Cotswold Archaeology

No.6 Motor Transport Site
RAF Quedgeley
(now Quedgeley East Business Park)

Historic Building Recording (Level 2)

Report prepared for:
St Modwen

CA Project: CR0694

CA Report: CR0694_1

June 2021

Andover Cirencester Exeter Milton Keynes Suffolk

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(now Quedgeley East Business Park)

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SUMMARY

Project Name: **No.6 Motor Transport Site**

Location: **Former RAF Quedgeley now Quedgeley East Business Park**

NGR: **SO 80823 11285**

This report presents the results of a Level 2 Building Recording of the historic Buildings of No.6 Motor Transport Site, RAF Quedgeley. This recording is conditioned as part of planning permission 19/2744/VAR (Outline ref 16/1724/OUT) of which Condition 19 requires a Level 2 record of the Buildings to be produced and archived in order to preserve the Buildings by record The Buildings are to be demolished to make way for the proposed development which comprises the construction of a complex of large contemporary storage and industrial buildings to be known as St Modwen Park, Gloucester.

The Buildings are to be recorded to a Level 2 standard as per the guidance contained in Historic England's publication Recording Historic Buildings, A Guide to Good Recording Practice 2016. A Level 2 record is a descriptive record which includes an introductory description and discussion of typology followed by a systematic account of the Buildings' context, origins, development and use. The main part of the recording incorporates a description of the interior and exterior of a selection of the Buildings following site survey. It also includes all the drawn and photographic records required to illustrate the Buildings' appearance and structure and to support the historical analysis.

The Buildings comprise functional structures associated with the expansion of RAF storage capacity in the late 1930's. They were built during this period to support the overall capacity of RAF Quedgeley, which was an 8-site storage facility known as a Maintenance Unit, one of several located nationally supporting the operational flying units across the country. Site No.6 was concerned with the storage, repair and alteration of many hundreds of motor vehicles of different types for deployment both in the UK and abroad. It comprises three large store blocks or hangars, a central heating station, blister storage hangar, repair garage, staff canteen, staff toilet blocks and warden's building.

This recording will be archived in due course as per the details outlined in the WSI.

1. INTRODUCTION

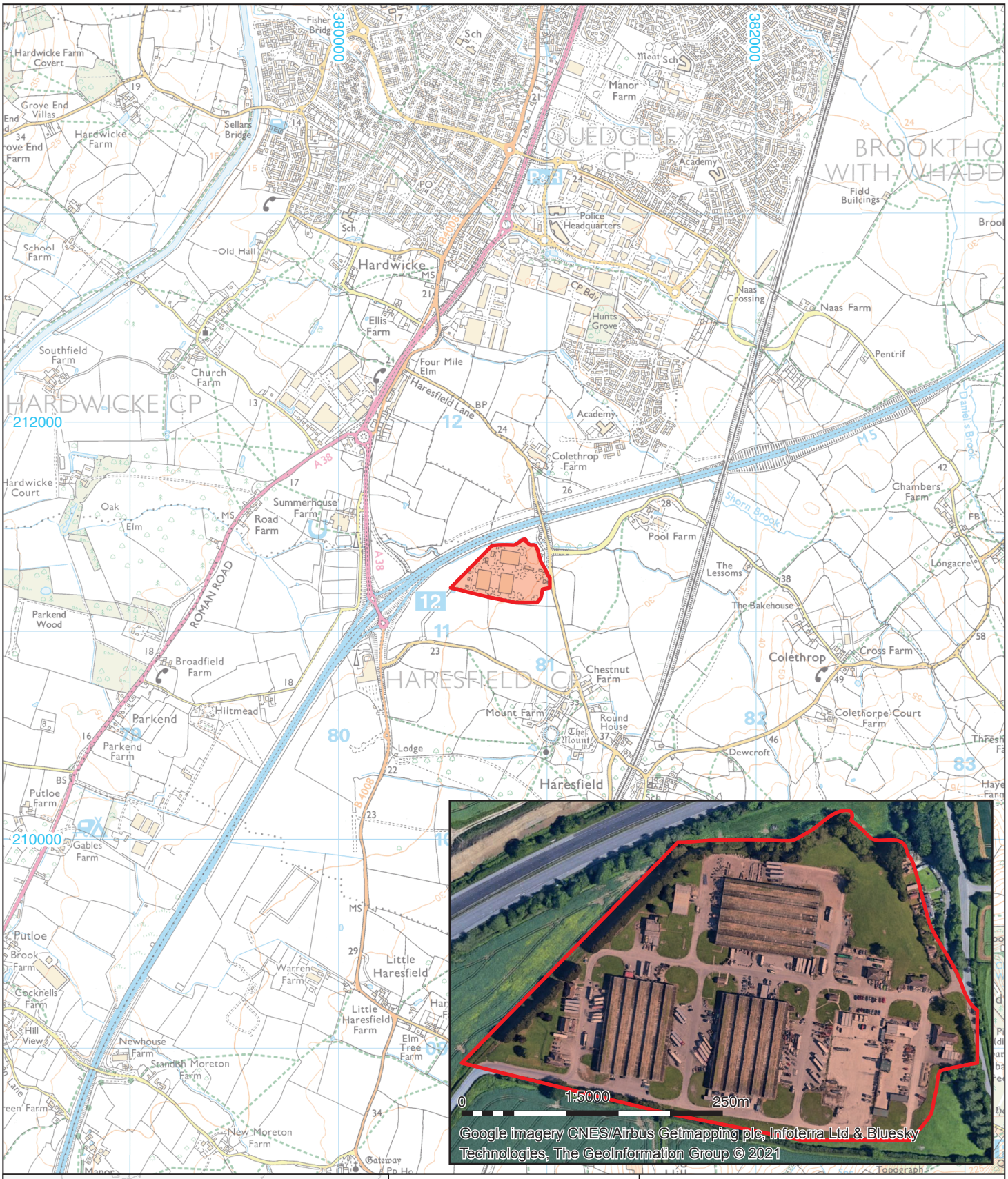
1.1. In April 2021 Cotswold Archaeology (CA) was commissioned by St Modwen to undertake a programme of historic building recording of the remaining buildings of Quedgeley East Business Park, formerly No.6 Motor Transport Site of No.7 Maintenance Unit RAF Quedgeley. The buildings (hereafter named the 'Buildings') comprise three large storage hangars and several other support buildings such as a warden's building. None of the Buildings are listed or locally listed. They are located just east of the M5 at Junction 12 *c.*1km south of the town of Quedgeley in Gloucestershire (NGR SO 80823 11285 Fig.1).

1.2. The Buildings are to be recorded to mitigate their loss through demolition and to preserve them by record. This process is required as part of planning permission 19/2744/VAR (Outline ref 16/1724/OUT) of which Condition 19 requires a Level 2 record of the Buildings to be produced and archived. The proposed development comprises the construction of a complex of large contemporary storage and industrial buildings to be known as St Modwen Park, Gloucester.

1.3. This report comprises the written, drawn and illustrated product of the conditioned recording, in accordance with the agreed Written Scheme of Investigation (produced by CA in 2018 in respect of Condition 19 of the above 2016 permission and since discharged). The primary objective of a 'Level 2' survey is to provide a descriptive record of the Buildings and their fabric: this provides a documentary and photographic record of the building, in its condition on the day of the survey and prior to the permitted development works.

Professional standards and guidance

1.4. Cotswold Archaeology (CA) is a Registered Organisation (RO) with the Chartered Institute for Archaeologists (CIfA). This report has been prepared in accordance with appropriate standards and guidance, including Historic England's guidance on Understanding Historic Buildings – a Guide to Good Recording Practice (2016).



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PROJECT TITLE

Motor Transport Site 6, RAF Quedgeley, Gloucestershire

FIGURE TITLE

Site location plan

DRAWN BY	**MP**	*PROJECT NO.*	**CR0694**	*FIGURE NO.*
CHECKED BY	**DJB**	*DATE*	**28/05/2021**	**1**
APPROVED BY	**SH**	*SCALE@A4*	**1:25,000, NA**	

2. METHODOLOGY

Written Scheme of Investigation (WSI)

2.1. The scope and methodology of this report follows that contained within a detailed WSI (found in Appendix 1) produced by CA in 2018 in respect of an overall programme of building recording on the site under 16/1724/OUT and of which Phase 1 (Appendix 2) has already been submitted to the Local Planning Authority. This report comprises Phase 2 of the proposed recording as scoped in the WSI (Appendix 1).

Evidence Base

2.1. This Level 2 Historic Building Recording has been informed by sources which are referenced throughout the report and in the Reference section at the end of this report. Particular reference is made to Cotswold Archaeology's Heritage Desk-Based Assessment (2015) and CA's Historic Building Recording (Phase 1) undertaken for three of the buildings on the site in 2019. This report is included in Appendix 2.

Level 2 Building Survey

2.2. In accordance with the aforementioned Historic England guidance, the survey comprises a Level 2 'Descriptive Record' of the building. A 'Level 2' survey is defined within the Historic England publication '*Understanding Historic Buildings; A guide to good recording practice*' (Historic England 2016) as a 'descriptive record' The record will include an introductory description and discussion of typology followed by a systematic account of the Buildings' context, origins, development and use. The main part of the recording will incorporate a description of the interior and exterior of a selection of the Buildings following site survey. It will also include all the drawn and photographic records required to illustrate the Buildings' appearance and structure and to support the historical analysis.

2.3. As per the above guidance, the drawn record includes:

- A site and location plan; and
- Plan of the location of the Buildings with photographic location points

2.4. The photographic record includes:

- A general view / views of the Buildings in their wider setting;

- The Buildings' external appearance; and
- The overall appearance of the interiors and any features or fixtures of interest

2.5. The photographic survey will comprise digital images of the structures and will be created in compliance with Historic England guidance. All record photographs will be taken using a Digital Single Lens Reflex (DSLR) camera with a sensor of a minimum of 12 megapixels. Lenses will be chosen to reflect the requirements of the features being recorded. A compact digital camera may be used for more general shots or working shots.

2.6. The written record includes:

- The precise location of the Buildings as an address and in the form of a National Grid reference;
- Introductory text on the development of the Buildings' typology and the historic context in which it is located, this includes historic cartography;
- The date when the record was made, the name of the recorder and the location of any archive material;
- A summary of the Buildings' internal and external forms, plan forms, features and fabric, their materials and possible dates; and
- Building on the above, a summary of the Buildings' form, function and sequence of development, as well as any discernible associations.

2.7. The Level 2 building recording was undertaken on site by Historic Building Consultant, Sacha Hunter on 18 May 2021.

Archiving

2.8. Copies of the report (hard copies and in .PDF format) will be deposited with the local authority case officer (1 copy), the local library or museum (2 copies), the Council's Historic Environment Record (1 copy preferably in digital format), the National Archaeological Record of Historic England and uploaded to OASIS.

Limitations of the assessment

2.9. Parts of some Buildings were either inaccessible or were in use as storage or functional working spaces which in some cases obscured the structural envelope and full access, however it is considered that sufficient access was provided to all

the Buildings to ensure sufficient information was gathered to provide a robust Level 2 photographic and written record.

2.10. No primary archival sources have been accessed for this recording; however as detailed above, it is concluded that the previous assessments conducted on the Buildings, plus online sources and the site visit recording itself, were sufficient to provide a detailed record of the Buildings.

2.11. No floor plans of the buildings have been produced or were available to use for illustration purposes therefore basic footprint plans have been annotated to include photographic location points.

3. HISTORICAL BACKGROUND

Introduction – RAF Quedgeley

3.1. A very detailed history of the RAF Quedgeley overall site is available online[1] which also charts the overall development of the RAF during the post-WW1 period and the rearmament period in the second half of the 1930's.

3.2. The site of the Buildings is No. 6 Motor Transport Site and is one of eight sites which together formed No. 7 Maintenance Unit (MU) RAF Quedgeley, which served as an equipment store for the RAF and later the MOD from April 1939 through to 1995.

3.3. RAF Quedgeley came under No.40 Group under the command of Air Commodore R W Thomas in 1939. It was one of seven such units which were constructed between 1937 and 1939 as equipment depots (known as maintenance units – MU's), each holding a range of equipment such as stored aircraft parts, uniforms, paints, ground equipment, parachutes, armaments, weapons and medical supplies which could be deployed to flying units by rail and road. RAF Quedgeley was built during the final phase of the RAF Expansion Scheme and, overall, No. 7 Maintenance Unit covered an extensive area of circa 350 acres. It was constructed during a period of major changes in response to developments in warfare technology; in particular, the rise of air power and the creation of the infrastructure to support it. By mid-1939 the construction of new airfields, buildings and storage and maintenance depots such as RAF Quedgeley cost more than three times the value of the entire RAF in 1934.

3.4. No.7 MU officially opened on 14 April 1939 under the command of Group Captain W C Clark. The main contractors were G Percy Trentham Ltd of London, with Dorman Long supplying all the steelwork, the Universal Asbestos company providing the exterior cladding for the sheds, and Cementation Ltd supplying the concrete rendered metal sheeting for the interiors (Airfield Research Group 2004). One of its first tasks was to issue motor transport and supporting equipment to No.87 Air Squadron.

[1] https://www.yumpu.com/en/document/read/11962069/raf-quedgeley-the-airfield-research-group

3.5. RAF Quedgeley was decommissioned in February 1995, but many of the former buildings of No. 6 Motor Transport Site are still present on the Site, including former storage sheds, administrative buildings and other functional and ancillary buildings.

The site of the Buildings

3.6. No.6 Motor Transport Site was located some 2km distance south of the main No.7 MU complex, which comprised the HQ site, and sites 1, 5 and 7. Sites 2, 3 and 4 were also located separately from the core complex. The overall RAF Quedgeley is best seen in the Fig.2 below, an aerial image from 1999 (site 3 is not shown as it lies north of the HQ complex and was developed with housing prior to 1999).

Fig.2 RAF Quedgeley sites in an aerial image from 1999 (courtesy of Google Earth)

3.7. The Motor Transport site, amongst other storage roles, held serviceable Mobilisation and Reserve Motor Transport vehicles which had to be painted in camouflage for service on the continent. They were serviced on site and stored in the sheds until required for issue.

4. LEVEL 2 BUILDING RECORDING

Building typologies

4.1. The buildings which made No.7 Maintenance Unit RAF Quedgeley were distinct construction typologies which were employed across the eight sites. Those on the No.6 MT site consists of three hangar style store blocks, one guard's or warden's building, a power house (or central heating station), vehicle repair garage, a 'blister hangar' and a canteen building. The design and construction of these buildings is very similar to or identical across the RAF site, and this recording benefits from reference to a very detailed recording of the buildings of HQ, 1,5 and 7 sites by the Airfield Research Group (2004) which assists in understanding the broad typology of the buildings on site No.6 which is augmented by a description of each building as it is now.

4.2. All the buildings have been labelled and photographic locations noted on Fig.3. For consistency, the Buildings have all been named to match those contained within the Airfield Research Group material.

