005)*. Both the Conservation Area Character Appraisal and the Management Proposals will be subject to monitoring and reviews on a regular basis, as set out in Chapter 10.



Merchants Road frontage of the Pillar and Lucy Warehouse.



Stone steps beside Llanthony Bridge.

9 Issues and recommendations

9.1 Quality of new development

In order to ensure that modern developments preserve or enhance the character and appearance of the conservation area, the Council will encourage good quality schemes that respond positively to their historic setting.

Recommendations:

- ◆ Policy CA3/1: Applications will be required to adhere to policies in the *Gloucester Local Plan Second Stage Deposit August 2002* and any other policies which supersede this in the LDF;
- ◆ Policy CA3/2: The Council will encourage the redevelopment of sites or buildings which make a negative contribution to the character or appearance of the conservation area.

9.2 Vacant property

There are a number of vacant properties within the conservation area notably in Commercial Road, Llanthony Road and Merchants Road. Whilst it is proposed to re-use the majority of these buildings as part of the Gloucester Quays redevelopment scheme, this may not take place for some time during which the properties are vulnerable to vandalism and decay.



Bridge-keeper's House, Llanthony Road.

Recommendations:

- ◆ Policy CA3/3: The council will continue to liaise with the owners of vacant properties to ensure that the buildings are safe, secure and weather-tight.

9.3 Lack of routine maintenance and repair causing some buildings to be at risk of serious deterioration

Buildings in the conservation area are generally in good condition but there are instances of the neglect of routine maintenance and repair. Four listed buildings are included in the draft *Gloucester Buildings at Risk Register 2006*: Downing's Malthouse Extension, Provender Mill, the iron-framed shed adjacent to Downing's Malthouse extension (Baker's Quay) and Sudbrooke House (no. 22 Llanthony Road).

Recommendations:

- ◆ Policy CA3/4: The Council will seek to monitor the condition of all historic buildings, report findings and take action, as necessary. Where the condition of a building gives cause for concern, appropriate steps will be taken to secure the future of the building, including the use of statutory powers.
- ◆ Policy CA3/5: Gloucester City Council will continue to update its 2001 Building at Risk Register, a record of listed buildings in the city at risk through neglect and decay. This currently stands at approximately 30 buildings. The Council has published an updated version of the Register and will maintain a rolling programme of updating.



Llanthony Provender Mill, Baker's Quay.

9.4 Loss of original architectural and insensitive alterations to historic buildings

Some of the smaller historic buildings in the conservation area have been adversely affected by the replacement of original timber sash windows or doors with uPVC or aluminium or the replacement of natural roof slates with concrete tiles, e.g. the former pumping station and no. 7 Llanthony Road.

Recommendations:

- ◆ Policy CA3/6: The Council will encourage property owners to reverse unsympathetic alterations and to reinstate architectural features, such as windows and doors on historic properties, with modern replacements in the style and materials of the originals.

9.5 Quality and design of modern floorscape and items in the public realm

Much of this conservation area is pedestrianised. Except on the periphery, cars are secondary. The floorscape of the spaces between the conservation area's many historic buildings affects the setting of nearby buildings and is a vital element in the conservation area's distinctive character and appearance.



Old rail track set into modern resin-bound gravel surface.

Recommendations:

- ◆ Policy CA3/7: The Council has published a *Public Realm Strategy for Gloucester Docks* to ensure a consistent, high quality approach is taken to the treatment of the public realm at various stages in the redevelopment and enhancement of the Docks. The Council will ensure that all new developments adhere to the guidelines in the Public Realm Strategy.

10 Monitoring Review

As recommended by English Heritage, this document should be reviewed every five years from the date of its formal adoption. It will need to be assessed in the light of the emerging Local Development Framework and government policy generally. A review should include the following:

- A survey of the conservation area including a full photographic survey to aid possible enforcement action;
- An assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been;
- The identification of any new issues which need to be addressed, requiring further actions or enhancements;
- The production of a short report detailing the findings of the survey and any necessary action;
- Publicity and advertising.

It is possible that this review could be carried out by the local community under the guidance of a heritage consultant or the City Council. This would enable the local community to become more involved with the process and would raise public consciousness of the issues, including the problems associated with enforcement.

Appendices

Appendix 1

Sustainability Report

Appendix 2

The historical development of Gloucester

Appendix 3

Scheduled Monuments

Appendix 4

Listed buildings

Appendix 5

Bibliography





Appendix 1 Sustainability Appraisal and Management Proposals

| SA Objectives | Impact ++ + 0 -- - ? | Likely Timing of Impact (Short, Med, Long Term) | Temporary or Permanent Impact? | Geographic Scale | Likelihood of Impact | Significance of Impact | Commentary (any cumulative, secondary, synergistic impacts?) & Recommendations for Improvement/Mitigation |
|---|--|---|--------------------------------|------------------|----------------------|------------------------|--|
| 1. To protect the City's most vulnerable assets | | | | | | | |
| 1.a. Will it minimise the risk of flooding to people and property? | 0 | | | | | | |
| 1.b. Will it conserve and enhance natural/semi-natural habitats? | 0 | | | | | | |
| 1.c. Will it conserve and enhance species diversity and in particular, avoid harm to protected species? | 0 | | | | | | |
| 1.d. Will it maintain and enhance sites designated for their nature conservation interest? | 0 | | | | | | |
| 1.e. Will it maintain and enhance cultural and historical assets? | ++ | M/T | Permanent | Whole Area | High | High | The management policies seek to retain the character of the CA, to protect vacant properties and buildings at risk and encourage property owners to reverse unsympathetic alterations and to reinstate architectural features. |
| 1.f. Will it maintain and enhance woodland cover? | 0 | | | | | | |
| 2. To Deliver Sustainable Economic Growth | | | | | | | |
| 2.a. Will it create new and lasting full time jobs particularly for those most in need of employment? | 0 | | | | | | |
| 2.b. Will it encourage both indigenous and inward investment? | + | L/T | Permanent | Whole Area | High | High | It has been found that when the appearance of an historic area is improved more people want to live and work there. |
| 2.c. Will it help to support and encourage the growth of small businesses? | 0 | | | | | | |
| 2.d. Will it help to improve the attraction of Gloucester as a tourist destination? | ++ | L/T | Permanent | Whole Area | High | High | Enhancing the character of this historic area will encourage more people to visit Gloucester and stay longer. |

| SA Objectives | Impact ++ + 0 -- - ? | Likely Timing of Impact (Short, Med, Long Term) | Temporary or Permanent Impact? | Geographic Scale | Likelihood of Impact | Significance of Impact | Commentary (any cumulative, secondary, synergistic impacts?) & Recommendations for Improvement/Mitigation |
|--|--|---|--------------------------------|---|----------------------|------------------------|---|
| 3. To minimise consumption of natural resources and production of waste | | | | | | | |
| 3.a. Will it encourage the most efficient use of land and buildings? | - | S/T | Permanent | Whole Area | High | High | Maintaining the character of historic areas can mean resisting development on important open spaces and the curtilage to listed buildings. The sub-division of properties can also be detrimental to the character of an historic area. |
| 3.b. Will it encourage development on previously developed land? | + | L/T | Permanent | Areas designated for enhancement and negative buildings | Med | Med | Document has policies for the Council to encourage the redevelopment of 'negative' sites. |
| 3.c. Will it minimise the demand for raw materials and/or encourage the use of raw materials from sustainable sources? | + | S/T | Permanent | Whole Area | High | Med | The retention of older buildings reduces the demand for new building materials. |
| 3.d. Will it increase waste recovery and recycling? | + | S/T | Permanent | Whole Area | High | Med | Property owners will be encouraged to reinstate original features some of which can be obtained second-hand. |
| 3.e. Will it help to reduce the amount of waste that is generated? | 0 | | | | | | |
| 3.f. Will it positively encourage renewable forms of energy? | 0 | | | | | | |
| 3.g. Will it reduce water consumption? | 0 | | | | | | |

