

5227

Nos 1 to 10 (consec)  
including iron railings to areas  
of Nos 1, 2, 3 and 6  
SO 8405 5/50

II GV

2.

C18. Ashlar. Slate roofs. 2 storeys and attics. Moulded eaves cornice and blocking course, ramped progressively up hill. 3 ranges of double-hung sash windows each. Doors with plain architraves and fanlights. Nos 4 and 10 have crowning pediments with circular windows in tympana. No 10 has a 2-storey extension, breaking forward in centre: 1 range of tripartite doublehung sash windows, crowning cornices and sills on consoles. Nos 1 to 11 (consec) form a group with the raised pavement and railings.

Listing NGR: SO8491705167

*This text is a legacy record and has not been updated since the building was originally listed. Details of the building may have changed in the intervening time. You should not rely on this listing as an accurate description of the building.*

*Source: English Heritage*

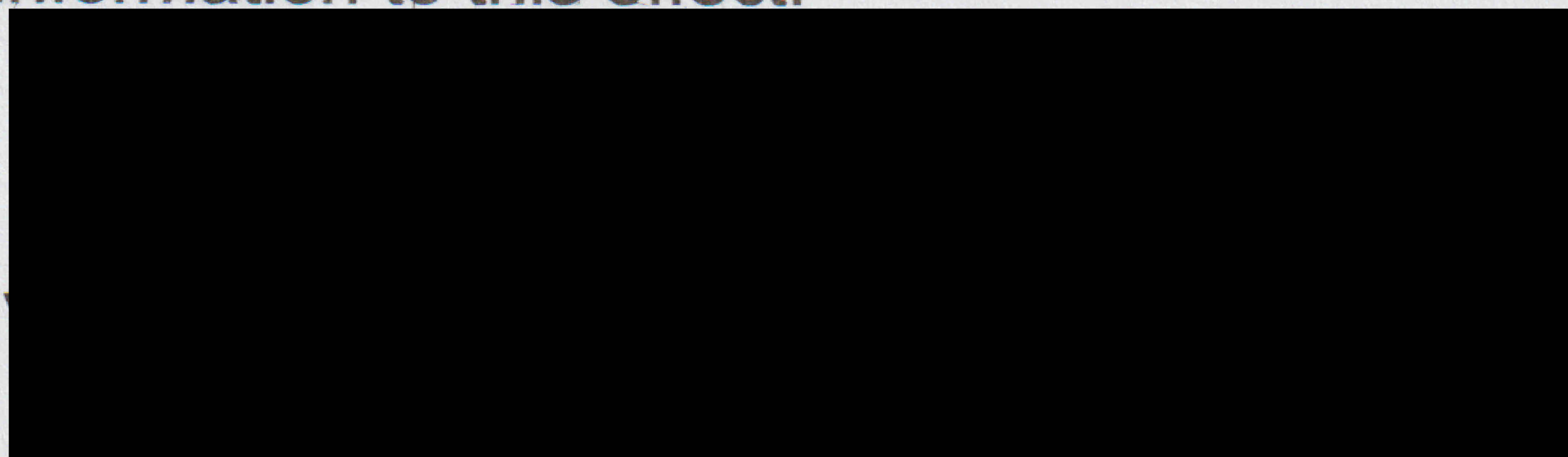
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### **Impact of Proposals**

It is the responsibility of the applicant or their agent to ensure that the application content, i.e. drawings, (survey and proposed) photographs, details, schedule of works, is sufficient to demonstrate to the Local Planning Authority the impact of the proposed works on the significance of the particular heritage asset as identified overleaf.

Please check and sign to confirm that you believe the application contains sufficient information to this effect.

Signed



### **Significance of Site and Setting**

Historic Significance (history, development, form). In 1874 two houses at the end of Rowcroft (assumed to be built by Grazebrook) were demolished for the GWR bridge and the road lowered by 6 feet. It was at this time the current building, now at the end of the terrace, is assumed to have been re-numbered No.1 Rowcroft.

### **Cultural Significance** (social or economic context, wider role in settlement)

The expansion of Stroud in the early 19th century occurred mainly south-west of the old town and was stimulated by the building of the new Bath- Cheltenham road in 1800 and the new London road in 1814. The former emphasised the importance of King Street and its south-western extension, Rowcroft.