Introduction to the store block buildings

4.3. Site No.6 contains three extant, so-called 'storage blocks' which are the very large hangar sheds as seen in Fig.3 below. These are large, shallow 5 bay end opening steel framed sheds of 60,000 square feet, based on a rectangular shaped structural grid of lattice type steel stanchions with steel trusses at 12-foot centres. These trusses have a centrally raised section to allow for clerestory lighting to either side of the apex. Roof cladding is asbestos corrugated sheeting to flat sections with glazing to vertical sides and asbestos tiles to the sloping sides.

4.4. Externally the buildings have, or would have had a row of glazing at eaves level and 'twin twelve' ribbed asbestos cement external sheeting fixed to steel frames and internally with 'Nofrango' a light cement rendered metal sheeting. Floors to all areas are poured concrete. In some cases the doors are roller shutters type, but in the case of No.6 they are multiple roller doors to create large openings (more detail will be given in the building recording section).

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PROJECT TITLE

Motor Transport Site 6, RAF Quedgeley, Gloucestershire

FIGURE TITLE

Site plan showing photographic location points

DRAWN BY	**MP**	*PROJECT NO.*	**CR0694**	*FIGURE NO.*	
CHECKED BY	**DJB**	*DATE*	**28/05/2021**		**2**
APPROVED BY	**SH**	*SCALE@A3*	**1:1250**		

Store block 1

4.5. Store block 1 lies to the south-west of the No.6 site. It follows the broad typology described above but a key change is that the Building has been newly clad in ribbed metal cladding. It is assumed that the cladding has been overlaid over the historic envelope. It extends up to the apex of the clerestory gable where it appears the original clerestory windows are in situ, as are the asbestos tiles to the slopes. There is one sliding roller door each to the south and north elevations with two smaller domestic scale doors located at regular intervals on the eastern and western elevations. Photos 1 – 4 illustrate each elevation of Store Block 1.

Photo 1 **Store block 1 viewed looking north-west**

Photo 2 **Store block 1 south and east elevations viewed looking north-west**

Photo 3 **Store block 1 western elevation viewed looking north**

Photo 4 **Store block 1 north elevation viewed looking south-west**

4.6. Internally the Building is divided into two units as seen on Fig.3. The southern half is untenanted at present, and full access was afforded. The steel stanchion structure is formed of regularly spaced steel beams supporting a steel lattice structure which forms the nadir of each roof length. The first and fourth bay stanchions are spaced in quarters with two each half whilst the middle two bays are divided into thirds with a central stanchion within the subdividing wall between the units. This central stanchion likely no doubt forming a structural element of that wall (Photo 5).

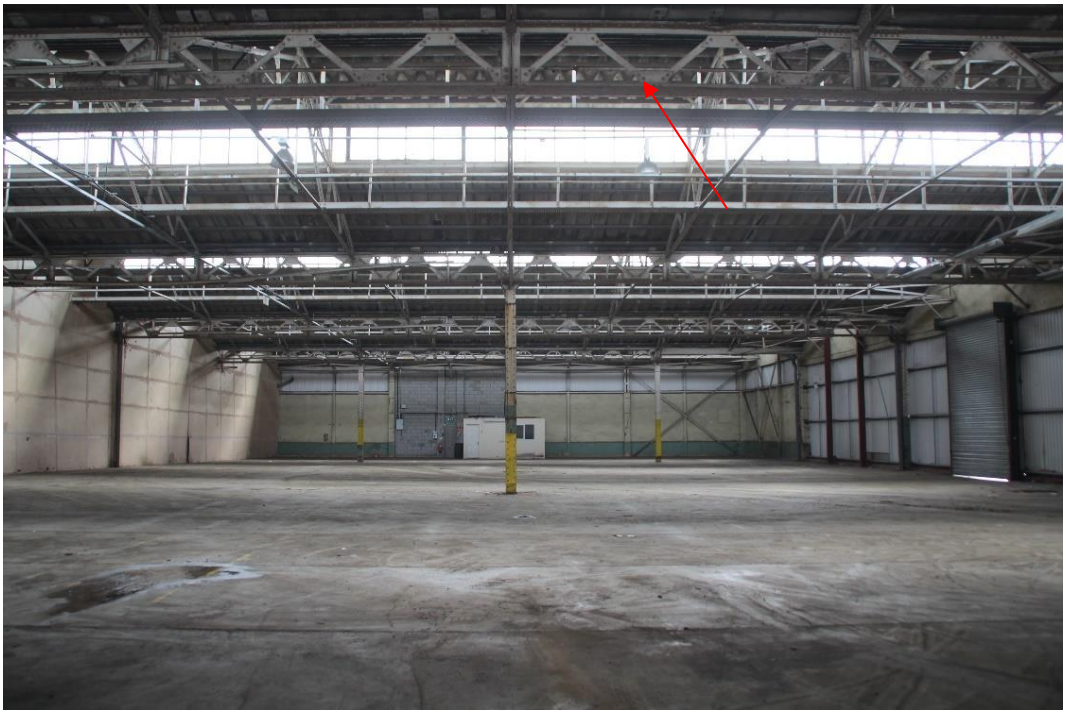

Photo 5 Internal view of store block 1 looking east (arrow showing the lattice steel structure at the nadir of each linear roof structure)

4.7. The roof trusses are formed at 12-foot centres and feature a lattice work of horizontal steel members supporting the truss itself, which appears to be a version of a 'fink truss' with the slope of the clerestory roof supported by the lower slope of the truss. Generally speaking, the steelwork all appears in a tensioned interconnecting lattice or web which supports the roof structures including the flat roof of the clerestory structure which is clad in corrugated asbestos (Photo 6). At the nadir of each linear roof structure there is an attached steel structure which runs north-south along the length of the Building and into the external envelope. The structure features two beams with a row of triangular trusses internal to the beams, as seen in Photo 5. These clearly have a support function in terms of strengthening the linear roofs at their lowest point within the structure.

Photo 6 **View of the roof truss running north-south**

4.8. The building envelope internally shows signs of how the Building has been altered over time. It is clear that at one point the Building had multiple large openings, at least two to each western and eastern side now blocked with cement blockwork, and a large opening spanning at least two thirds of the north and south elevations. In this unit, this opening has been clad with corrugated metal sheeting (as seen externally) fixed to a metal post and beam grid as seen in Photo 7, with the new insertion of a roller door centrally. Elsewhere the walls comprise single skin concrete (probably the original concrete rendered steel mesh on steel framing) on a brick plinth, some strengthened and tensioned with cross ties as seen in Photo 8. Regular piers of alternating thickness form wall sections which in turn support the

steel posts which in turn support the external elevations. The thicker piers frame the former (now blocked) door openings, acting as jambs. The under-eaves line of high-level windows seen in other units have been removed and covered in corrugated metal internally.

Photo 7 **View of internal south elevation (former sliding door area)**

Photo 8 **Detail view of eastern wall of store block 1**

4.9. The internal subdividing wall appears to have been created of timber studwork overlain with some type of boarding, possibly plaster or asbestos board, with the frames sealed as seen in Photo 9. The subdivision appears to be a more modern intervention, but it is possible the sheds were subdivided historically.

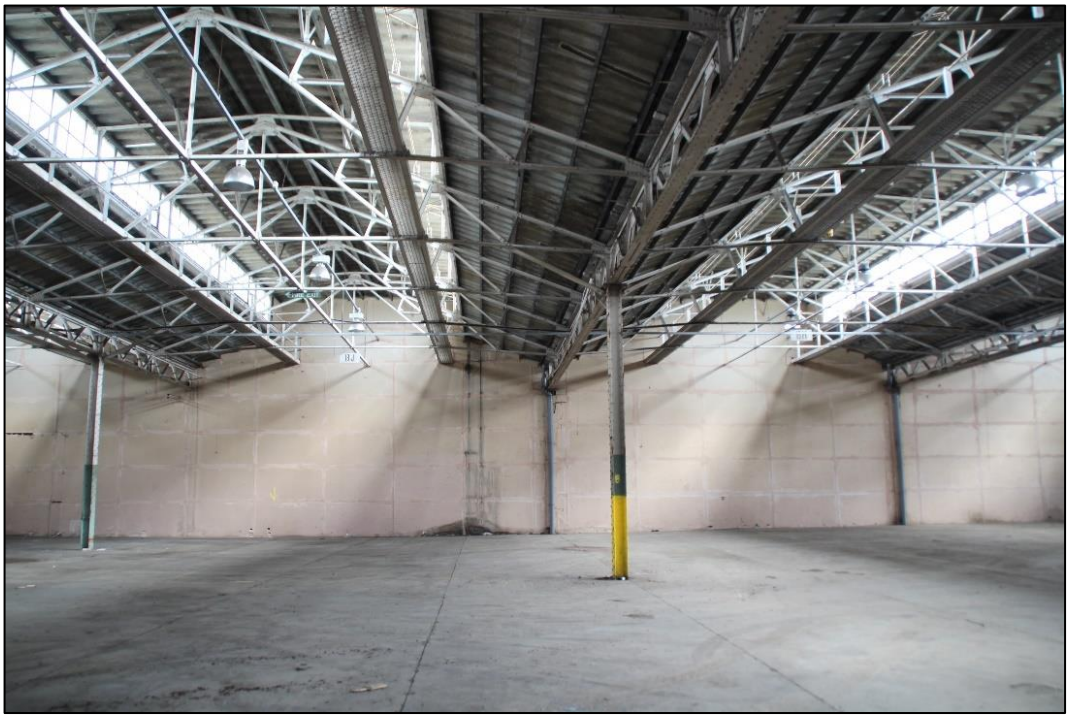

Photo 9 View of the internal central dividing wall of store block 1

4.10. Rainwater goods on the roof are directed through soil pipes to underground drains, evidence of this is seen in Photo 10. Also seen in Photo 10 is winding/winching equipment attached to the steel post, likely related to the former door closure system in this location or, alternatively, to some equipment handling machinery.

Photo 10 **View of internal drainage pipe and winching equipment on stanchion – store block 1**

4.11. The northern half of the building is in use as a storage and transport depot. Internally it 'reads' in the same way as the southern half, having undergone the same refurbishment and modernisation process. This includes the same roof truss, external and internal envelope, and the blocked openings (those to each 'side' with concrete blockwork, and those to the northern elevation with single skin corrugated metal over a steel grid. Photos 11-12 give a view of the interior of this part of the building.

Photo 11 Internal view of the northern half of store block 1 looking south

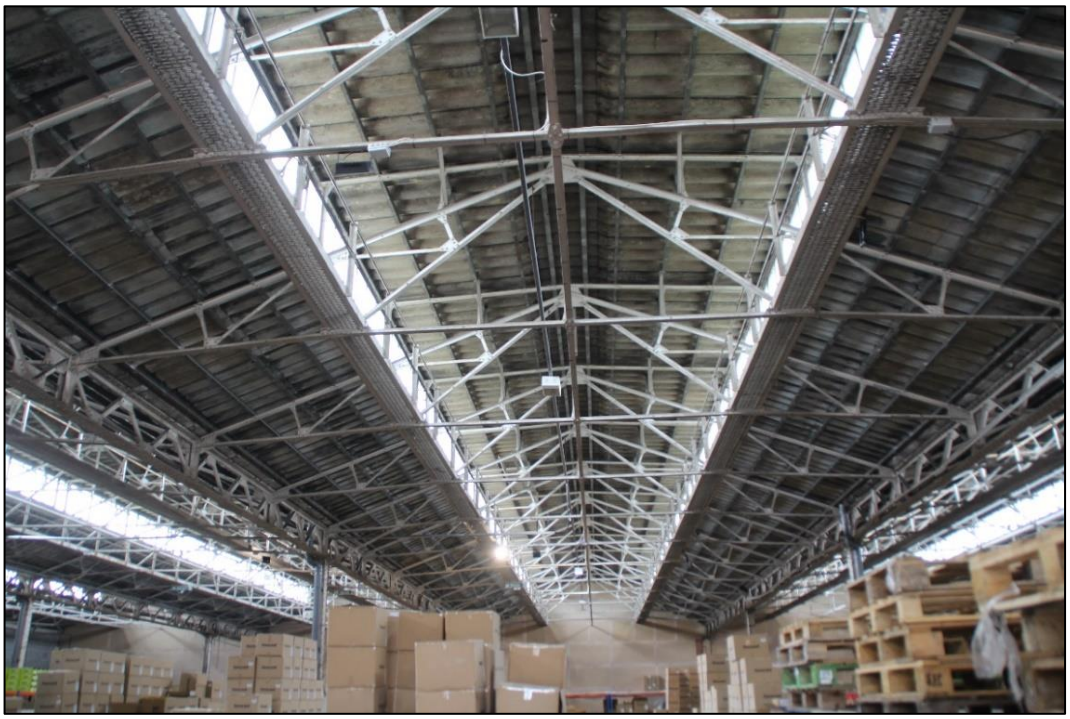

Photo 12 Internal view of the roof truss of the northern half of store block 1

Store block No.2

4.12. This Building sits in the northern part of the site. It has not been modernised in the same way as Building 1 has, and retains a large proportion of its historic fabric, albeit accompanied by some patching of openings and alteration to suit changing uses. It is also divided into two halves housing two different business users.

4.13. Externally the linear roof bays run east-west and the main 'openings' of the two halves are present on the east and west elevations (Photo 13 and 14). The wide openings which had been clad and fixed shut in Building 1 are present here as very large full height metal doors which look to operate as sliding doors which can open to a bespoke width depending on the size of vehicles being manoeuvred. The exterior appearance of the doors shows that they are formed of a metal frame structure clad in bolted sheets of steel to create a full height steel fronted door. The doors have oversailing metal eaves under which it is assumed there are slider bars.

4.14. The roof structure externally appears identical to that described in paragraphs 4.3 and 4.4 with the glazed linear clerestory flanked by sloping roofs being formed of asbestos tiles, heavily covered in moss and vegetation. These trusses have a centrally raised section to allow for clerestory lighting to either side of the apex. A row of glazing at eaves level flanks the two large sliding metal door openings and the external walls are clad in 'twin twelve' ribbed asbestos cement external sheeting fixed to steel frames with moulded metal eaves.

Photo 13 **View of the west elevation of store block 2 viewed looking north-west**

Photo 14 **View of the northern elevation of store block 2**

4.15. The side (or north/south) elevations are more irregular in appearance due to alterations over time to suit changing business needs. The south-east corner of Building 2 features brick walls forming the corner of the building as seen in Photo

15, this is unusual as it is not seen in the other store block buildings and represents a departure from the normal building typology. There is a metal multi-paned window on the south elevation, and a double timber louvred door on the eastern elevation. Internally it presents as a full height brick room with an unusual feature which will be discussed in the section dealing with the interior. The louvres on the door suggest it may have stored materials that needed ventilation or operated as a furnace room or similar.

Photo 15 **View of the south-west corner of store block 1 (unusual anomaly arrowed)**

4.16. Aside from this anomaly, the Building displays much of the usual external materials, that is a concrete plinth, corrugated metal and asbestos cladding (it appears some areas of cladding have been replaced as seen in Photo 16) with glazing under the eaves. Single full height metal 'doors' punctuate the elevation, two to each half (these were blocked in Building 1) though it is unclear how these open as they sit flush to the wall face as seen in Photo 17 and without facility to slide to one side; it may be that they operated in a manner similar to roller shutter type garage doors.