| SA Objectives | Impact ++ + 0 -- - ? | Likely Timing of Impact (Short, Med, Long Term) | Temporary or Permanent Impact? | Geographic Scale | Likelihood of Impact | Significance of Impact | Commentary (any cumulative, secondary, synergistic impacts?) & Recommendations for Improvement/Mitigation |
|---|--|---|--------------------------------|------------------|----------------------|------------------------|---|
| 4. To ensure everyone has access to the essential services they require and that local needs are met | | | | | | | |
| 4.a Will it help everyone access essential basic services easily, safely and affordably? | 0 | | | | | | |
| 4.d Will it provide additional leisure facilities, green spaces and improve access to existing facilities? | | | | | | | |
| 4.e Will it help to ensure that everyone has access to safe and affordable housing? | 0 | | | | | | |
| 4.f Will it reduce homelessness? | 0 | | | | | | |
| 5. To improve standards of health and education | | | | | | | |
| 5.a Will it improve health and people's ability to engage in healthy activities? | 0 | | | | | | |
| 5.b Will it improve access to health care facilities? | 0 | | | | | | |
| 5.d Will it improve access to learning, training, skills and knowledge? | 0 | | | | | | |
| 5.e Will it improve qualifications and skills of young people and adults? | 0 | | | | | | |

| SA Objectives | Impact ++ + 0 -- - ? | Likely Timing of Impact (Short, Med, Long Term) | Temporary or Permanent Impact? | Geographic Scale | Likelihood of Impact | Significance of Impact | Commentary (any cumulative, secondary, synergistic impacts?) & Recommendations for Improvement/Mitigation |
|---|--|---|--------------------------------|------------------|----------------------|------------------------|---|
| 6. To make Gloucester a great place to live and work | | | | | | | |
| 6.a. Will it help to reduce crime and the fear of crime? | 0 | | | | | | |
| 6.b. Will it encourage community engagement in community activities? | + | L/T | Temporary | Whole Area | Med | High | Document recommends that a monitoring review be carried out in 5 years time and it is possible that this could be carried out by the local community. |
| 6.c. Will it increase the ability of people to influence decisions? | 0 | | | | | | |
| 6.d. Will it improve community cohesion? | + | M/T | Permanent | Whole Area | Med | Med | Encourages people to take pride in their area. |
| 6.e. Will it help to maintain and/or enhance the vitality and viability of a designated centre? | 0 | | | | | | |
| 6.f. Will it increase access to and participation in, cultural activities? | 0 | | | | | | |
| 6.g. Will it reduce poverty and income inequality? | 0 | | | | | | |
| 6.h. Will it reduce the number of unfit homes? | 0 | | | | | | |
| 6.i. Will it improve the quality of where people live? | ++ | L/T | Permanent | Whole Area | High | High | Well maintained CA's are attractive places to live. |

| SA Objectives | Impact ++ + 0 -- - ? | Likely Timing of Impact (Short, Med, Long Term) | Temporary or Permanent Impact? | Geographic Scale | Likelihood of Impact | Significance of Impact | Commentary (any cumulative, secondary, synergistic impacts?) & Recommendations for Improvement/Mitigation |
|--|--|---|--------------------------------|----------------------------------|----------------------|------------------------|---|
| 7. To reduce the need to travel | | | | | | | |
| 7.a. Will it reduce the need/desire to travel by car? | 0 | | | | | | |
| 7.b. Will it help ensure that alternatives to the car are available for essential journeys, especially to residents in areas of low car ownership? | 0 | | | | | | |
| 7.c. Will it help to achieve a reduction in road accident casualties? | 0 | | | | | | |
| 7.d. Will it increase the proportion of freight carried by rail and water? | 0 | | | | | | |
| 7.e. Will it help to reduce traffic congestion and improve road safety? | 0 | | | | | | |
| 8. To improve environmental quality (air, water, land) | | | | | | | |
| 8.a. Will it help to reduce any sources of pollution? | 0 | | | | | | |
| 8.b. Will it help to reduce levels of noise? | 0 | | | | | | |
| 8.c. Will it maintain and enhance water quality? | 0 | | | | | | |
| 8.e. Will it maintain and enhance air quality? | 0 | | | | | | |
| 8.f. Will it maintain and enhance land/soil quality? | 0 | | | | | | |
| 8.g. Will it reduce the amount of derelict, degraded and underused land? | + | L/T | Permanent | Areas designated for enhancement | Med | Med | Document has policies for the Council to encourage the redevelopment of negative sites |
| 9. To reduce contributions to climate change | | | | | | | |
| 9.a. Will it reduce contributions to climate change? | 0 | | | | | | |
| 9.b. Will it reduce vulnerability to climate change? | 0 | | | | | | |

Appendix 2 The Historical Development of Gloucester

Gloucester: history and development

The history of Gloucester has been written many times and in great detail. This account is not intended to duplicate what has already been said elsewhere. Instead it is aimed at summarising those key historical developments that have helped to shape the city that we know today, with particular emphasis on the street pattern and standing buildings.

Roman Gloucester

A Roman fortress was established at Kingsholm some time after AD 48 close to what must have been an existing ford across the River Severn. The Severn then formed the frontier between Roman Britain and unconquered Wales. By AD 70, the Romans had conquered south Wales and established a new army headquarters at Caerleon. The Kingsholm fort was dismantled and a new one established to the south. This evolved into a *colonia*, a city where soldiers retiring from the army were given land as a form of pension, once Gloucester ceased to be a frontline military station around AD 81.

This period saw the establishment of the rectilinear street pattern that underlies the historic centre of Gloucester. The Cross, marking the centre of today's city, also stands on top of the focal point of the Roman city. Northgate Street and Southgate Streets lie directly on top of the main Roman road through the city. London Road also follows a Roman alignment, turning north easterly to join Roman Ermin Way (today's A38 Barnwood / Hucclecote Road). Ermin Way itself is aligned on the original fort at Kingsholm.

Anglo-Saxon Gloucester

Gloucester continued to be a centre of settlement after the final withdrawal of Roman troops from Britain in 436. The Anglo-Saxon chronicle says that Gloucester (with Cirencester and Bath) fell to the Saxons after the Battle of Dyrham, fought in 577, and thereafter was ruled by the Hwicce, as a sub-kingdom within Mercia. Osric founded a minster church (an early form of monastery) around AD 679, the forerunner of St Peter's Abbey (today's cathedral).

Ethelfleda (died AD 918), daughter of King Alfred and ruler of the Mercians following the death of her husband in 911, founded the new Minster of St Oswald in Gloucester shortly after AD 900, by when Gloucester was already an important commercial centre. Many of the streets, side lanes and alleys of the city centre were established at this time.

St Oswald's was probably connected with the royal palace that was established at Kingsholm by the reign of Edward the Confessor (1003–66). Gloucester was a regular meeting place of the royal council during his reign and that of William I. At one such meeting in 1085 William I initiated the Domesday survey.

Medieval Gloucester

Under the Normans, Gloucester's motte-and-bailey castle commanded the southernmost route across the Severn to South Wales and this was rebuilt in stone (on the site of today's city prison) by Miles of Gloucester in 1110–20. Under Abbot Serlo (from 1089) the Saxon Minster of St Peter was rebuilt to create one of England's greatest Benedictine abbeys (now the cathedral).

Hospitals were established on London Road in the early twelfth century whose chapels still survive (St Margaret's and St Mary Magdalen's). New churches and religious foundations were added – notably the richly endowed Llanthony Priory, begun in 1137 as a home for Augustinian canons fleeing from their original Welsh home. St Oswald's Priory also became a house of the Augustinians in 1152; Greyfriars was established around 1231, Blackfriars around 1239 and Whitefriars around 1268. Of the parish churches that were established at this time, St Mary le Lode, in St Mary's Square, St Nicholas, in Westgate Street and St Mary le Crypt, in Southgate Street, have survived.