Photo 16 **View along the southern elevation of store block 2**

Photo 17 **Detail of former opening and cladding on the south elevation of store block 2**

4.17. Small areas of cladding had been removed to reveal the structure underneath as seen in Photo 18 and Photo 19, this reveals that the building envelope is identical to the typology already described, with concrete clad steel tie lattice system braced by

a metal frame and clad externally in ribbed cladding. Mixed style/type rainwater goods punctuate the elevation at intervals from the eaves height gutters.

Photo 18 **Detail of the internal void and materials on store block 2**

Photo 19 **View of broken cladding, internal fabric and under eaves glazing of store block 1**

4.18. Internally the Building is subdivided as seen in Fig.3; essentially it is divided in half and with a quarter of each half further divided on the southern side of the Building. It is not known when these subdivisions occurred though they could be original. The large sliding doors are constructed of a metal frame clad with flat panels as seen in Photo 20. Internally the panels appear to be chipboard or similar (as opposed to the metal panels of the exterior façade). Internally within the door panels a metal cross brace arrangement stabilises the overall structure. In the central door panel of each sliding door arrangement domestic scale door, a so-called 'wicket door', has been inserted alongside a small window, likely to give visibility to the doorway, which is designed to allow entry of personnel without opening the larger doors. This can be seen in Photo 21, which also illustrates how the metal frame and panel arrangement works in terms of these large doors. The door bolt and circular slider wheels were observed on one door, as seen in Photo 22.

Photo 20 View of the interior of sliding metal framed doors

Photo 21 **Internal view of the sliding metal framed doors (wicket door encircled in red)**

Photo 22 **Detail of floor bolt on sliding door of store block 2**

4.19. The general arrangement of both sides of the Building in terms of the building envelope appears to conform to the building typology, that is to say that the walls are constructed on a plinth (as these are rendered it is not possible to distinguish whether they are brick or concrete but are likely to be concrete given the extensive use of this material within the complex) with walls constructed using metal tie grids rendered in concrete and erected in panels bolted to structural steel and/or concrete piers. The wall panels which correspond with the apex of the linear roofs are braced with a metal cross structure as seen in Photo 23, presumably to add strength to the envelope at this point of taller gable walls. The flat metal doors seen externally and described in para x4.16are actually blocked internally with concrete blockwork, as seen in Photo 24, and offers no evidence as to the former operation of these potential door openings.

4.20. The internal walls appear to be built of timber studwork punctuated by the steel posts of the superstructure, and clad/panelled in a form of composite boarding material.

Photo 23 **View of a cross brace on an internal wall face on store block 2**

Photo 24 Internal view within store block 2 looking south showing a blocked opening (the reverse of the metal door seen in Photo 18)

4.21. The roof trusses and the overall roof structure appear to be identical to those seen in Building 1; with the steel latticed composition providing support to the linear roof forms with clerestory lights and supported on regularly spaced steel beams which punctuate the building floorplan. Photos 25, 26 and 27 give some wider views of the two halves of the building. In Photo 25 note the roller door that has been installed in an opening created in the original slider doors which have presumably been fixed shut. In Photo 26 note the downpipe drainage which collects water from the valley gutter of the roof structure.

Photo 25 **Internal view of eastern half of store block 1**

Photo 26 **Internal view of eastern half of store block 2, looking east to the central wall (drainpipe arrowed)**

Photo 27 Internal view of the western section of store block 2, looking east towards the central wall

4.22. In the south-eastern corner of the eastern half of the Building a small anomaly in the typology has been constructed as seen in Photo 28 and discussed in earlier paragraphs externally. This subdivided area of the Building is entered via a full height timber board door which indicates it was a secure area itself. Within the south-eastern corner structure internally it is formed of a small room to the left hand (one storey) side, and a full height room to the right-hand side, which is accessed from the exterior. Both are brick built. The internal room (Photo 29) is lit with metal barred windows with a timber panelled ceiling. It may have formed a secure workshop or rest area for this Building originally (it appears contemporary to the structure) or may have had some function related to the room next door which is full height to the ceiling and may have contained a furnace of some kind (hence the full height structure opening to the clerestory) or possibly contained some kind of hazardous substance tank such as petrol.

Photo 28 **View looking south towards the internal brick structure**

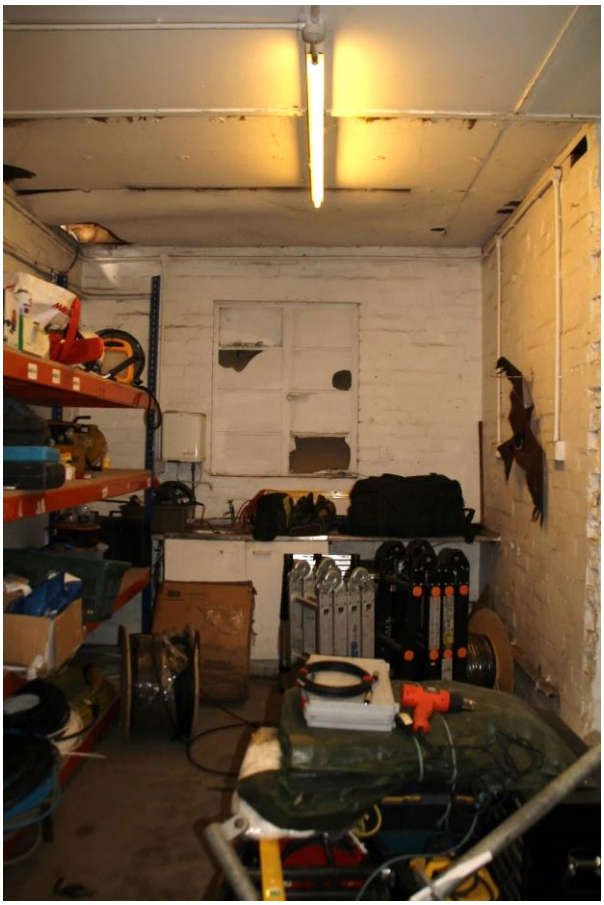

Photo 29 **Internal view of the small internal room with painted metal windows**

4.23. The full height room accessed from the exterior is difficult to interpret, based on its current appearance. It contains a circular plinth with hole and open section as seen in Photo 30, with structural bracing as seen in Photo 31. It rises to the roof as seen in Photo 32 but any machinery or equipment that was present here is no longer extant. It potentially contained a large tank for petrol or water, or alternatively may have contained a furnace or similar to allow metal repairs to be undertaken.

Photo 30 View of the circular concrete plinth in the full-height corner room of store block 2

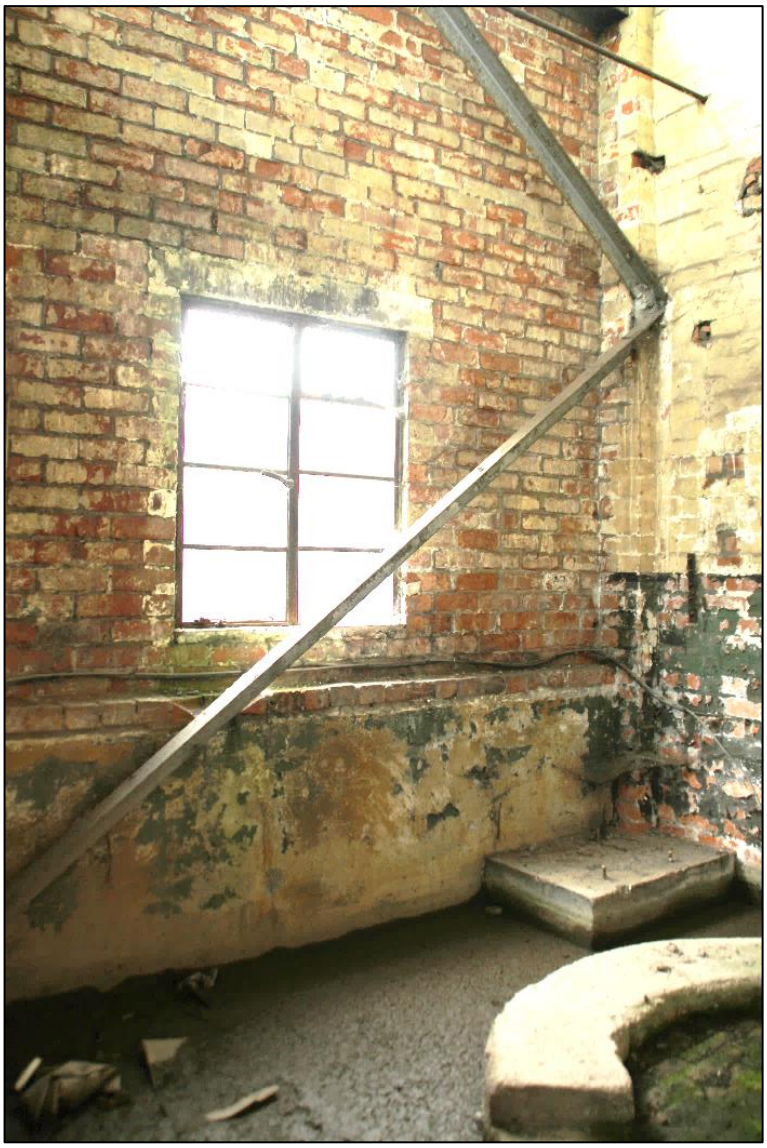

Photo 31 **View of the southern wall of the corner room with metal window of store block 2**

Photo 32 **View of structural ties in the upper parts of the corner room of store block 2**

Store Block 3

4.24. This Building is located as seen on Fig.3. In building typology it presents in exactly the same construction as the other two storage sheds. Photos 33, 34 and 35 present external views of the Building.

Photo 33 **View of the northern elevation of store block 3, image taken looking south**

Photo 34 **View of the southern elevation of store block 3**

Photo 35 **View of the eastern elevation of store block 3**

Photo 36 Detail of internal and external wall construction on store block 3

4.25. In terms of the external elevations, these follow the typology present in Building 2 (i.e. it has not been modernised with metal cladding), in that it is formed of a steel framed building with concrete rendered metal tie walling, clad in ribbed corrugated asbestos interspersed with metal door openings. The roof structure is also identical both Buildings 1 and 2. Photo 36 shows a detail inside the external cladding illustrating the steel frame with poured concrete render on a mesh panel.

4.26. This building is the only one examined that utilises the original sliding doors as seen in Photos 37 and 38, which illustrates the sliding mechanism. On the side (east and west) elevations, two of the single full height doors are in use, though they appear to have been altered to include roller shutters as seen in Photo 39.

Photo 37 **View of the sliding doors in use on store block 3, southern elevation**

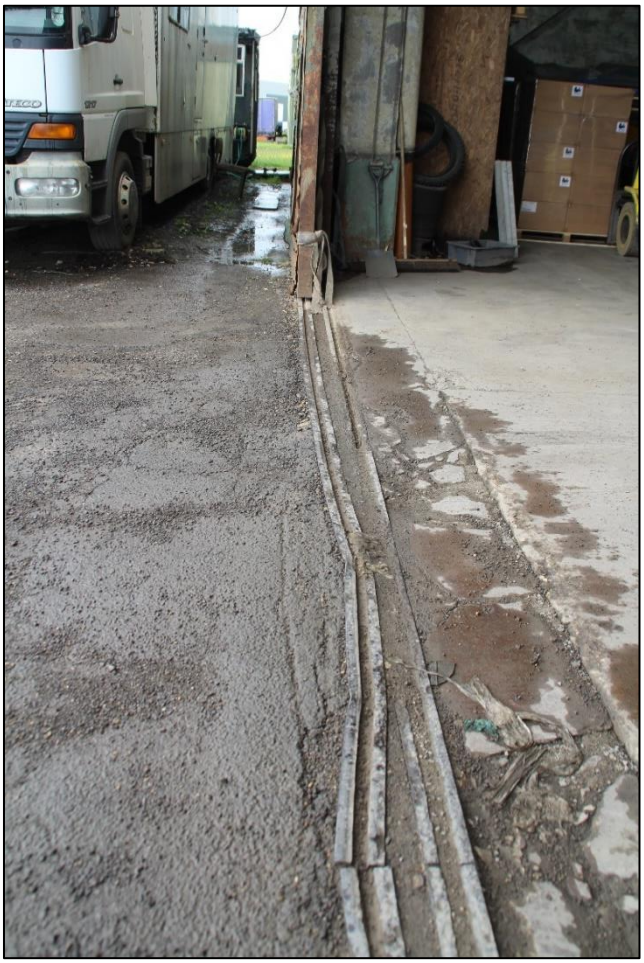

Photo 38 **View of the sliders of the doors to store block 3**

Photo 39 **View of a side door (western) in use on store block 3**

4.27. Internally the Building is open front to back, but has been subdivided on its eastern side as sketched in Fig.3. In internal detailing and roof truss, it is identical to Building 2, except for the internal subdivision which appears to be later and entirely functional due its utilitarian concrete blockwork finish. As with the other Buildings, the side elevation openings (eastern and northern have been blocked, where they are not in use as described above) Photos 40 - 42 give views of the interior of the main part of the Building. Photo 43 illustrates an original single full height 'side door', with its pair clearly removed and shutter installed in its place. Photo 44 illustrates the detail of a wicket door, with metal framing and barring.

Photo 40 **Internal view of store block 3 looking north**

Photo 41 **Internal view of store block 3 looking north**

Photo 42 **Internal view of store block 3 looking north in the eastern section**

Photo 43 **Internal view of metal side door of store block 3 (eastern side)**

Photo 44 **Internal view of barred wicket door in store block 3**

Building 4 – Blister Hangar

4.28. Building 4 is a 'blister hangar' which is an arched portable aircraft hangar designed by G Dawbam in 1939. They were designed to be temporary, but many have survived having been constructed with foundations and robust materials (www.abct.org.uk). It is not clear what use this hangar may had had, but given its size it may have been used to store smaller equipment or cars. As it was constructed of brick it potentially may have stored items that needed more security in terms of the building envelope. There are records of other blister hangars on the other sites of RAF Quedgeley, though these have now been demolished (Airfield Research Group).

4.29. The Building is essentially an arch constructed of brick to the east and west elevations (Photo 45). Eight regularly spaced brick piers act as buttresses to the internal frame. There is a rolling shutter door between the central piers, with a domestic scale door adjacent. It is roofed in corrugated sheeting, likely asbestos, illustrated in Photo 46. A row of glazed roof lights lies on the southern and northern side of the roofscape to provide natural light.

4.30. Internally it is a simple concrete floored open space and the structure is formed of curved steel roof ribs formed of latticed beams supporting lateral steel beams which correspond with the external buttressing piers as seen in Photo 47 and 48. A partially bricked up window is extant in the western elevation as seen in Photo 48.

Photo 45 **View of the front (eastern) elevation of the blister hangar**

Photo 46 **View of the blister hangar looking south-west**

Photo 47 **Internal view of the roof structure of the blister hangar**

Photo 48 **Internal view of the blister hangar looking south-west**

Building 5 – Central Heating Station

4.31. This Building lies on the western fringes of the site as seen in Fig.3. The research undertaken by the Airfield Research Group has identified a very similar, if not identical building within the HQ site located *c.*2km north of the Site No.6. This contains useful information with which to interpret the relatively bare remains of this Building. The Central Heating Station (or CHS) was provided to supply a steam heating service to the buildings within the site that were connected to the local or district heating system. It consisted of brick-built building comprising a boiler room with an adjacent pump room and an external yard forming the fuel bunker compound.

4.32. The No.6 CHS has been altered a little, most notably with the removal of what would have been a quite striking boiler chimney executed in red brick. Externally the Building is as seen in Photo 49. The compound walls are present in the southern side (arrowed in Photo 49, with the pump room adjacent and then the almost square shaped boiler room. The compound has been altered and now houses two lean-to structures associated with modern tenancy, as seen in Photo 50.

Photo 49 **External view of the eastern elevation of the Central Heating Station with fuel tank storage compound arrowed**

Photo 50 **View of the former fuel tank storage compound**

4.33. The western elevation shows the building in close range as a flat roofed, two section structure built in brick in a Flemish bond. To the boiler room there is a double door with a concrete overhanging lintel. Three multi-pane metal windows sit at a high level, the pump house has a similar double door with lintel, and with

window above, though the casement is missing. The door to the pump room appears to be a later addition given the evidence of new brick jambs. There is a change in topography between the boiler and pump room, which appears to have been constructed with a sunken ground floor. There is a sloping path down to the door of the boiler room, flanked by low brick walls, as seen in Photo 51.

Photo 51 **View of the western elevation of the CHS with entrances**

4.34. Internally the boiler room is a large open plan room with a brick mezzanine housing a modern cement blockwork 'cabin'. Two coal chutes are seen to either side of the room (arrowed in Photo 52 and seen in detail in 53). The ceiling is formed of concrete beams and the floor retains remnants of quarry tiles in some areas. Remains of historic equipment is extant on walls as seen in Photo 54. This room would have housed three coal-fired boilers which were converted later in the century to oil-fired boilers utilising fuel tanks housed in the compound (AFRG 2004).

Photo 52 **The interior of the CHS main boiler room with early coal chutes arrowed**

Photo 53 **View of the metal door of the coal chute**

Photo 54 **View of remains of heating control equipment**

4.35. The pump room is a similar, now plain rectangular brick room with a flat concrete beam roof as seen in Photo 55. It is reached via concrete slope within the boiler room as seen in Photo 56.

Photo 55 **View of the pump room looking east**

Photo 56 **View of the sloped access between the main boiler and pump rooms**

Building 6 – Repair Bay

4.36. This Building is now a car repair workshop, and access to the interior was impeded by a large amount of equipment. Originally it was a repair garage of three bays, as seen in a similar building at the HQ site and recorded by the Airfield Research Group who described them as being designed by M Binge, the Air Ministry Architect, in Neo-Georgian styling.

4.37. It is a square building built in brick (Dutch Bond) with a truncated pyramid hip roof with short pediment (Photos 57 and 58). The front (southern) elevation has a distinctive three bay opening as seen in Photo 59 below, with each tall opening flanked by what appear to be concrete columns supporting a full span concrete

lintel. The openings now have roller shutters in place of original timber folding and sliding doors (AFRG 2004) and is clearly where vehicles access the building.

4.38. The rear (north) elevation features three full height linear windows of at least 12 panes as seen in Photo 63, these would have given much natural light to the interior spaces. The west elevation has a small one storey attached structure, as seen in Photo 58, this appears internally to have been an ante room possibly used by on-duty foreman as an office and/or for storage of equipment etc. A brick one storey flat roof structure is also extant on the eastern elevation though it was inaccessible and subject to alteration and addition obscuring its proportions. This could well have stored equipment and/or also been a rest room. A modern prefab building abuts this building on its eastern side as seen in Photo 57.

Photo 57 **View of the front (south) elevation of the repair garage**

Photo 58 **View of the west elevation of the repair garage**

Photo 59 **Close view of the vehicle openings to the main south elevation of the repair garage**

4.39. Internally the Building has seen some change, and is also very full of equipment related to its current use, which impeded views of the internal structure. A first-floor mezzanine constructed in timber has been added, and it appears that the roof space has been boarded out as part oft this conversion. Photo 60 shows part of the

newer timber work leading to the first-floor mezzanine. This structure is supported by concrete blockwork pillars, but they also appear to form support for the original roof truss at full height. Photo 62 gives a view across the building in an east-west orientation showing how full the interior space is which impeded proper internal inspection. An area of metal floor within each bay suggests the presence of repair pits (now unused) as seen in Photo 61.

Photo 60 **Timber staircase to the first-floor mezzanine, likely a later addition**

Photo 61 **Metal coverings to probable former repair pits**

Photo 62 **View of concrete supporting pillar**

62A View across interior space from west to east

Photo 63 View of the rear (north) of the repair garage

Building 7 – Warden's Building/Guardroom

4.40. This is essentially the guardroom to the site, being located close to the eastern gates on Haresfield Lane. Its typology matches those seen on other RAF Quedgeley sites as detailed by the Airfield Research Group and designed in a coherent Neo-Georgian style by the Air Ministry architect M Binge.

4.41. It is a largely rectangular plan building with two small outshots to its northern façade, one being a standalone room and the other a small-enclosed yard as seen and described in Photo 65. It is constructed of a single skin brick envelope with a hipped roof formed of steel trusses with timber rafters and clay tiles. The main part of the front (southern) elevation sits back from the roofline to form a veranda supported on four plain circular columns. The veranda has three doors accessing the internal spaces, the easternmost one is formed within a corner shopfront style glazed arrangement, which clearly is where the guard/warden's room was located with views of the gate area.

4.42. The timber windows are original 8 pane sliding sashes with horns, timber surrounds and a concrete sill and the doors are original with four recessed panels and rectangular light over. The west elevation has two shorter 6 pane timber windows with a timber plank door, and the chimney sits on this side on the north facing roof slope as seen in Photo 66. The east elevation features the return corner of the 'shopfront' window, and two long 4 pane window. A northern facing room has been added here, as seen in Photo 69 though it appears contemporary with the Building as there is no obvious joint in the brick masonry, and a there is a small continuous plinth. This is a flat roof single roomed building which is now empty bar some remnant electrical equipment (Photo 70), which suggests it may have had a function related to the electricity supply of either the building or the wider site such as a substation.

Photo 64 **View of the front elevation of the Warden's building looking north**

Photo 65 **View of the rear of the Warden's Building showing the two outshot, the right being a small rear yard**

Photo 66 **View of the western elevation of the Warden's building showing the small rear yard**

Photo 67 **View of the front (south) elevation of the Warden's building**

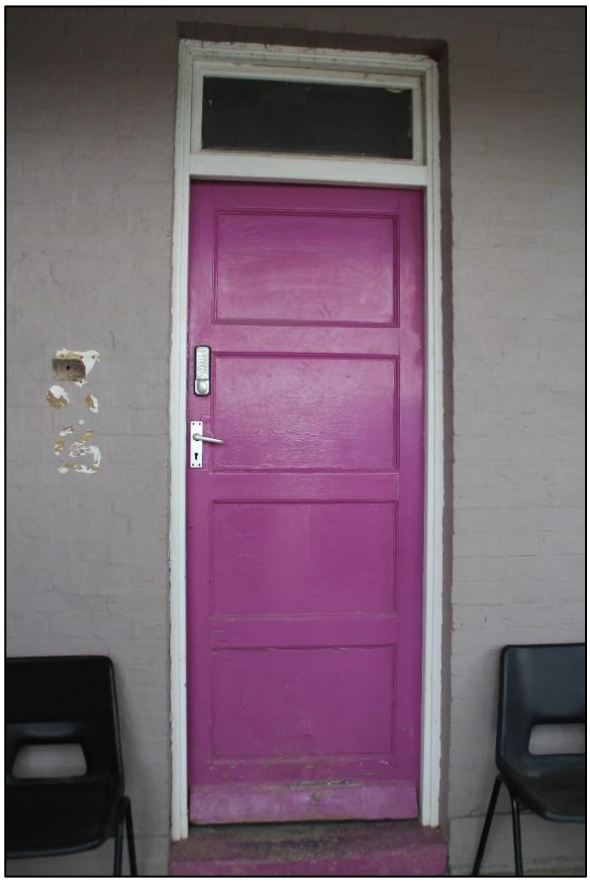

Photo 68 **Detail of a panelled timber door, Warden's building**

Photo 69 **View of the eastern elevation of the Warden's building, incorporating the electrical room to the rear**

Photo 70 View of remains of electrical circuit board, Warden's Building

4.43. Internally the Building is arranged on a corridor plan, with a long rectangular room located on the eastern full-length wing. A corridor entered from that wing (or the veranda) has four panelled timber doors on its northern side accessing four small rooms and leading to the corner 'shop front' warden's room at its end. Only one side room was accessible at the site visit, and it was a lavatory and shower. It is possible these rooms were accommodation for wardens who needed to be on site 24 hours a day. It is believed by the current manager of the site that the building housed 'prisoners' when needed also, so one of these rooms could have been taken over as a temporary cell.

4.44. The internal and external detailing of this Building is well-finished, with a high dado plaster rail and good quality timber joinery, denoting its status as a place where visitors to the site would have been received and where the first introduction to the site was given

4.45. The eastern room is now a kitchen, though it is possible it had an original similar use as a sort of rest or common room for wardens, given that it has a fireplace where a range or stove was probably located. It also features good quality detailing as seen in Photo 72. A plank door on the western side of north part of the room leads out to the small, enclosed yard described above, this shows the remnants of a coal storage bunker.

Photo 71 **View of the internal spine corridor of the Warden's building with the reception area at the far end with a stable door arrangement**

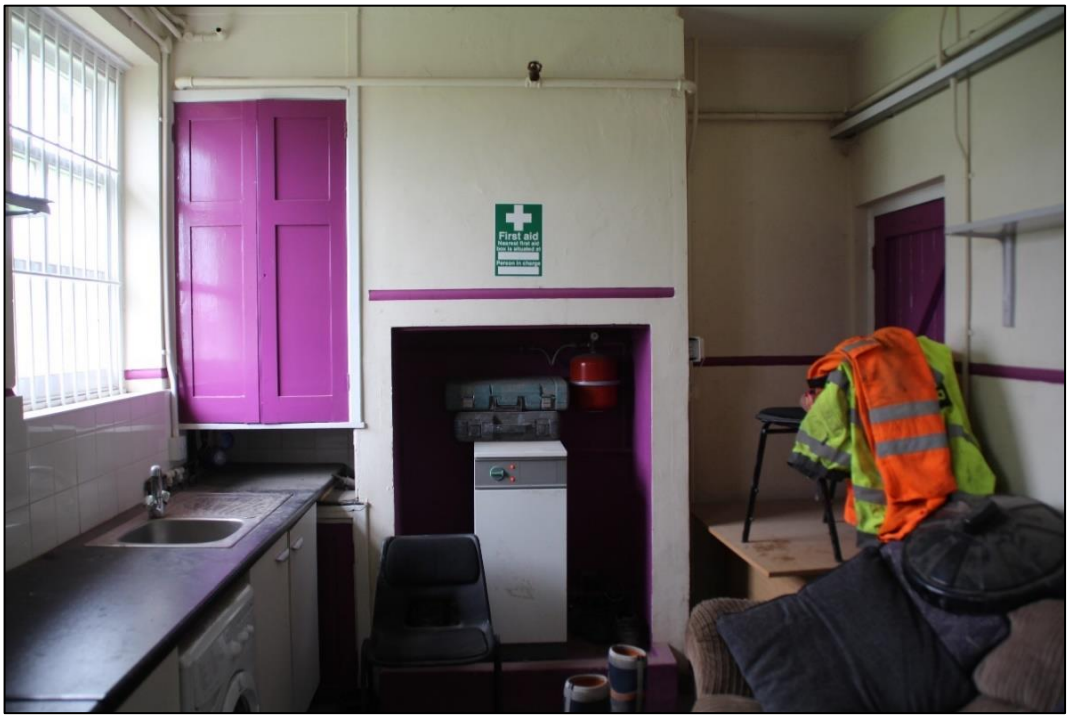

Photo 72 **View of the kitchen area of the Warden's building**

Building 8 – the Canteen

4.46. Each site at RAF Quedgeley had a canteen, and the typology of this Building at No.6 Site closely follows that of that seen in Site 1. It has an original T-shaped plan form with an 8-bay front (western) elevation featuring a main entrance door. It is built of brick walls supporting steel framed trusses with a tiled hipped roof with the roof over the leg of the 'T' cutting the roof at right angles. The entrance elevation as seen in Photo 73 has eight uPVC (i.e. non-original) windows with a formal entrance formed of full height double, five panelled doors flanked by attached moulded columns as seen in Photo 73.

4.47. The northern elevation found in Photo 74 has three pane windows to the wing elevation, with six windows to the rear leg of the 'T'. Two of these appear to be new uPVC inserts, while the others are original eight pane sashes with thick timber frames. Similarly on the rear elevation the windows are original eight pane, however those on the return eastern side are uPVC as seen in Photo 75. As also seen in Photo 75 is that the building has been extended with a modern portacabin style arrangement, this is further illustrated in Photo 76 of the eastern elevation.

Photo 73 **Front (western) elevation of the canteen building**

Photo 74 **View of the north elevation of the canteen**

Photo 75 **View of the rear (eastern) elevation of the canteen**

Photo 76 **View of the southern elevation of the canteen**

Photo 77 **View of the full height main door of the canteen building with moulded pillars**

4.48. Internally the Building's plan form comprises of large rooms off two corridors running along the T plan. Two rooms which are now offices are now accessed of the main entrance corridor running east-west. A transverse (north/south) corridor then accesses rooms at the end of each T wing (Photo 78). The main corridor extends to a large room with the leg of the T (or rear of the Building due to the east), extending off this room to the south is the portacabins seen externally.

4.49. It is not clear where the original canteen would have been located, but likely in the rear room, with the kitchens/pantry etc found in two small rooms flanking the rear corridor. At the HQ site there was also an officers/supervisor's canteen in the same building, therefore one of the front elevation (west) rooms flanking the entrance corridor could have been a separate dining room for higher ranking personnel. Of

course, areas of this building may have been offices or have had other functions as required.

4.50. The Building has been converted to offices, so there are no remnants of its earlier use, however the same attention to detailing as seen in the other non-storage buildings is seen here, such as the good quality timber four panelled doors with timber architrave, and the multi-pane timber sash windows with horns (Photo 81), some barred, presumably to keep the contents of the room – probably a dry food storage - secure.