Gloucester was granted a charter in 1155 (giving the right to hold a market and to exercise jurisdiction). The economy was based on iron working but the city also had a large population of traders and merchants and the city played an important role as a market and service centre for the region. A quay probably operated along the banks of the Severn between Westgate Bridge and the castle.

Westgate Street was the longest and most important of the city's commercial streets, the location of a market, several churches, the Guildhall and the mint. The abbey occupied all of the north-western quadrant of the city. The east end was the Jewish quarter until the Jews were expelled in 1275. New suburbs developed outside the town walls.

Among secular medieval buildings in Gloucester, the most remarkable are the late-twelfth century undercroft beneath the late-fifteenth century Fleece Hotel, the early thirteenth-century undercrofts to 47–49 and 76 Westgate Street and the New Inn, a complete timber-framed courtyard inn built around 1450 for St Peter's Abbey.

Post Dissolution Gloucester

The Dissolution of the 1530s was a landmark in the city's history, unlocking resources previously controlled by religious houses. The Minster church became the cathedral and with the founding of the See, Gloucester became a city in 1541. Cloth making led a revival in the city's trading fortunes and by 1600 the city hosted specialist markets for the trading of cattle, sheep, grain and fruit.

Port status was granted to the city by Elizabeth I in 1580 and by the time the cloth trade declined in the seventeenth century, the city had evolved into a significant centre for the Severn-based grain and malt trade, though competition from Bristol prevented it from developing foreign trade contacts.

The Puritan city's stubborn resistance to Royalist siege in 1643 is widely seen as the turning point in the Civil War. Large parts of the city were burned to the ground: most of the northern and southern suburbs were lost, as were half the city's eleven medieval churches. Surviving buildings from this period include the timber-framed buildings at 6–8, 14, 26, 30, 33, 43–45, 66, 100 and 99–103 Westgate Street (the Folk Museum) and that at 9 Southgate Street (with a façade dating from 1664/5).

Eighteenth-century Gloucester

Wire and pin making, metal working, bell founding, wool stapling and banking led the city's revival from the late seventeenth century. Gloucester also developed as a distribution centre for goods imported from overseas via Bristol and then forwarded inland to the west Midlands.

A number of medieval houses were refaced in fashionable brick (eg Nos 6–8 and 14 Westgate Street) and the city also became established as a social centre for the local gentry, with fine houses from this period at College Green and Longsmith Street, plus the eighteenth-century church of St John the Baptist in Northgate Street.

The County Infirmary was founded in 1755 and St Bartholomews' Hospital almshouses, near Westgate Bridge, were rebuilt in Gothick style in 1790. Gloucester was active in the establishment and promotion of Sunday Schools from the 1780s (Robert Raikes, pioneer of Sunday Schools, was born in Gloucester in 1736). The County Gaol was rebuilt in 1791, as was St John the Baptist, Northgate Street, in 1734. Other notable buildings of the period include No 1 Miller's Green (The Deanery), Bearland House in Longsmith Street (1740) and Ladybellegate House (1743).

Nineteenth-century Gloucester

Physical growth beyond the city's medieval boundaries began after the Napoleonic Wars. Shire Hall (Sir Robert Smirke) dates from 1815/16. A pump room (demolished 1960) opened in Spa Road that same year, but this was rapidly eclipsed by the greater popularity of the spa at Cheltenham. Even so, several terraces associated with the spa have survived, including Gloucester's only residential square, Brunswick Square (begun 1822), along with Christ Church, Brunswick Road (Rickmann & Hutchinson, 1823).

Two of the Severn's watercourses were partly concealed, having been open since the Roman founding of the city: the Dockham Ditch (aka Old or Little Severn) was culverted south of the Foreign Bridge on Westgate Street in 1825 and completely filled in in 1854, and the Twyver (running beneath Station Road) was culverted in 1833.

The opening of the Gloucester and Berkeley Canal in 1827 gave ocean-going ships access to the city and the coming of the railways in the 1840s encouraged Gloucester's expansion as a busy port for the distribution of foreign grain and timber to the Midlands,

as well as stimulating locally based corn-milling and ship-building, and the manufacture of railway rolling stock (Gloucester Wagon Works opened in 1860) and matches (Morlands/England's Glory).

Big increases in population saw the city's boundaries extended in 1835 and 1874. The population doubled between 1851 and 1871 alone. Middle-class housing spread out along London Road while industrial development was heaviest in the area between the canal and Bristol Road and artisan housing grew up in the south and south east of the city. The 1870s and 1880s saw the city centre transformed from a mix of small shops and residential premises to a business and retail centre with banks, offices and large stores. Gas lighting in the city was completed in the 1890s and the new suburbs of Outer Barton Street, Tredworth, Bristol Road, Kingsholm and Wotton were brought within the city boundaries when they were extended again in 1900.

Other buildings of this period include the County Lunatic Asylum (1823), the Friends Meeting House, Greyfriars (1835), St James, Upton Street (1841), the former HM Custom House (Sydney Smirke, 1845), St Mark, Kingsholm (1845), the Mariner's Church in the Docks (1849), the Cemetery, in Cemetery Road (1857), St Peter's Roman Catholic Church (1859), the Wesleyan Church, Victoria Street (1870), the Public Library and Museum (1872), Whitefield Presbyterian, Church Park Road (1872), All Saints, Barton Street (Sir G G Scott, 1875), Coney Hill Hospital (1883), St Paul, Stroud Road 1883, the Public Baths, Eastgate Street (1891), the former Guildhall in Eastgate Street (1892), and St Stephen, Bristol Road (1898).

Twentieth-century Gloucester

As the docks declined in the late-nineteenth century, local engineering firms moved into the new industries of aircraft production, though this too ceased in 1960 (as did match making in 1976 and the wagon works in 1985). Gloucester's role as the county town has since created employment in local government and in service industries.

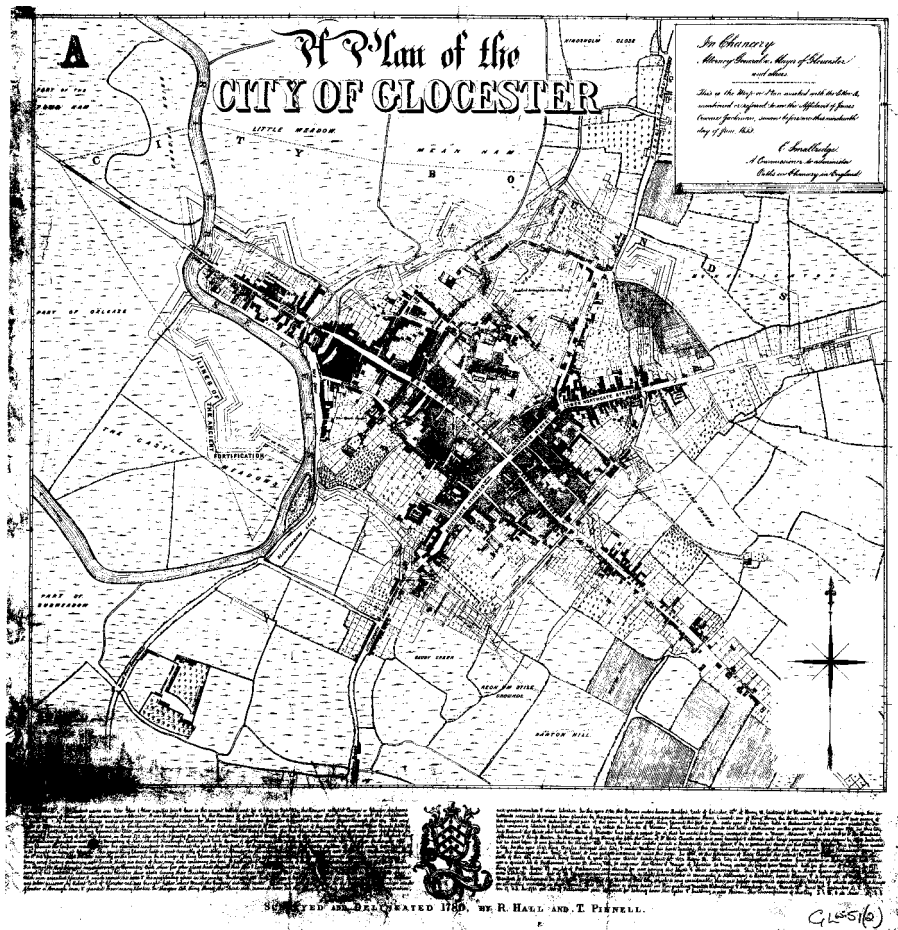
Notable buildings of this period include St Catharine, London Road (1915), the Technical College (1936), St Oswald (1939), St Barnabas, Tuffley (1940) and St Aldate, Finlay Road (1964).