Photo 78 **View of internal corridor crossing the main arm of the T plan**

Photo 79 **View of a former canteen room now office room, located at the front (west) of the building**

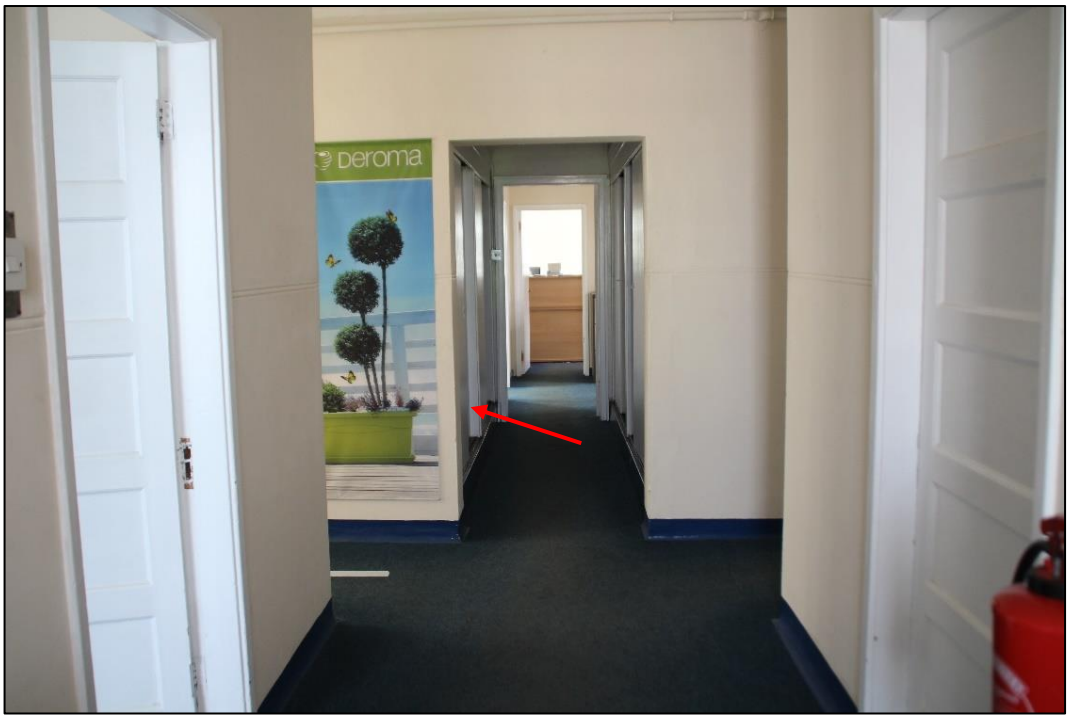

Photo 80 **View from the main door to the rear of the building where the canteen may have been located with possible kitchen arrowed**

Photo 81 **Detail of original timber window with bars on the canteen kitchen**

Building 9 – The Toilet block

4.51. The toilet blocks, of which there are two on the site, are small brick-built buildings with pitched tiled roofs and high small high-level windows as seen in Photo 82. There is a Ladies and Gents door located on opposing corners of the Building accessing the divided sections. Internally the doors (Photo 83) are identical to those seen in the Warden's office and canteen, whilst the high-level windows are frosted Critall style (Photo 84). Sanitary ware appears to be original with high level cisterns and typical 1930's detailing (Photo 85).

Photo 82 **View of Building 9, toilet block, image taken looking south-west**

Photo 83 **Detail of panelled door to cubicle in Ladies toilet**

Photo 84 **Detail of high-level metal windows in Ladies toilet**

Photo 85 **Detail of sink in Ladies toilet**

5. CONCLUSIONS

5.1. This report presents the results of a Level 2 Building Recording of the historic Buildings of No.6 Motor Transport Site, RAF Quedgeley. This recording is conditioned as part of planning permission 19/2744/VAR (Outline ref 16/1724/OUT) of which Condition 19 requires a Level 2 record of the Buildings to be produced and archived in order to preserve the Buildings by record The Buildings, which are currently used as business premises, are to be demolished to make way for the proposed development which comprises the construction of a complex of large contemporary storage and industrial buildings to be known as St Modwen Park, Gloucester.

5.2. The Buildings comprise functional and operational structures associated with the expansion of RAF storage capacity in the late 1930's. They were built during this period to support the overall capacity of RAF Quedgeley, which was an 8-site storage facility known as a Maintenance Unit, one of several located nationally supporting the operational flying units across the country. Site No.6 was concerned with the storage, repair and alteration of many hundreds of motor vehicles of different types for deployment both in the UK and abroad. It comprises three large store blocks or hangars, a central heating station, a blister hangar, repair garage, staff canteen, staff toilet blocks and warden's building.

5.3. The structures provide evidential and historic information on the operation of an RAF vehicle storage and maintenance site from a significant period of national history. In their fabric, structures and spatial layout, the Buildings still speak of their past uses, despite alteration and conversion, and form a legible historic group. This record will preserve the historic and evidential information inherent in the Buildings for ongoing interpretation.

5.4. This recording will be archived in due course as per the details outlined in the WSI which is found in Appendix 1 of this report for information.

6. REFERENCES

Cotswold Archaeology 2015 *Heritage Desk-Based Assessment*

Cotswold Archaeology 2019 *Historic Building Recording (Phase 1) No.8 Motor Transport Site* (Appendix 2)

Historic England 2008 *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment*

Historic England 2016 *Understanding Historic Buildings: A Guide to Good Recording Practice*

Historic England 2016a *Historic Military Aviation Sites*

Ministry of Housing, Communities and Local Government 2019 *National Planning Policy Framework (NPPF)*; published February 2019

Planning (Listed Buildings and Conservation Areas) Act 1990 Act of UK Parliament

Online source

https://www.yumpu.com/en/document/read/11962069/raf-quedgeley-the-airfield-research-group

https://www.abct.org.uk/airfield-buildings/hangar-types/

https://www.forces-war-records.co.uk/units/4515/raf-quedgeley

APPENDIX 1: WRITTEN SCHEME OF INVESTIGATION

Cotswold Archaeology

Land at Quedgeley East Gloucestershire

Written Scheme of Investigation for a Programme of Historic Building Recording

for
Turley Associates Ltd

on behalf of
St. Modwen Ltd

CA Project: 6786

October 2018

Andover Cirencester Exeter Milton Keynes

Land at Quedgeley East
Gloucestershire

Written Scheme of Investigation for a Programme of Historic Building Recording

CA Project: 6786

Document Control Grid						
Revision	Date	Author	Checked by	Status	Reasons for revision	Approved by
A	29 November 2018	Peter Davenport				Cliff Bateman
B	14 December 2018	Peter Davenport				Cliff Bateman

CONTENTS

1. INTRODUCTION

1.1 This document sets out details of a *Written Scheme of Investigation* (WSI) by Cotswold Archaeology (CA) for a programme of historic building recording at Quedgeley East, Gloucestershire (centred at NGR: 80479 11095) at the request of Turley Associates Ltd on behalf of St. Modwen Ltd.

1.2 An outline planning application for the development of a business park, associated access and the demolition of existing structures at the site has been submitted to Stroud District Council (SDC ref: S.16/1724/OUT). Charles Parry, Archaeologist, Gloucestershire County Council, the archaeological advisor to SDC, has recommended that a programme of historic building recording is undertaken at the site prior to redevelopment. This document sets out the methodology for the historic building recording component only; a separate WSI has been prepared for the archaeological excavation.

1.3 This WSI has been guided in its composition by the Chartered Institute for Archaeologists' *Standard and guidance for the archaeological investigation and recording of standing buildings or structures* (CIfA 2014), the *Management of Research Projects in the Historic Environment (MORPHE): Project Manager's Guide* (Historic England 2015) and any other relevant standards or guidance contained within Appendix B.

The site

1.4 The proposed development area is approximately 14ha in extent and comprises agricultural fields in the south and west and a former RAF station, now utilised as a business park, in the north-east. The site is bounded to the south by Stonehouse Road, to the west by the M5, to the north-east by Haresfield Lane and to the east by agricultural land. It lies at approximately 25m AOD on flat ground.

1.5 The underlying bedrock geology of the area is mapped as Blue Lias Formation and Charmouth Mudstone of the Jurassic and Triassic Periods (BGS 2018). No superficial deposits are recorded (*ibid*.).

2. ARCHAEOLOGICAL BACKGROUND

2.1 The proposed development area has been subject to a Heritage Assessment (CA 2016a), geophysical survey (PCG 2016) a partial trial-trench evaluation in 1992 Catchpole 1992) and a further evaluation in 2016 (CA 2016b).

2.2 The RAF Store located in the north of the Site is No. 6 Motor Transport Site, and is one of eight sites which together formed No. 7 Maintenance Unit RAF Quedgeley, which served as a huge store for the RAF, and opened in April 1939 (CA 2016a).

2.3 RAF Quedgeley did not serve as an operational flying unit, but stored aircraft parts, uniforms, paints, ground equipment, parachutes, armaments, weapons and medical supplies (Berryman, 2005). RAF Quedgeley was built during the final phase of the RAF Expansion Scheme and the overall No. 7 Maintenance Unit covered an extensive area. It was constructed during a period of major changes in response to changes in warfare; in particular, the rise of air power and the creation of the infrastructure to support it (English Heritage, 2013). By mid-1939 the construction of new airfields, buildings and storage and maintenance depots such as RAF Quedgeley cost more than three times the value of the entire RAF in 1934 (Royal Air Force, nd).

2.4 RAF Quedgeley was decommissioned in February 1995, but many of the former buildings of No. 6 Motor Transport Site are still present within the Site, including former storage sheds, administrative buildings and other storage and ancillary buildings. Three of the four large storage sheds survive; the easternmost range has been demolished and a gated storage yard now occupies this area. The westernmost storage shed appears to be much newer than the remaining two (CA 2016a).

3. AIMS AND OBJECTIVES

3.1 The objectives of the historic building record are to:

- Provide a record of the buildings that will be damaged or destroyed by the development in mitigation of the loss of information inherent in them
- To understand the structural history of the buildings and their original functions

3.2 The specific aims of the work are to:

- Create a full Level 2 record of the remaining buildings on site (HE 2016)

3.3 Research aims identified from the South West Archaeological Research Framework include:

- Research Aim 64: Improve our understanding of the less-researched areas of Post-Medieval to Modern defence and warfare – specifically section b that states 'particular areas in urgent need of study are logistics (depots, dumps, repair and transport facilities)'

4. METHODOLOGY

4.1 The programme of archaeological work comprises two components, archaeological excavation of the proposed development area, and the recording of historic buildings associated with RAF Quedgeley. The methodology for the historic building recording is set out below:

Building Recording

Drawn record

4.2 The drawn record will include measured floor plans. Elevational information will be recorded photographically.

4.3 The plans will indicate the form and location of any structural features and/or detail of historic significance, including any evidence for fixtures (i.e. former fixtures or fittings). Detailed 'scrap' drawings of important or informative details will be made where photographs do not convey adequate information, as needed. A site plan (at 1:500 r 1:1,250) relating to the building will also be included.

Photographic record

4.4 The photographic record will include general views of the buildings, shots of their external appearance and the overall appearance of principal spaces and functional areas. Specific architectural details that relate to date, alteration or function will be subject to more detailed photographic recording.

4.5 The photographic survey will comprise digital images of the structures and will be created in compliance with Historic England guidance. All record photographs will be taken using a Digital Single Lens Reflex (DSLR) camera with a sensor of a minimum

of 12 megapixels. Lenses will be chosen to reflect the requirements of the particular features being recorded. A compact digital camera may be used for more general shots or working shots.

4.6 Images will be saved in RAW or TIFF format. At the current time, TIFF formatting is regarded as the best format for archiving although advice will be taken from the archive depository (see below) prior to completion of the project. Some files may be converted to JPEG format for use in the report, but the original versions will be maintained in the project archive. Appropriate levels of metadata will be maintained and included in the digital archive following the approach set out by Historic England (2016).

4.7 Appropriate scales will be used in most photographs. However, where needed (i.e. where the scale may obscure detail or for shots that may be used in publications), photographs without scales will also be taken.

5. STAFF AND TIMETABLE

5.1 This project will be under the management of Cliff Bateman MCIfA, Project Manager, CA.

5.2 The staffing structure will be organised thus: the Project Manager will direct the overall conduct of the evaluation as required during the period of fieldwork. Day to day responsibility however will rest with the Project Leader who will be on-site throughout the project.

5.3 It is currently anticipated that two small ancillary structures will be archaeologically recorded prior to their demolition in advance of Phase 1 development in early 2019. The remaining, and largest element of building recording will be undertaken within structures that area currently occupied (and will remain so until at least the Phase 3 development (potentially in 2020 or 2021). The building recording for these elements will be undertaken once the buildings have been vacated, thereby allowing full interior access.

5.4 The field team during the excavation will consist of a maximum of 2 staff (1 Buildings Consultant and an assistant). It is envisaged that the project will require approximately 5 days fieldwork. A report on the recording works will be completed

and made available to the archaeological advisor to SDC within three months of the completion of the on-site recording work (see section 5.3 above).

6. POST-FIELDWORK ARCHIVING AND REPORTING

6.1 Following completion of fieldwork, all the data taken on site will be archived and drawings prepared showing the extent and character, date and structural history of the buildings studied.

6.2 The written account will include the location of the buildings; any designations; the date and circumstances of the record and name of the recorded; an account of the building's form, function, date and development sequence; the names of the architects, builders, owners etc. will be included, where known.

6.3 The written account will also identify any areas of the building that may require monitoring during demolition to record areas suspected to be of significance but not visible at the time of recording.

6.4 Copies of the report will be distributed to the Client or their Representative and to the Gloucester County Council Archaeological officer, Mr Charles Parry for approval. Thereafter, copies of the approved report will be issued to the Client, Charles Parry and the local Historic Environment Record (HER). Reports will be issued in digital format (PDF/PDFA as appropriate) except where hard copies have been specifically requested.

6.5 A summary report will also be published in the relevant county journal and a summary of information from the project will also be entered onto the OASIS online database of archaeological projects in Britain, including the upload of a digital (PDF) copy of the final report, which will appear on the Archaeology Data Service (ADS) website once the OASIS record has been verified.

Public dissemination

6.7 In addition to the ADS website, a digital (PDF) copy of the final report will also be made available for public viewing via Cotswold Archaeology's *Archaeological Reports Online* web page, generally within 12 months of completion of the project (http://reports.cotswoldarchaeology.co.uk/).

Archive preparation and deposition

6.8 An ordered, indexed, and internally consistent site archive will be prepared and deposited in accordance with *Archaeological Archives: A Guide to Best Practice in Creation, Compilation, Transfer and Curation* (Archaeological Archives Forum 2007).

6.9 CA will make arrangements with Museum in the Park, Stroud for the deposition of the site archive. Museum in the Park, Stroud will be consulted at this stage concerning their requirements and notified in advance of the expected time limits for deposition of the archive.

7. HEALTH, SAFETY AND ENVIRONMENT

7.1 CA will conduct all works in accordance with the Health and Safety at Work Act 1974 and all subsequent Health and Safety legislation, CA Health and Safety and Environmental policies and the CA Safety, Health and Environmental Management System (SHE), as well as any Principal Contractor's policies or procedures.

8. INSURANCES

8.1 CA holds Public Liability Insurance to a limit of £10,000,000 and Professional Indemnity Insurance to a limit of £10,000,000.

9. MONITORING

9.1 Notification of the start of site works will be made to the archaeological advisor to SDC so that there will be opportunities to visit the site and check on the quality and progress of the work.