Speed's map of 1610.



Kip's engraving of 1710.



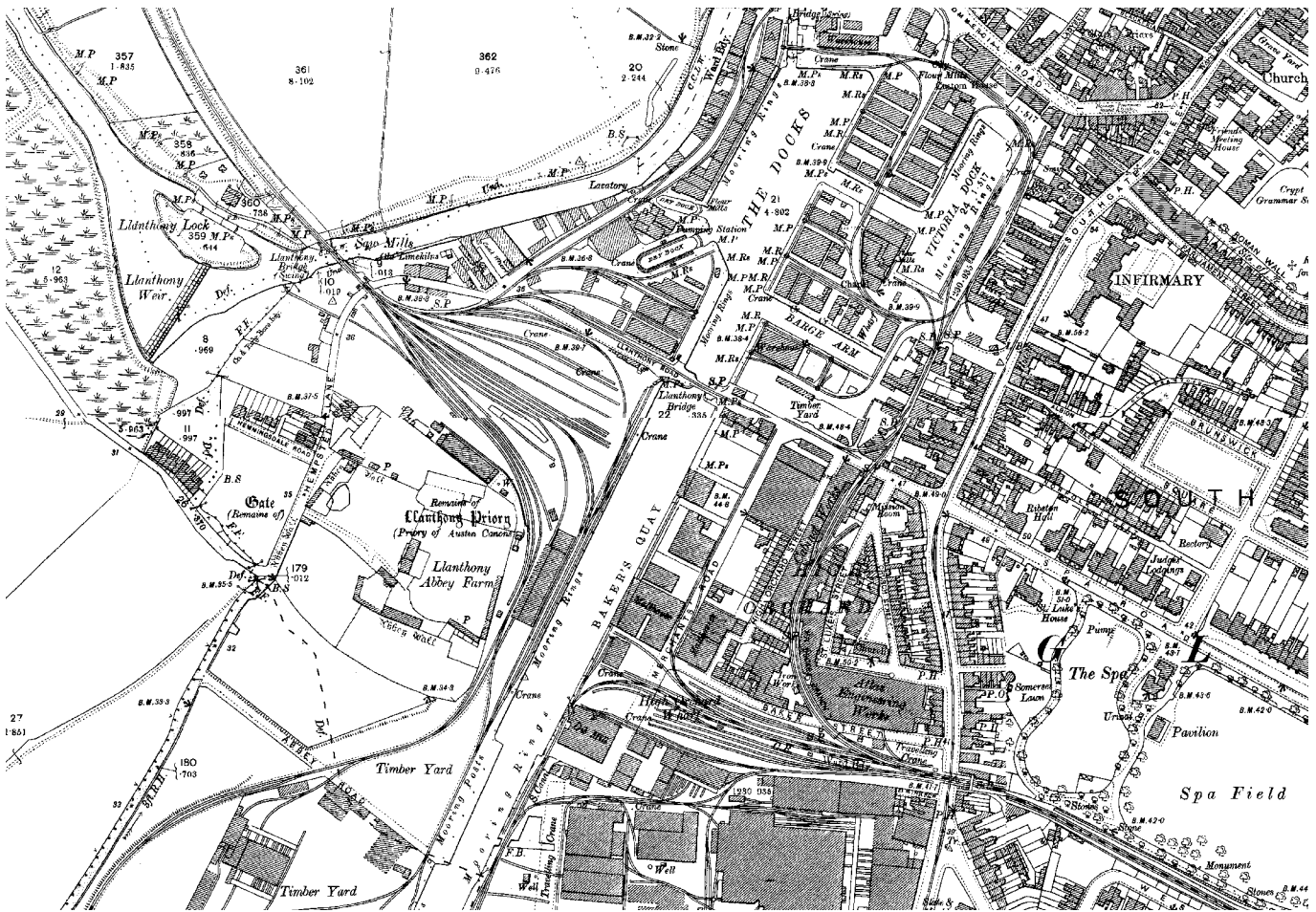
Hall & Pinnell's map of 1780.



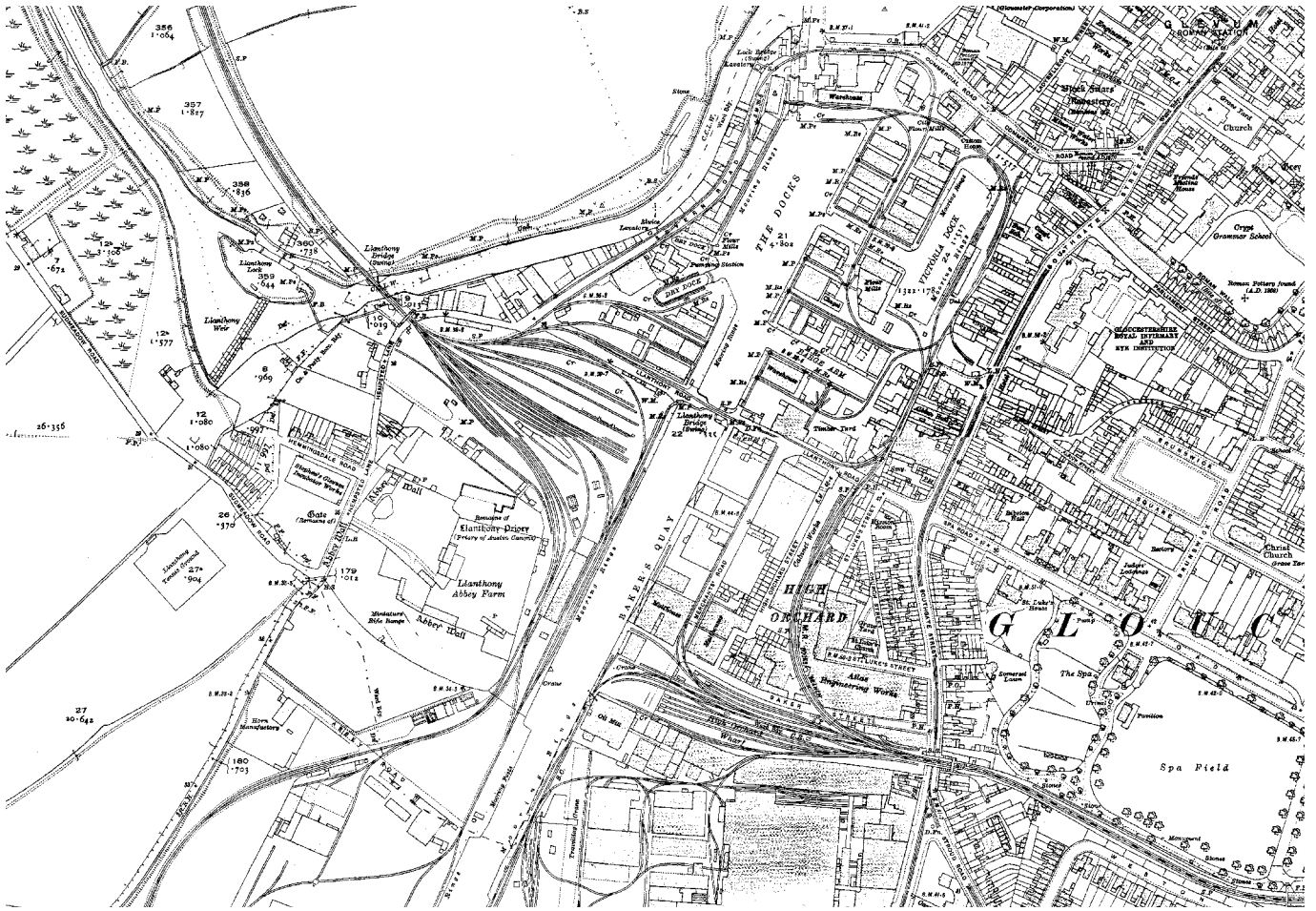
1805 map.



Causton's map of Gloucester, 1843.



1/2500 Ordnance Survey map 1902.



1/2500 Ordnance Survey map 1923.

Appendix 3 Scheduled Monuments

Scheduled Monuments are given legal protection against deliberate damage or destruction by being scheduled under the Ancient Monuments and Archaeological Areas Act 1979. National policy guidance is provided by Planning Policy Guidance notes 15: Planning and the Historic Environment and 16: Archaeology and Planning.

The following Scheduled Monuments lie within the boundaries of the Docks Conservation Area:

34-337 Llanthony Secunda Priory (part). See attached map.

Further information on these and all the city's Scheduled Monuments can be found on the Gloucester City Council website at www.gloucester.gov.uk.

Appendix 4 Significant buildings (listed and unlisted)

The following is a list of the main buildings and features within The Docks Conservation Area. **Listed buildings are identified with an asterisk (*)**.

1 Main Basin

The Main Basin was the original terminus of the ship canal from Sharpness, opened in 1827. Here cargoes were transferred to smaller craft which passed through the lock and continued up the River Severn to the Midlands.

Construction of the main basin began in 1794. The basin was placed a short way below the old city quay next to the Naight, a small island in the Severn where a channel was blocked and adapted as a double lock for trows and barges passing to and from the river.

Though the basin was completed in 1799, the canal was not finished until 1827. However the basin was opened to vessels from the river in 1812 following the construction of the horse tramroad between Gloucester and Cheltenham.

2 Lock House, Severn Road*

Grade II. Lock keeper's cottage beside Gloucester Lock, built in 1826 with later 19th century back range.

3 Gloucester Lock*

Grade II. Lock linking the main basin with the River Severn. Completed in 1799 as a two chamber lock but remodelled in 1892 as a single chamber. The original design was by Robert Mylne, architect and engineer and James Dadford, resident engineer for the Canal Company. The lock can accommodate vessels up to 400 tons carrying capacity.

4 Drinking Fountain*

Grade II. Installed by the former City Board of Health in response to a request from merchants operating in the docks to provide a public drinking fountain for the benefit of their workers, 1863.

5 North Warehouse*

Grade II. Designed by Barton Haigh, architect, of Liverpool, North Warehouse was built by the Gloucester and Berkeley Canal Company in 1827. North Warehouse is the earliest surviving warehouse in the docks. It was originally rented out to individual corn merchants with basements used as bonded stores by local wine and spirit importers.

6 Dock Company Office*

Grade II. Built on the site of the lock keeper's cottage at the main north-east entrance to the docks in 1831. Originally built for the Gloucester and Berkeley Canal Company as offices and living accommodation for the Clerk of the Company, later the offices of the Dock Company and, after 1947, the British Waterways Board.

7 City Flour Mills*

Grade II. Built for J. and J. Hadley in 1850 for the milling of imported wheat. The mills were operated from 1881 by Priday Metford & Co. Flour production ceased in March 1994. The mills were converted into apartments in 2004.

8 Custom House*

Grade II. The Custom House was completed in 1845 to designs by Sidney Smirke for the Customs Commissioners. It was built to handle the great expansion in foreign trade passing through Gloucester Docks in the second half of the 19th century. It is now occupied by the Soldiers of Gloucestershire Museum - a new entrance was installed at the rear of the building in the 1980s to give access from the docks.

9 27 and 29 Commercial Road*

Grade II. 1848. Offices for merchants operating in Gloucester Docks. These premises and nos. 23 and 25 Commercial Road (see # 10) had living accommodation on the upper floors fronting on to Commercial Road, with storage vaults underneath accessed from the docks.

10 23 and 25 Commercial Road*

Grade II. 1848. House for ships' chandler, now offices.

11 Herbert Warehouse*

Grade II. 1846. Warehouse now Gloucester City Council offices. Probably by John Jacques for Samuel Herbert, solicitor. Herbert's, Kimberley's and Philpotts Warehouses were all built in 1846 in anticipation of the repeal of the Corn Laws. See # 12 and #13.

12 Kimberley Warehouse*

Grade II. 1846. Probably by John Jacques for Humphrey Brown, later M.P. for Tewkesbury.

13 Philpotts Warehouse*

Grade II. 1846. By John Jacques for A.H. Phillpotts, corn merchant.

14 Merchant's Quay Shopping Centre

Modern shopping centre, the first significant new-build of the initial phase of the late 20th century regeneration of the docks. Built on the site of Fox's petroleum stores, a single storey brick building built in 1882.

15 Vining's Warehouse extension

An unashamedly modern extension that won an award in the 'best new building or extension' category of the Gloucester Civic Awards 2006. stores, a single storey brick building built in 1882.

16 Merchants Quay Picnic Area

Covered seating and paved pedestrian area linked to modern shopping centre.

17 Victoria Warehouse*

Grade II. 1849. Bonded warehouse. One of three similar warehouses built in conjunction with the construction of the Victoria Dock: Britannia Warehouse and Albert Warehouse.

18 Britannia Warehouse

1861. Completely rebuilt as facsimile after the original warehouse was destroyed by fire in 1987, therefore not listed. See Victoria Warehouse # 17.

19 Vining's Warehouse*

Grade II. 1840. By T. S. Hack for C. J. Vining, corn merchant.

20 Reynolds Double Warehouse or Sturge's Warehouse*

Grade II. 1840. Bonded warehouse by S. Daukes for J. and C. Sturge, corn merchants.

21 Biddle's Warehouse*

Grade II. 1830, altered 1864. Bonded warehouse for John Biddle, miller, of Stroud, in style similar to cloth mills in the Stroud Valley.

22 Shipton's Warehouse*

Grade II. 1833. For J. M. Shipton, timber merchant, for own use and also leased to corn merchants. Similar in design to Biddle's warehouse.

23 Albert Warehouse*

Grade II. 1851. Probably by John Jacques for William Partridge, corn merchant and property developer. See Victoria Warehouse # 17.

24 Mariners' Chapel*

Grade II. Church of England extra parochial chapel built in 1848-9 with funds from public subscription and private benefactions to minister to sailors and dock workers. Built in an 'early pointed' style to a design by John Jacques, it is the only stone building within the docks. Unusually, the chancel is at the west end because of the need to enter at the east door.

25 Albion Cottages

Early 19th century cottages purchased by the Gloucester & Berkeley Canal Company in 1847 for the use of their employees.

26 Course of early 19th century tramroad

In 1811 an early type of railway for horse-drawn wagons was opened between Gloucester and Cheltenham. The tramroad carried coal from the canal basin in the docks to Cheltenham but was eventually superseded by a branch line railway from Gloucester railway station to the docks. The lines were taken up in 1861.

27 Victoria Dock

The Main Basin and Baker's Quay became so busy during the 1840s that ships had to queue in the canal waiting for a place to discharge. To provide more quay-space, the Victoria Dock was opened in 1849. It was entered by a narrow cut in the east side of the main basin and was bounded by stone quays. The dock was also known as the 'salt basin' because it was a loading point for the export of salt brought from Droitwich in Worcestershire. Sidings connected to a branch line which the Midland Railway completed to the docks by way of High Orchard in 1848. The Victoria Dock now serves as a marina for locally based pleasure craft.

28 Swing Bridge

Bridge across the arm to Victoria Basin, formerly carried railway tracks.