10. QUALITY ASSURANCE

10.1 CA is a Registered Organisation (RO) with the Chartered Institute for Archaeologists (RO Ref. No. 8). As a RO, CA endorses the *Code of Conduct* (CIfA 2014) and the *Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology* (CIfA 2014). All CA Project Managers and Project Officers hold either full Member or Associate status within the CIfA.

10.2 CA operates an internal quality assurance system in the following manner. Projects are overseen by a Project Manager who is responsible for the quality of the project. The Project Manager reports to the Chief Executive who bears ultimate responsibility for the conduct of all CA operations. Matters of policy and corporate strategy are determined by the Board of Directors, and in cases of dispute recourse may be made to the Chairman of the Board.

11. PUBLIC ENGAGEMENT, PARTICIPATION AND BENEFIT

11.1 It is not envisaged that this project will afford opportunities for public engagement or participation during the course of the fieldwork. However, the results will be made publicly available on the ADS and Cotswold Archaeology websites, as set out in Section 6 above, in due course.

12. STAFF TRAINING AND CPD

12.1 CA has a fully documented mandatory Performance Management system for all staff which reviews personal performance, identifies areas for improvement, sets targets and ensures the provision of appropriate training within CA's adopted training policy. In addition, CA has developed an award-winning Career Development Programme for its staff, which ensures a consistent and high quality approach to the development of appropriate skills.

12.2 As part of the company's requirement for Continuing Professional Development, all members of staff are also required to maintain a Personal Development Plan and an associated log which is reviewed within the Performance Management system. All staff are subject to probationary periods on appointment, with monthly review; for site-based staff additional monthly Employee Performance Evaluations measure and record skills and identify training needs.

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APPENDIX A: COTSWOLD ARCHAEOLOGY SPECIALISTS

Ceramic Building Material	Ed McSloy MCIFA (CA) Dr Peter Warry PhD (freelance)

APPENDIX B: ARCHAEOLOGICAL STANDARDS AND GUIDELINES

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APPENDIX 2: 2019 PHASE 1 REPORT

Cotswold Archaeology

Land at East Quedgeley Gloucestershire (No 6 Motor Transport Site)

Historic Building Recording

Report prepared *for:*
Turley Associates

On behalf of
St Modwen Limited

CA Project: 6876

March 2019

Andover Cirencester Exeter Milton Keynes

Land at East Quedgeley
Gloucestershire (No 6 Motor Transport Site)

Historic Building Record

CA Project: 6786

prepared by	Peter Davenport, Senior Built Heritage Consultant
date	March 2019
checked by	Cliff Bateman, Senior Project Manager
date	March 2019
Peer reviewed by	Richard Morton, Principal Heritage Consultant
signed	
date	March 2019
issue	**1**

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CONTENTS

ILLUSTRATIONS

1. INTRODUCTION

1.1. In December 2018, Cotswold Archaeology was commissioned by Turley Associates Ltd on behalf of St. Modwen Ltd, to undertake a programme of historic building recording at the former No. 6 Motor Transport Site, part of the larger No. 7 Maintenance Unit, RAF Quedgeley, Gloucestershire (NGR: 380633 11252; Fig. 1).

1.2. The programme of work is to mitigate the loss of the heritage significance through demolition of three small ancillary units dating to the RAF expansion scheme of 1938-41.

Objectives and professional standards

1.3. Cotswold Archaeology is a Registered Organisation with the Chartered Institute for Archaeologists (CIfA). This report has been prepared in accordance with the 'Standard and guidance for the archaeological investigation and recording of standing buildings or structures' CIfA (2014).

1.4. The character and date of the buildings are discussed but the main output of the report are the measured ground plans and the photographs..

1.5. The works carried out are equivalent to a Level 2 survey as defined within the publication 'Understanding Historic Buildings: A guide to Good Recording Practice' issued by Historic England (2016).

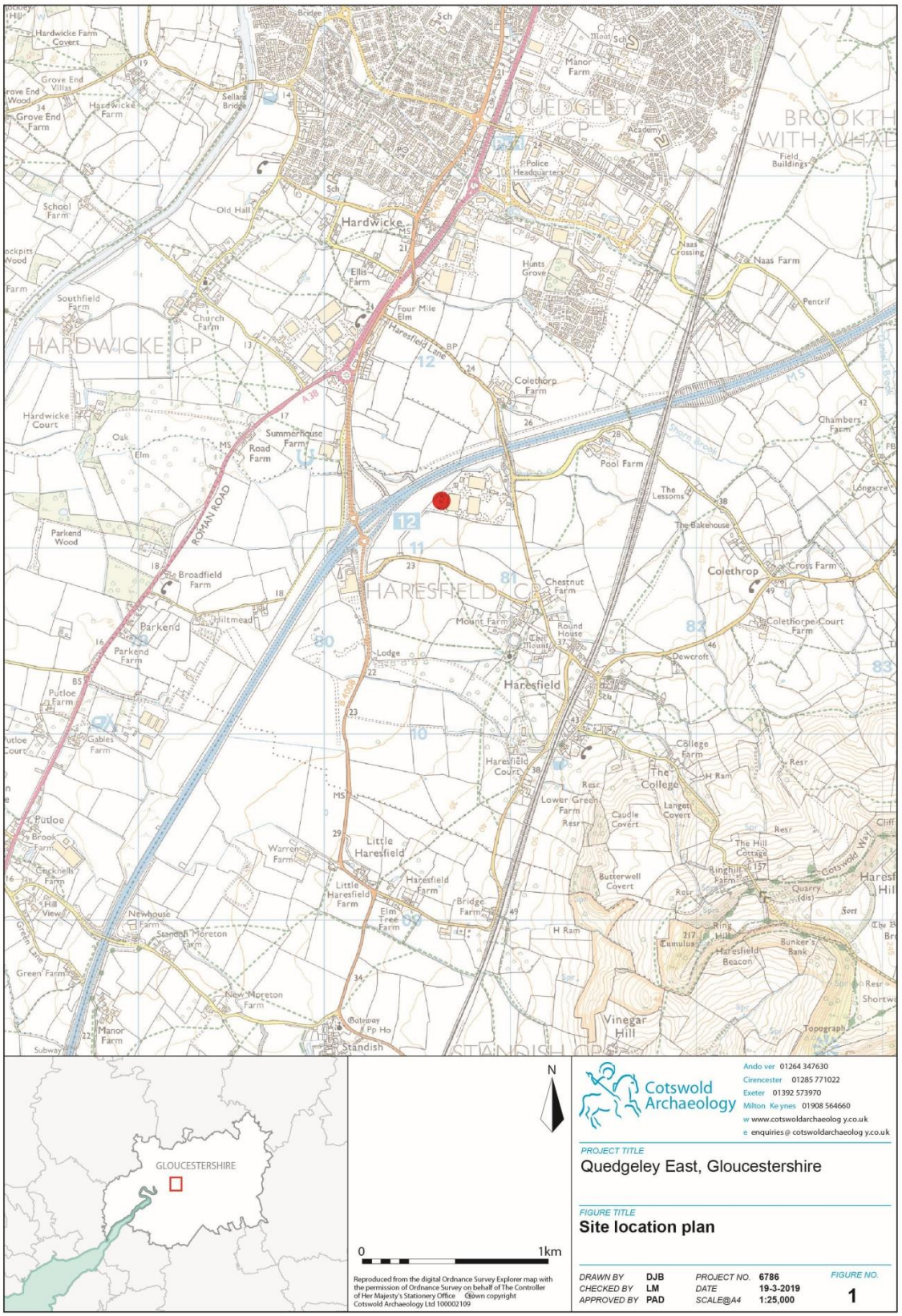
Statute, policy and guidance context

1.6. This assessment has been undertaken within the key statute, policy and guidance context presented within the table overleaf (Table 1.1). The applicable provisions contained within these statute, policy and guidance documents are referred to, and discussed, as relevant, throughout the text.

Statute	Description
Ancient Monuments and Archaeological Areas Act (1979)	Act of Parliament providing for the maintenance of a schedule of archaeological remains of the highest significance, affording them statutory protection.
Planning (Listed Buildings and Conservation Areas) Act (1990)	Act of Parliament placing a duty upon the Local Planning Authority (or, as the case may be, the Secretary of State) to afford due consideration to the preservation of Listed buildings and their settings (under Section 66(1)), and Conservation Areas (under Section 72(2)), in determining planning applications.
National Heritage Act 1983 (amended 2002)	One of four Acts of Parliament providing for the protection and management of the historic environment, including the establishment of the Historic Monuments & Buildings Commission, now Historic England.

Statute	Description
Conservation Principles (Historic England 2008)	Guidance for assessing heritage significance, with reference to contributing heritage values, in particular: *evidential* (archaeological), *historical* (illustrative and associative), *aesthetic*, and *communal*.
National Planning Policy Framework (2018)	Provides the English government's national planning policies and describes how these are expected to be applied within the planning system. Heritage is subject of Chapter 16 (page 54).
Good Practice Advice in Planning: Note 2 (GPA2): Managing Significance in Decision-Taking in the Historic Environment (Historic England, 2015)	Provides useful information on assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding, neglect and unauthorised works, marketing and design and distinctiveness.
Gloucestershire Development Plan (2059)	Comprises the local development plan (local plan), as required to be compiled, published and maintained by the local authority, consistent with the requirements of the NPPF (2018). Intended to be the primary planning policy document against which planning proposals within that local authority jurisdiction are assessed. Where the development plan is found to be inadequate, primacy reverts to the NPPF (2018).

Table 1.1 Key statute, policy and guidance


Hardwicke
HARDWICKE CP
QUEDGELEY CP
HARESFIELD CP
STANDISH CP
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Colethrop
Standish
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PROJECT TITLE
Quedgeley East, Gloucestershire
FIGURE TITLE
Site location plan
DRAWN BY DJB
CHECKED BY LM
APPROVED BY PAD
PROJECT NO. 6786
DATE 19-3-2019
SCALE@A4 1:25,000
FIGURE NO. 1

2. METHODOLOGY

Data collection, analysis and presentation

2.1. This programme of historic building recording corresponds to a Level 2 historic building survey as defined by Historic England (2016).

2.2. A building inspection was undertaken as part of the assessment. The primary objectives of the inspection were to record the existing condition of the building, and to identify any evidence for alterations to the buildings.

2.3. The buildings in this report have been numbered 1 to 3 for ease of reference (Fig. 2).

Limitations of the report

2.4. This report is limited to the three brick buildings along the western edge of the site. The large sheds that are part of the site will be recorded at a later date when they are no longer tenanted.

2.5. The detail of the recording is limited to that required for a Level 2 survey.

2.6. No documentary records need to be consulted for this level of recording. The historical background below is taken from the Heritage Desk Based Assessment previously prepared by Cotswold Archaeology (CA 2015).

3. ARCHITECTURAL AND HISTORICAL BACKGROUND

3.1. The RAF Store is No. 6 Motor Transport Site and is one of eight sites which together formed No. 7 Maintenance Unit RAF Quedgeley, which served as a store for the RAF and later the MOD from April 1939 through to 1995.

3.2. RAF Quedgeley did not serve as an operational flying unit, but stored aircraft parts, uniforms, paints, ground equipment, parachutes, armaments, weapons and medical supplies. RAF Quedgeley was built during the final phase of the RAF Expansion Scheme and, overall, No. 7 Maintenance Unit covered an extensive area. It was constructed during a period of major changes in response to changes in warfare; in particular, the rise of air power and the creation of the infrastructure to support it. By mid-1939 the construction of new airfields, buildings and storage and maintenance depots such as RAF Quedgeley cost more than three times the value of the entire RAF in 1934.

3.3. RAF Quedgeley was decommissioned in February 1995, but many of the former buildings of No. 6 Motor Transport Site are still present on the Site, including former storage sheds, administrative buildings and other storage and ancillary buildings. Three of the four large storage sheds east of the brick buildings survive; the easternmost range has been demolished and a gated storage yard now occupies this area. The westernmost storage shed appears to have been re-clad at some point.

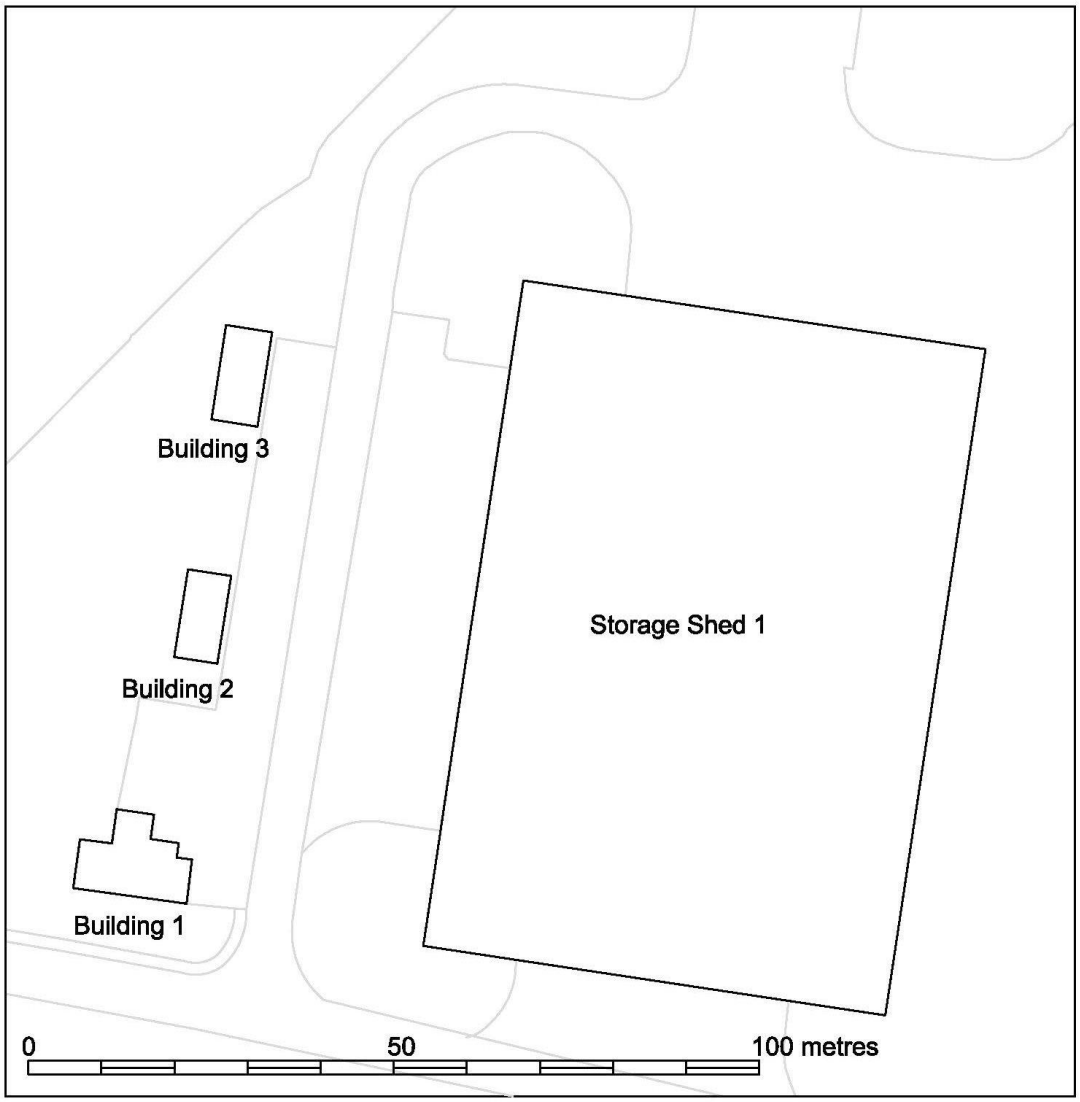

Figure 2 *Site plan showing Buildings 1-3 and the western storage shed (north to top)*

4. DESCRIPTION

Building 1

4.1. This is a single-storey brick building on a T plan (Figs 3, 4 and 5). The brick (8¾" x 4⅜" x 2¾" , 222mm x 111mm x 70mm) is laid in a regular Flemish Bond. The roof is hipped and covered with plain tiles. The hips and ridge are covered with half-round tiles. The valleys have shaped soakers.