29 Barge Arm

In 1824 the Canal Company constructed a quay on the east side of the main basin and a barge arm entered from the canal to the south-east. Around the barge arm, yards with tramroad sidings were laid out, used mainly by coal stone and slate merchants and among their equipment were manually operated cranes.

30 Llanthony Warehouse*

Grade II. 1873. By C.N. Tripp for Wait James & Co., corn merchants. Converted in 1988 to the National Waterways Museum.

31 Café and offices beside Waterways Museum

Late 20th century buildings in 19th century canal style.

32 Barge Arm, North

New development under construction in 2006. Proposed residential apartments with ground floor café/retail.

33 Barge Arm, East

New development under construction in 2006. Proposed single aspect housing and workshops with integrated multi-storey car-park.

34 Bridge-keeper's House*

Grade II. 1852. Bridge-keeper's house that replaced the original bridge-keeper's house demolished when the canal was widened and Llanthony Quay built.

35 Brick warehouse

Single storey warehouse formed from the ground floor of the Great Western Warehouse (1863), similar in design to Alexandra Warehouse, destroyed by fire in 1945.

36 Fox's Malthouse*

Grade II. 1888. Malthouse by J.P. Moore for S.H. Fox, corn merchant. Originally operated in conjunction with Alexandra Warehouse. serves as a marina for locally based pleasure craft.

37 Alexandra Warehouse*

Grade II. 1870. Bonded warehouse for J and S. Fox; badly damaged by fire in 1875.

38 Harbour House

Erected in 1888 to provide offices for the firm of Fox Clinch & Co, corn merchants and maltsters, who occupied the two warehouses and the kiln to the south. Now Information Centre and offices of British Waterways.

39 Dry dock south of Pump House*

Grade II. 1853. The second, and larger, graving dock built to cater for the largest ships that could pass up the canal fully loaded. It required the filling in of a barge dock, the sides of which had been left as earth banks.

40 Pumping Station or Pump House

1834. A steam engine to pump water from the River Severn into the main basin, enlarged in 1855. Only the brick plinth and stone base of its tall chimney remains.

41 Dry dock north of Pump House*

Grade II. In 1818 John Bird of Stourport (Worcester) built a graving yard at the basin's south-west corner. It was enlarged in 1837 to take ships of 700 tons. The small dry dock was suitable for repairing most of the vessels in the early days but a larger graving dock was soon needed. See # 39.

42 South Point and North Point, West Quay

Two recently completed (2005) blocks of residential apartments with ground floor car parking. Built on site of 1830s warehouse that were demolished in 1966.

43 Lock Warehouse (Jennings Guilding Warehouse)*

Grade II. 1834. Bonded warehouse for J. and C. Sturge. Strengthened with additional cast-iron columns in 1877, roof replaced after fire in 1917. Altered c 1920 and larger windows inserted when building used for sack cleaning and repairs.

44 Antique building on Severn Street

Nineteenth century brick building now an antique shop and store.

45 9 Llanthony Road (Sudbrooke House)*

Grade II. 1840s. An externally complete example of mid 19th century combined shop and offices associated with the docks.

46 Llanthony Bridge

Originally a wooden bridge replaced with an iron swing bridge c.1850 which carried a railway track. Today the bridge is a mechanised lift bridge.

47 Baker's Quay

Under an agreement with the Canal Company, the canal was widened and Baker's Quay was constructed in the late 1830s by a group of local businessmen led by Samuel Baker at a time when the Canal Co. was heavily in debt and could not finance the much needed additional quay-space. The northern part was in use by the end of 1837 and the southern part was completed after a dock had been formed there for the Birmingham and Gloucester railway company.

48 Pillar and Lucy Warehouse*

Grade II. Identical semi-detached bonded warehouses c.1838 with a six-bay Tuscan colonnade along the tow-path. By S.W.Dawkes; restored and converted in late 20th century.

49 Downing's Malthouse Extension*

Grade II. 1899-1901 by W.B.Wood. An extension of Downing's Malthouse which stands on the east side of Merchants Road, also grade II but outside the conservation area. The two buildings are linked by a high timber-clad footbridge.

50 Iron-framed transit shed*

Grade II. Built in 1867 for the Midland Railway Company. A good and complete example of its type and of a mid 19th century iron frame.

51 Foster's Oil and Cake Mill or Llanthony Provender Mill*

Grade II. Original block of 1862, extended and enlarged in 1890-5.

52 Llanthony Quay

Commercial development of the western bank of the canal was begun in 1851 with the widening of the canal and the construction of Llanthony Quay for the export of coal. Llanthony Quay was built by the Gloucester & Dean Forest Railway Co., soon taken over by the GWR, to provide a means of supplying coal from the Forest of Dean as an export cargo.

53 New GLOSCAT building

Four-storey block being constructed (2006) as part of the new campus of the Gloucestershire College of Art and Technology.

54 Gloucester and Sharpness Canal

The Gloucester and Sharpness Canal connects Sharpness on the Severn estuary with Gloucester Docks. The canal was completed in 1827 at which time it was the longest and deepest canal in the country.

Appendix 5 Bibliography and Contacts

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Maps/topographical views:

- Speed's map of 1610
- Kip's engraving of 1712
- Hall and Pinnell's map of 1796
- Causton's map of 1843
- Ordnance Survey map of 1902
- Ordnance Survey map of 1923