Figure 3 *Building 1 looking south-west (scale 2m)*

4.2. There are only two windows in the building, both in the arm of the T (Figs 3 and 5, G9). The northern window is a steel Crittal-type casement. The western window is of glass block. It is so thick that it appears to be of two layers (Fig 5, 6 and 14). Lintels and cills are concrete, the former shaped to throw rainwater off (Fig. 3). Fascia boards are timber hiding the cast concrete capping of the walls under the eaves.

4.3. The lobby or entrance hall, G1 has a flat roof which appears to be leaded but this could not be clearly seen (Fig. 3).

4.4. Two external flues are evident, serving G8 and G7 (Figs 4, 5 and 6).

4.5. On the southern side, near the east end and opening into G3, is a set of steel galvanised shutters in a galvanised steel frame set in a long and low opening

protected by short cheek walls and a concrete canopy (Figs 5 and 7). The shutters could not be opened but appeared, from the measurements taken, to be in two layers, one flush with the interior (Fig. 8), the other some 130 or 140mm away (Fig. 5).

Figure 4 *Building 1 looking north-east (scale 2m)*

4.6. Below the shutters is a concrete apron with a gutter all around (Figs 5 and 9).

4.7. This appears to be for the delivery (or disposal) of some kind of liquid, but this cannot be confirmed. There is no obvious standing for a vehicle near this point.

4.8. The interior is divided into several rooms all of which are part of the 1939 build (Fig. 5). The original finish varies. In Rooms G3 and G9 the walls are plastered up to the ceiling (Figs 8 and 15). In all the other rooms except for G7 and G8 the plaster only extends to the top of the doors (Fig. 10). In these exceptions it only reaches up to c. 1.22 m (Fig. 11); where not plastered the walls are painted brick. The ceilings are all plain plaster. The roof structure was not seen (but see Building 2 below).

4.9. This variation presumably reflects functions, but what these were is not known. However, the lack of windows in all bar G9 indicates these were not offices or workrooms. The rooms G7 and G8 were clearly some kind of plant rooms. From

them emanate a system of pipes and ductwork, only partly surviving, and they are the rooms served by the vertical flues visible externally (Figs 5, 6 and 12).

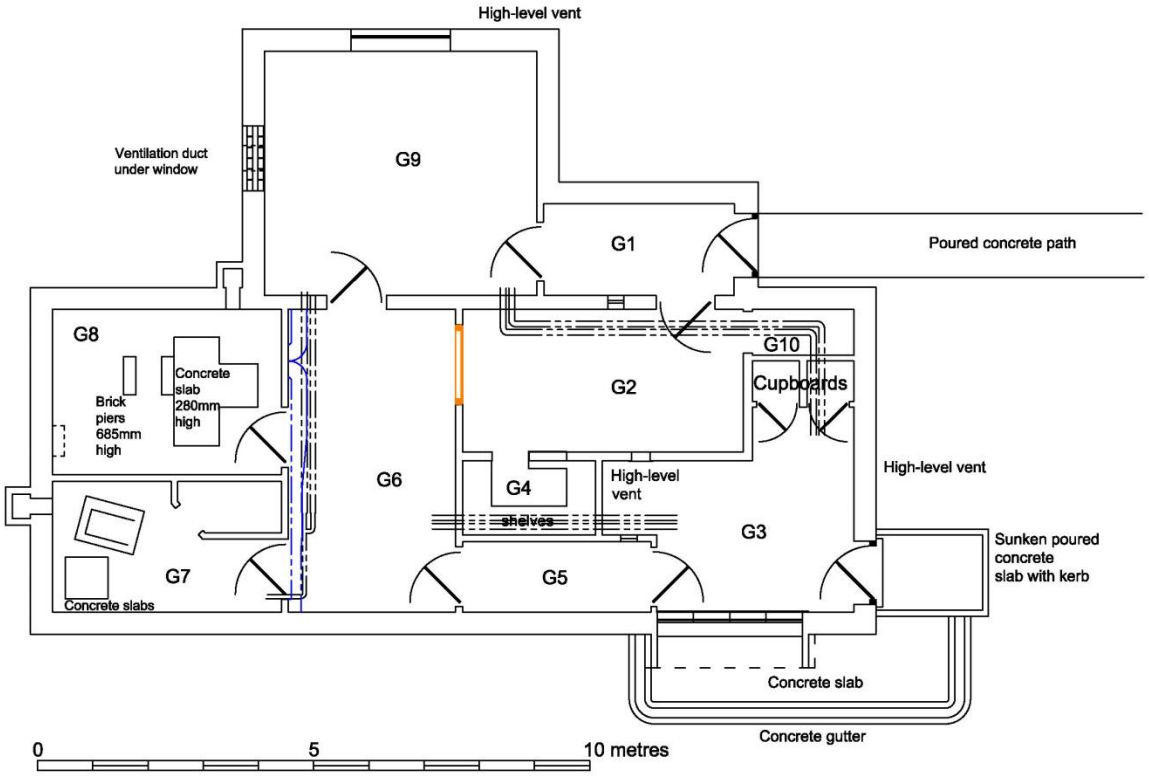

Figure 5 *Floor plan of Building 1. Later changes are in orange. The chain lines show overhead pipes or clear evidence for them; blue indicates ceiling-level ventilation ducting in G6*

Figure 6 *Building 1 looking south-east (scale 2m)*

4.10. Room G8 clearly had some kind of heavy electrical equipment as a 400v control box is still *in situ* on the west wall (dashed line on Fig. 5 and unopened in Fig. 11) and there is a heavy-duty junction box on the north wall (just visible in Fig. 19). The control box has a potentiometer to control the speed of three electric motors in unison, a mercury switch and other electrical components beyond my technical knowledge to interpret, but which appear to be in triplicate (Fig. 13). As the ventilation ducts seem to begin in this room, it is assumed that that the motors drove ventilation fans. The ducting only seems to have served rooms G6 and G9 (Fig. 5).

Figure 7 *The steel shutters of the "delivery bay" in the south side of Building 1, cf Fig. 8 (scale 2m)*

4.11. This machinery would have been mounted on the brick and concrete bases on the floor of this room (Fig. 19).

4.12. Room G7 also has concrete machinery bases on the floor (Fig.5) but the purpose of these is not clear. The north-west base is next to the base of the external flue.

4.13. The need to ventilate these small rooms might be the result of their also housing generating equipment such as a diesel or petrol generator. There is a significant spill of engine oil in G8 (Fig. 19).

4.14. The overhead pipework appear to be for heating, but it is only partly in place. The layout suggests that the origin of the pipework was in Room G7. The splitting of one smaller bore pipe into two large bore pipes by the door to G7 (Fig. 12) suggests that this is the origin of a high pressure fluid feeding a lower pressure system that then ran around G9, G3 and G2 before returning to G6. What happened at the end of the system, if this interpretation is correct is unclear.

Figure 8 *The steel shutters of the "delivery bay" seen within G3, looking south-west, cf Fig. 7. The wooden planks are later fixings (scale 2m)*

Figure 9 *The concrete apron around the "delivery bay" in the south side of Building 1 and the slab outside the door to G3, looking north-west (scale 2m)*

4.15. There were several vents in the outside walls and one in the wall between G2 and G3. The ones in G3 and G9 have externally hoods and face downwards (Fig. 3). That in the west wall of G9, which is certainly an original feature, has horizontal louvres externally (Fig. 6) but is closed on the inside by a substantial steel cover that could only be opened after removing several bolts and which semi-permanently sealed the vent (Fig. 14).

4.16. The one in the north wall of G3 had a heavy steel frame and a top hinged flap. The frame has 11 threaded holes indicating the former existence of a duct, hood or cover (Fig. 15). On the other side, in Room G2,the flap had a knob suggesting it was accessible here, not in a duct, and there is no sign of the fittings for one (Fig. 10).

Figure 10 *Room G2 in Building 1, the recess G4 and the steel lined duct from G3, looking south-east (scale 2m)*

4.17. The rooms all retained their original doors and door furniture (Figs 16 and 17). Room G2 had a wide opening into G6 without a door and another into the small room G4 (Figs 5, 10 and 18). The former has been blocked to half its height with a chipboard and studwork wall. The opening into G4 seems always to have been half closed by a low brick wall which supports a wooden counter with an opening section and wicket door. The room is lined with cupboards under a similar counter around the other three sides. Above the counter are shelves supported on wooden strips on

the walls and vertical studs rising from the counter top. These may well be later additions, but the cupboards and counter are thought to be original (Fig. 18).

Figure 11 *Room G8 in Building 1, the electric motor control box and half height plastering (scale in 0.5m divisions)*

Figure 12 *The pipes and ductwork in Room G6 in Building 1, looking south-west*

Figure 13 *Room G8 in Building 1, the electric motor control box*

4.18. This room has a false ceiling concealing the run of pipework above.

4.19. The lobby, G1 and the windowed room G9 have been lined with plastic panels imitating black marble. G1, but not G9, has a suspended ceiling. This gives the impression of a WC but there are no obvious signs of the necessary installations.

4.20. The Belfast sink appears to pre-date this and may be original, but the tap and water supply pipe has been at the least re-attached after the installation of the plastic lining.

4.21. The floors in the building are of concrete where this can be seen. However, the floor in G9 is pale brown quarry tile, with a tile skirting.

4.22. Rooms G2 and G6 also seem to have had some sort of cladding. In G6 only the horizontal wooden strips to which they were fixed remain. In G2 fragments of plastic sheeting remain over the openings in G6 and G4, which are white.

4.23. The secondary use represented by these alterations seems to have been restricted to Rooms G1, G6 and G9.

Figure 14 *Room G in Building 1, showing the glass block window in the east wall and the heavy hatch closing the louvre under it, cf Fig. 6. Also visible is the black plastic cladding (scale 2m)*

Figure 15 *The heavy steel-framed vent in the north wall of G3 (scale in 0.5m divisions)*

Figures 16 and 17 *Typical door furniture in Building 1 (here the door between G1 and G9)*

Figure 18 *G4 seen from G2 looking south-east (scale 2m)*

Figure 19 *The machinery bases in G8 looking north-west (scale 2m)*

Building 2

4.24. This is a plain rectangle in plan in similar brickwork to Building 1 (Figs 20, 21 and 22). The roof is covered in ceramic double Romans. Unlike Building 2, its ends are gabled and the eaves extend beyond the side walls to be supported on corbels made of multiple courses of thin tiles (Fig. 21).

4.25. There is a door centrally in each end (Fig. 22). The northern one has been reduced in width and a door inserted centrally (Fig. 21). The southern one is also reduced in width but the inserted double door is set to the east (Fig. 20). The concrete lintels are not shaped.

4.26. As in Building 1, the end walls are 0.40m thick but the side walls are only 0.3m (actually 15¾" and 12"). They are strengthened between the windows by internal buttresses 0.12m (4¾") deep (Fig. 22).

4.27. The interior is divided into four rooms (Fig. 22). G4 occupies just over half the length on the southern end. G1 occupies the north end bay, and the remaining space between them, just less than a quarter of the plan is divided between G2 and G3, the later roughly a third of the width of the building.

Figure 20 *Building 2 looking north-west (scale 2m)*

Figure 21 *Building 2 looking south-east (scale 2m)*

4.28. G2-G4 have a plaster ceiling as in Building 1. G1 however, has had the ceiling removed and an upper floor inserted at a lower level. It is reached by a crude wooden stair (Fig. 23).

4.29. The walls are all unplastered and painted. The internal doors are typical 1930s-50s wooden doors of four full-width panels, the top one glazed. Three still remain but one between G1 and G2 has been taken off its hinges.

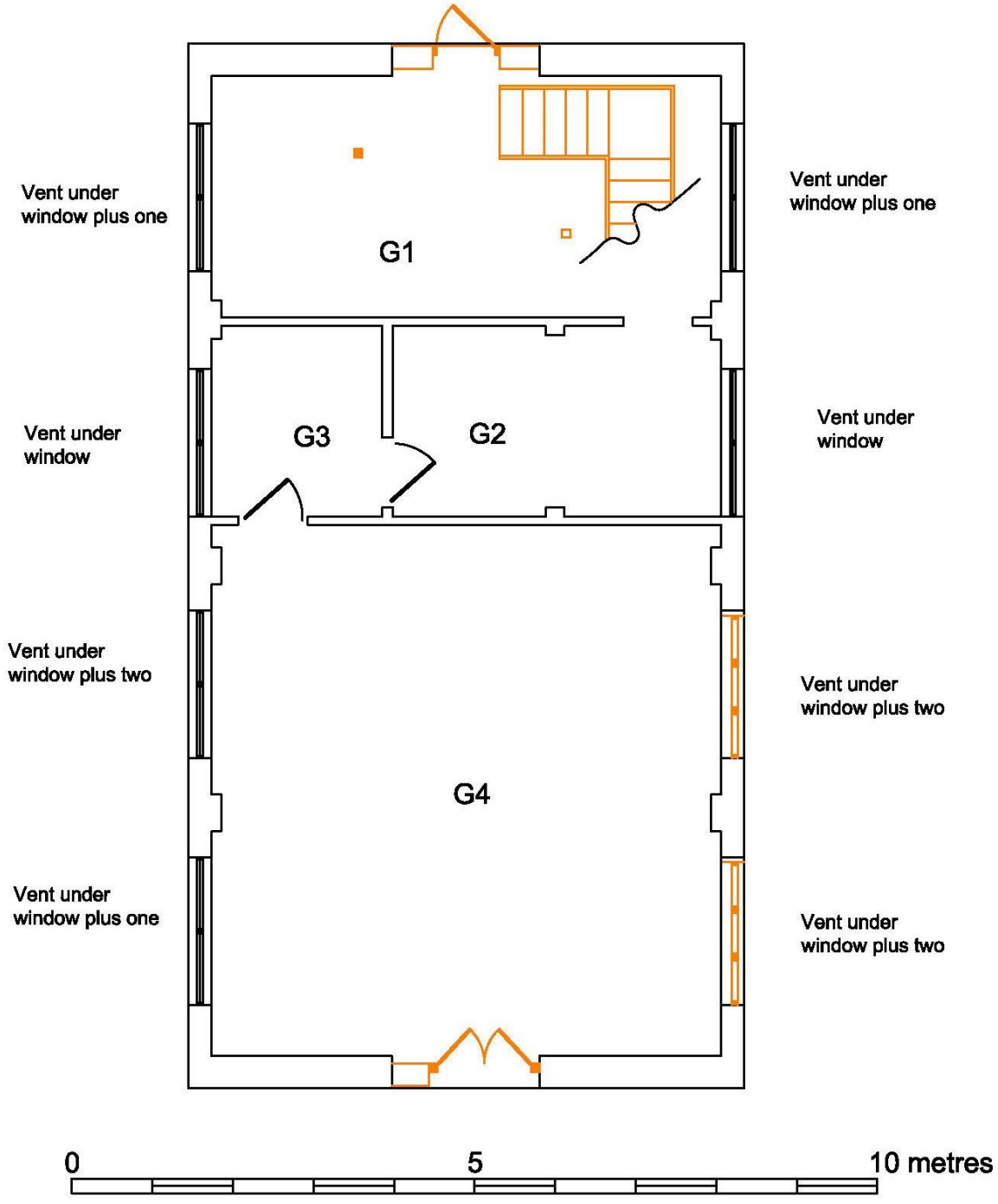

Figure 22 *Floor plan of Building 2. Later changes in orange (north to top)*

4.30. This upper floor has revealed the roof structure. This is as expected: a bolted light-weight steel, W-braced truss supporting timber purlins, three on each slope. The roof is sarked (Fig. 24).