Maps

Conservation Area 3

Conservation Area 3

Conservation Area 3

Conservation Area 3

Character Areas

Management Proposals

Scheduled Ancient Monuments

Townscape Appraisal



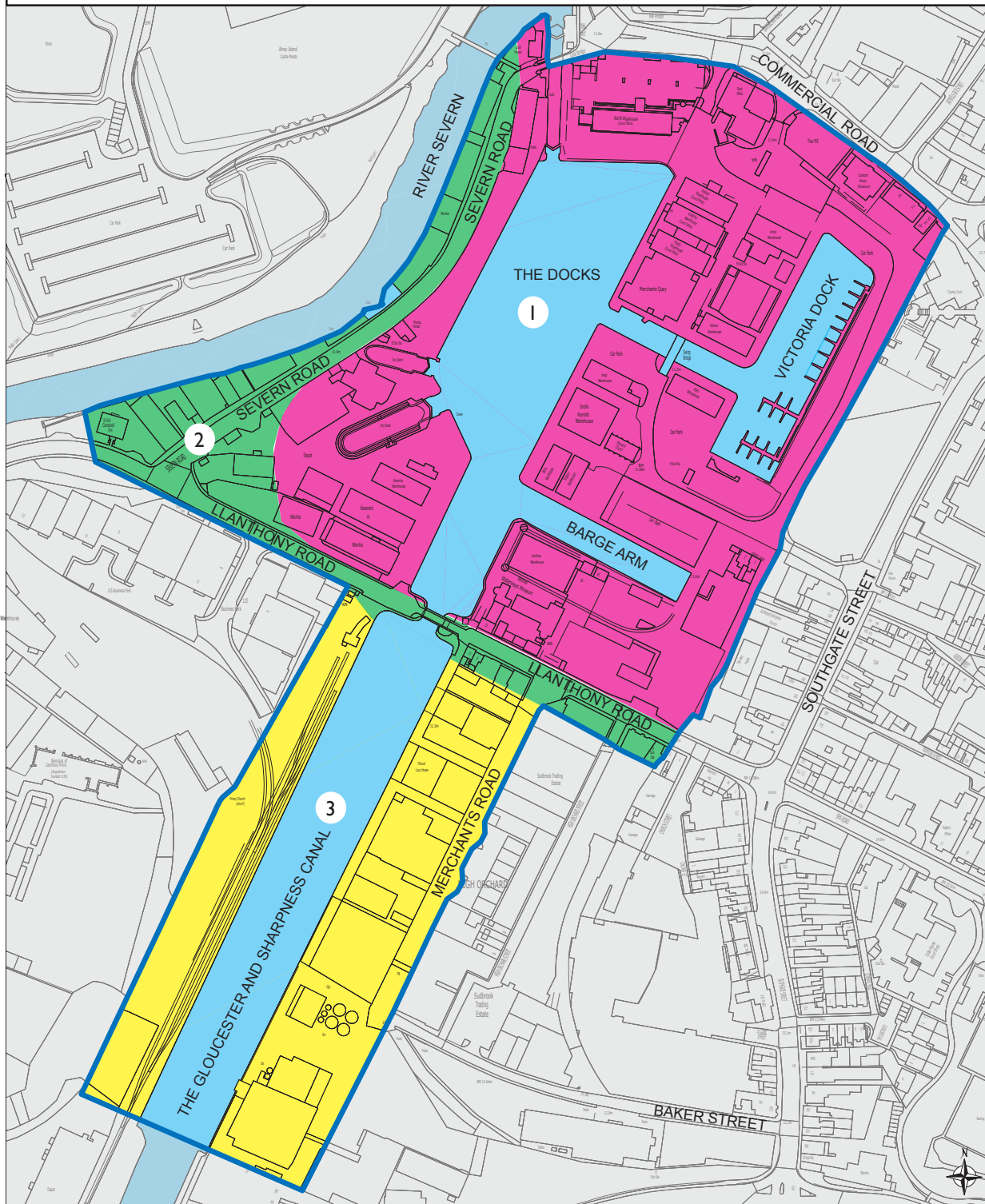


Gloucester City Conservation Area Appraisals

The Docks Conservation Area

Character Areas

(Not to scale)



1: Gloucester Docks

2: Llanthony Road and Severn Road

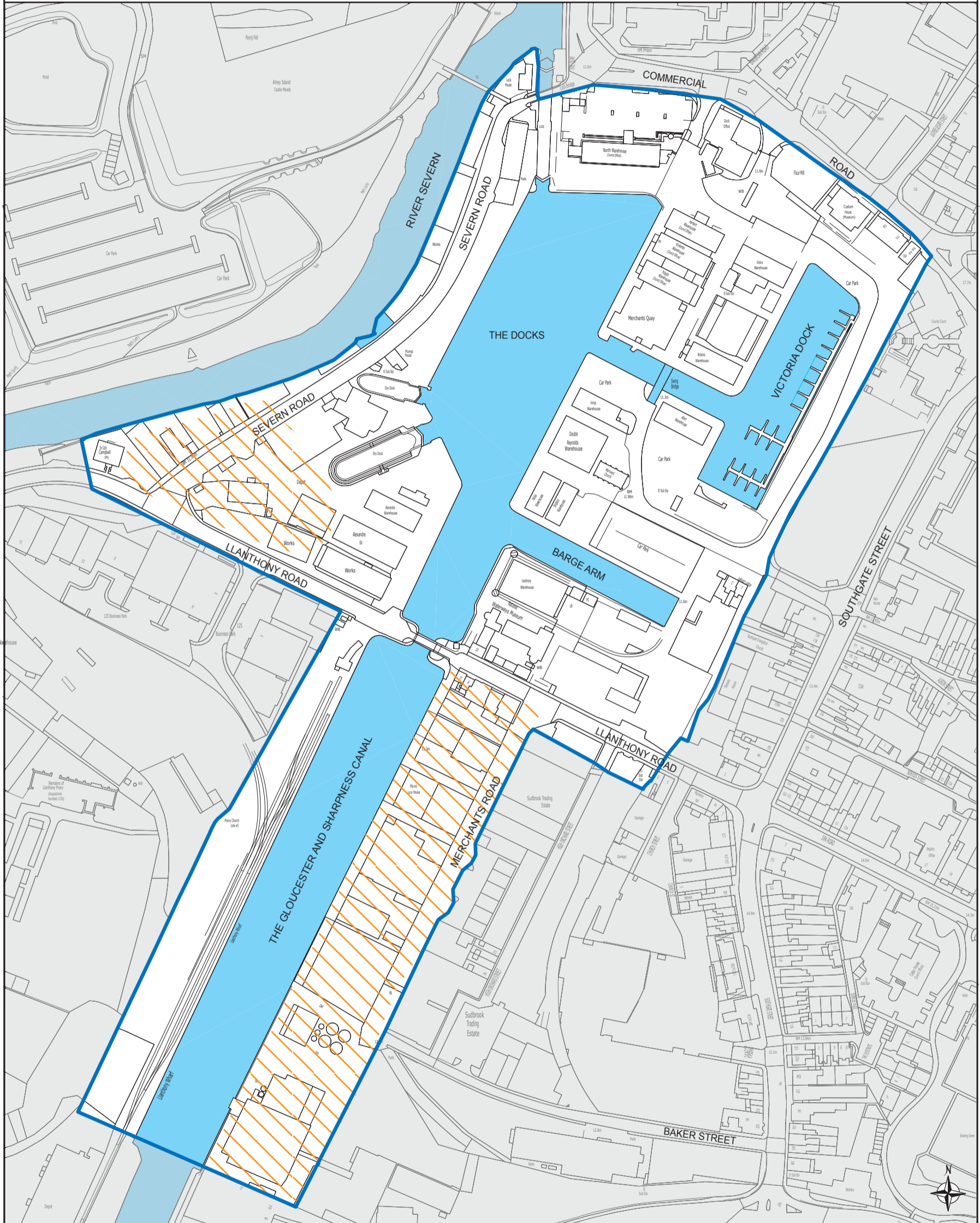
3: Baker's Quay and Llanthony Quay

Gloucester City Conservation Area Appraisals


The Docks Conservation Area

Management Proposals Map

(Not to scale)



 Conservation area boundary

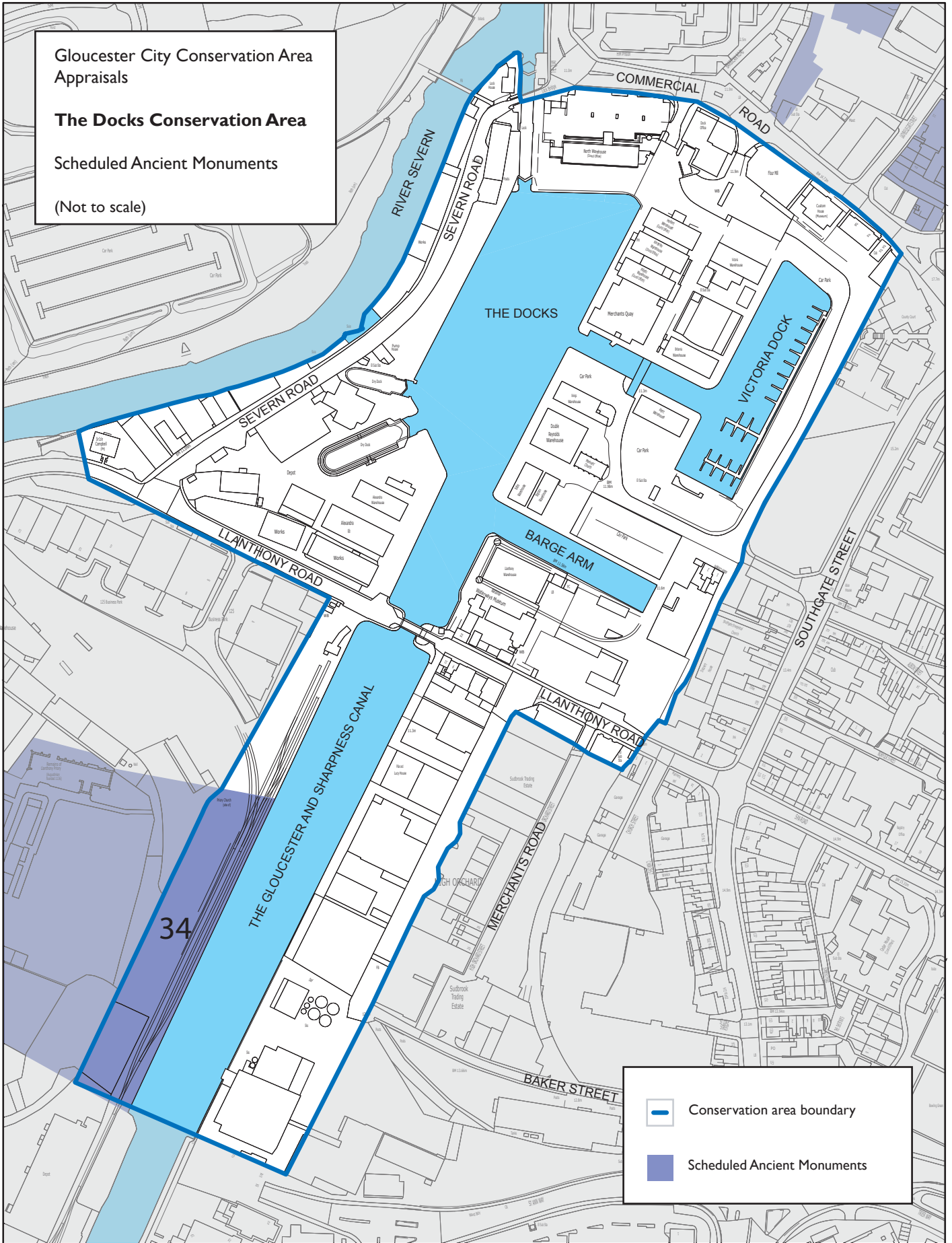
 Area for enhancement

Gloucester City Conservation Area Appraisals

The Docks Conservation Area

Scheduled Ancient Monuments

(Not to scale)

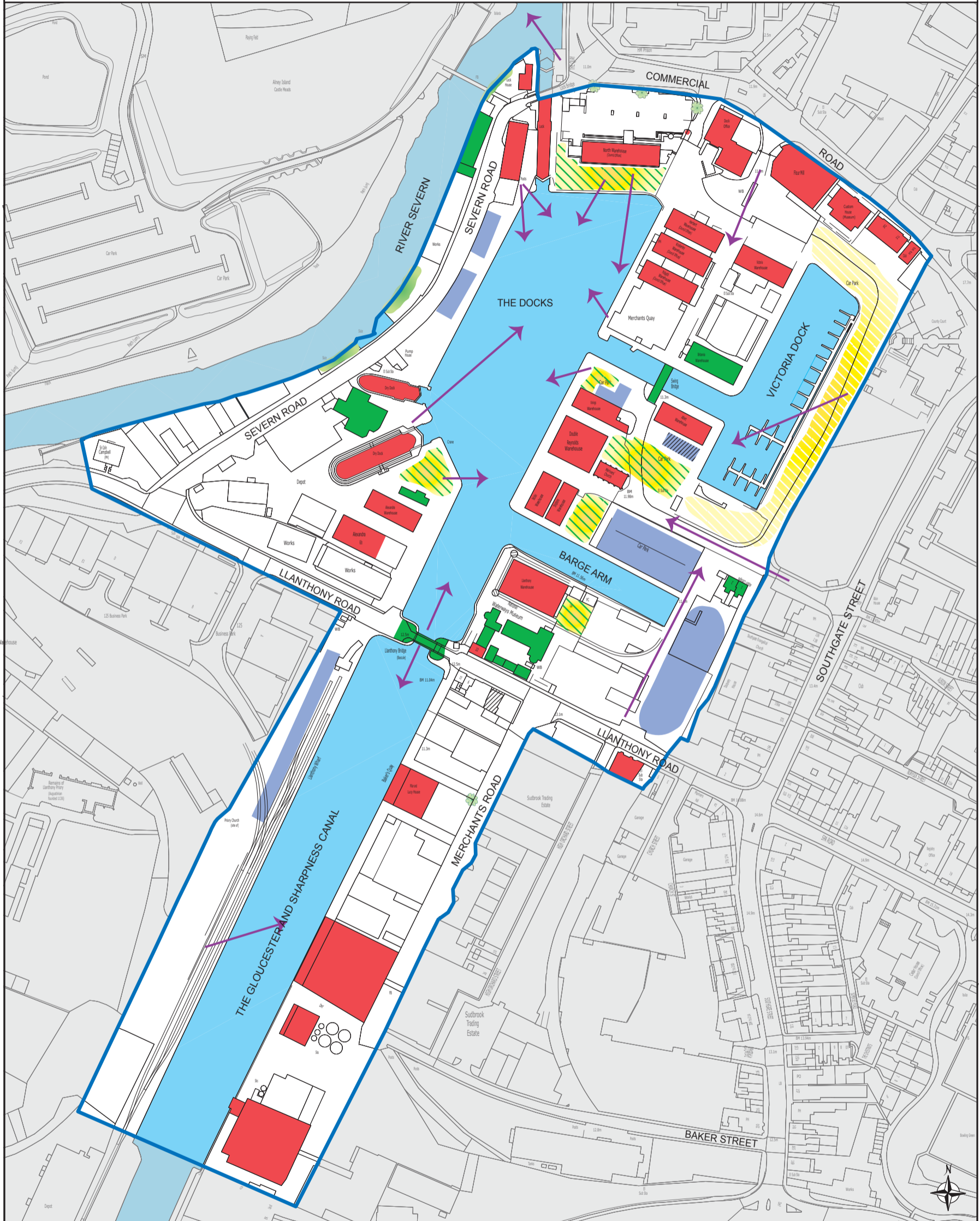


Gloucester City Conservation Area Appraisals

The Docks Conservation Area

Townscape Appraisal Map

(Not to scale)



- | | | | |
|----------------------------|----------------------|-----------------------|---------------------------------------|
| Conservation area boundary | Neutral buildings | Neutral open spaces | Important views |
| Listed buildings | Negative buildings | Important trees | Post-2001 buildings (approx location) |
| Positive buildings | Positive open spaces | Important tree groups | |

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this in English please contact:
Tapestry Translation Services, Corporate Personnel
Services, Herbert Warehouse, The Docks, Gloucester
GL1 2EQ. Tel: 01452 396909.

| | |
|-----------------|---|
| Bengali | <p>ইংরেজী ভাষায় এটা বুঝতে আপনার সমস্যা হলে, দয়া করে নিচের ঠিকানায় যোগাযোগ করুন: ট্যাপেস্ট্রী ট্রান্সলেশন সার্ভিস করপোরেট পার্সোনেল সার্ভিসেস হারবার্ট ওয়ারহাউস, দা ডকস গ্লস্টার ডিএল ১ ২ইকিউ টেলিফোন নম্বর: (০১৪৫২) ৩৯৬৯০৯</p> |
| Chinese | <p>如果你對明白這些英文有困難的話，請聯絡 達意處翻譯服務 共同人事服務部 何畢貨倉 告羅士打 電話：(01452) 396926</p> |
| Gujarati | <p>તમોને એ આ ઈંગ્લીશમાં સમજવામાં તકલીફ પડતી હોય તો મહેરબાની કરીને નીચેની જગ્યાએ સંપર્ક સાધવો : ટેપિસ્ટ્રી ટ્રાન્સલેશન સર્વિસ, કોર્પોરેટ પર્સનલ સર્વિસીસ, હરબર્ટ વેરહાઉસ, ધ ડૉક્સ, ગ્લોસ્ટર, ગ્રુએલ્વ ટર્મિનલ. ટેલીફોન નંબર : (૦૧૪૫૨) ૩૯૬૯૦૯</p> |
| Urdu | <p>اگر آپ کو یہ انگریزی میں سمجھنے میں مشکل پیش آتی ہے تو براہ مہربانی یہاں رابطہ قائم کریں: ٹاپیسٹری ٹرانسلیشن سروس، کورپوریٹ پرسنل سروسز، ہربرٹ ویزہاؤس، دی ڈاکس، گلوٹسٹر جی ایل 1 2 ای کیو ٹیلیفون : (01452) 396928</p> |

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