Figure 23 *Room G1 in Building 2 showing the inserted first floor. The stair is just visible on the right (scale 2m)*

4.31. It is reasonably assumed that the roofs of the other buildings in this row are similar.

4.32. Apart from the inserted upper floor and the altered doors and windows, the building is in largely original condition.

4.33. There were originally four high level windows in each long side but the two southern ones on the east side have been bricked up and new openings made below them (Figs 22, 25 and 27).

4.34. The window frames in the unaltered openings are steel, horizontally mounted swivellers (Figs 25 and 27). The new windows have wooden casements (Figs 25 and 29).

Figure 24 *The northern roof truss in Building 2, looking south-west (scale 2m)*

4.35. There are roughly foot-square (0.3m) ventilators near ground level on the west elevation (Fig. 25). Each window has one centrally below it, but others (four of them now blocked up) supplement these, one at the north end and two flanking the central one under the second window from the south. The brickwork shows these are original. Another has been inserted later, just above the set of three.

4.36. There is a blocked opening in the north end, east of the door, perhaps for a larger duct (Fig. 21). There is also a hooded duct like those in Building 1 in the gable over the northern door (Fig. 21). Internally a short length of ducting remains in pace containing a heat exchanger like a car radiator, suggesting that this is some kind of air-conditioning system (Fig. 27). There is evidence for a similar fitting at the south end (Fig. 20).

Figure 25 *The east elevation of Building 2 (scale 2m)*

Figure 26 *The west elevation of Building 2 (scale 2m)*

4.37. There is also provision for ventilation ducts in the ground level on the western side with almost the same distribution: the southern window has three rather than two. The northern three remain unblocked (Fig. 26).

Figure 27 *The interior of the ducting on the north gable of Building 2 (cf fig. 21) Scale in 0.5m divisions*

Figure 28 *Building 2: Room G2 looking into G3 (scale 2m)*

4.38. The high windows, wide doors, unpainted walls and ventilation suggest this was intended for storage, but one in which the atmospheric conditions were important.

4.39. Its most recent use was as a pheasant hatchery.

Figure 29 *Building 2: Room G4 looking south-east (scale 2m)*

Building 3

4.40. This is also similar to Building 1 in roof and walls, but again is a simple rectangle in plan (Fig. 30).

4.41. It has a shaped lintel over the windows but here this is one continuous strip along the entire elevation and indeed around the entire building as a kind of cornice.

4.42. There is a double-width door opening at each end of the east elevation (Fig. 31). They have each been reduced to single doors on one side of the opening. The windows occupy the positions of three high level windows like those on the west side, but have been extended to their present depth and fitted with wooden casements.

4.43. There are two similar windows on the south elevation and three on the north. The windows on the west and south side retain their steel, Crittall-type frames as do two

of those on the north. The third here has been lengthened and given a wooden casement frame.

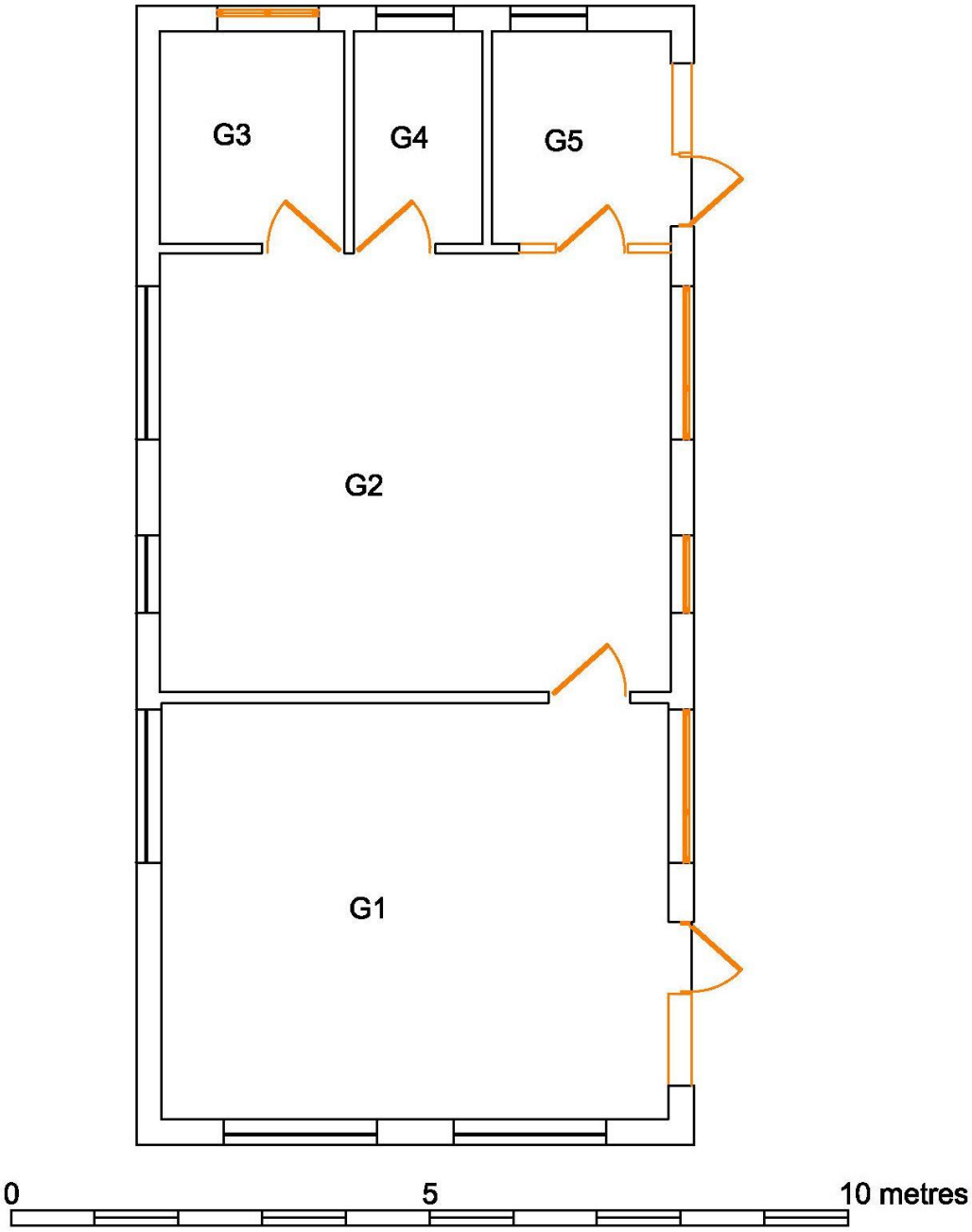

Figure 30 *Floor plan of Building 3; later changes in orange (north to top)*

4.44. The interior arrangements do not reflect the exterior symmetry. The walls are, nonetheless, the original build. The north end is divided into three small rooms (Fig. 30, G3-5). The eastern one (Fig. 30, G5) was originally an internal porch or lobby with a wide opening into G2, to match its wide external doorway. Both openings have been narrowed and fitted with doors (Fig. 31).

Figure 31 *East elevation of Building 3 (scale 2m)*

Figure 32 *Building 3, Room G2, looking north-west and doors to G1-G3 (scale 2m)*

4.45. G5 is now fitted out as a kitchen and G3 and G4 as bathrooms/WCs. The doors in these rooms are modern.

4.46. The rest of the building is given over to two approximately equal-sized rooms (Fig. 30, G1 and 2 and Figs 32 and 33). The doorway between them is original, but again the door is modern.

4.47. The interiors are painted brick, except for G1, which is plastered (Figs 32 and 33). This seems to be secondary, as it is contemporary with the blocking of the wider doorway and the insertion of the present narrow one.

Figure 33 *Building 3, Room G1, looking south-east (scale 2m)*

4.48. The original window jambs were rounded internally, but the lengthened ones were left sharp (Fig. 34).

4.49. The lack of heating, wide doors and high windows again suggests a utilitarian function for the building (to be expected in the context, after all), probably storage. However, its detailed use remains unknown in the absence of documentation (which will exist somewhere).

Summary

4.50. Buildings 1, 2 and 3 are part of the 1939-40 construction of the Maintenance Depot. They are in largely unaltered condition structurally, but minor alterations have been made and nearly all diagnostic fittings removed.

Figure 34 *Building 3, detail of extended windows in Room G2, looking west (scale 0.5m divisions)*

4.51. They were built in no expectation of a long life and all show some signs of structural failure, mostly in the brickwork. The concrete is in quite poor condition too.

4.52. They are typical of the time and place and of the RAF expansion scheme.

Figures 35 and 36 *The west and south elevations of Building 3 (scale 2m)*

Figure 37 *The north elevation of Building 3 (scale 2m)*

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APPENDIX 1: HERITAGE STATUTE POLICY & GUIDANCE

Heritage Statute: Listed Buildings

Listed Buildings are buildings of 'special architectural or historic interest' and are subject to the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act'). Under Section 7 of the Act '*no person shall execute or cause to be executed any works for the demolition of a Listed Building or for its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest, unless the works are authorised*.' Such works are authorised under Listed Building Consent.

Under Section 66 of the Act 'In considering whether to grant planning permission for development which affects a Listed Building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any feature of special architectural or historic interest which it possesses'.

Note on the extent of a Listed Building

Under Section 1(5) of the Act, a structure may be deemed part of a Listed Building if it is:

(a) fixed to the building, or
(b) within the curtilage of the building, which, although not fixed to the building, forms part of the land and has done so since before 1st July 1948

The inclusion of a structure deemed to be within the 'curtilage' of a building thus means that it is subject to the same statutory controls as the principal Listed Building. Inclusion within this duty is not, however, an automatic indicator of 'heritage significance' both as defined within the NPPF (2018) and within Conservation Principles (see Section 2 above). In such cases, the establishment of the significance of the structure needs to be assessed both in its own right and in the contribution it makes to the significance and character of the principal Listed Building. The practical effect of the inclusion in the listing of ancillary structures is limited by the requirement that Listed Building Consent is only needed for works to the 'Listed Building' (to include the building in the list and all the ancillary items) where they affect the special character of the Listed Building as a whole.

Guidance is provided by Historic England on 'Listed Buildings and Curtilage: A Historic England Advice Note' (Historic England 2016).

Heritage Statute: Conservation Areas

Conservation Areas are designated by the local planning authority under Section 69(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act'), which requires that '*Every local planning authority shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or*

enhance'. Section 72 of the Act requires that '*special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area*'.

The requirements of the Act only apply to land within a Conservation Area; not to land outside it. This has been clarified in various Appeal Decisions (for example APP/F1610/A/14/2213318 Land south of Cirencester Road, Fairford, Paragraph 65: '*The Section 72 duty only applies to buildings or land in a Conservation Area, and so does not apply in this case as the site lies outside the Conservation Area*').

The NPPF (2018) also clarifies in Paragraph 201 that '*Not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance*'. Thus land or buildings may be a part of a Conservation Area, but may not necessarily be of architectural or historical significance. Similarly, not all elements of the setting of a Conservation Area will necessarily contribute to its significance, or to an equal degree.

National heritage policy: the National Planning Policy Framework ('NPPF')

Heritage assets and heritage significance

Heritage assets comprise '*a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest*' (NPPF (2018), Annex 2).

The NPPF (2018), Annex 2, states that the significance of a heritage asset may be archaeological, architectural, artistic, or historic. Historic England's 'Conservation Principles' (2008) looks at significance as a series of 'values' which include 'evidential', 'historical', 'aesthetic' and 'communal' (see below).

Designated heritage assets include World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields and Conservation Areas (designated under the relevant legislation; NPPF (2018), Annex 2).

The setting of heritage assets

The 'setting' of a heritage asset comprises '*the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral*' (NPPF (2018), Annex 2). Thus it is important to note that 'setting' is not a heritage asset: it may contribute to the value of a heritage asset.

Guidance on assessing the effects of change upon the setting and significance of heritage assets is provided in 'Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets', which has been utilised for the present assessment (see below).

Levels of information to support planning applications

Paragraph 189 of the NPPF (2018) identifies that '*In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance*.'

Designated heritage assets

Paragraph 184 of the NPPF (2018) explains that heritage assets '*are an irreplaceable resource and should be conserved in a manner appropriate to their significance*'.

Paragraph 193 notes that '*when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance*'.

Paragraph 194 goes on to note that '*substantial harm to or loss of a grade II listed building…should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance (notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites) 'should be wholly exceptional*'.

Paragraph 196 clarifies that '*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use*.'

Local Development Plan (Stroud District Local Plan)

3.1 Current local planning policy is contained in the Stroud District Local Plan, adopted November 2015. Polices contained within the Local Plan which are of relevance include:

Site Allocations Policy SA4a – Quedgeley East

Land at Quedgeley East (13 hectares), as identified on the proposals map, is allocated for B1-B8 employment uses. The development site will provide contributions to off-site highway works including public transport, pedestrian and cycle links to Gloucester city, Stonehouse and Stroud, in accordance with the recommendations of the evidence base transport assessments. The development must help to reduce the flood risk to the adjacent M5 motorway, by providing floodplain storage on site and keeping the floodplain and flow paths as open space.

Core Policy CP4 – Place Making

All development proposals shall accord with the Mini-Visions and have regard to the Guiding Principles for that locality, as set out in this Plan and shall be informed by other relevant documents, such as any design statements adopted as Supplementary Planning Documents. Proposals will be expected to (only section 2 is relevant to heritage):

2. *Place shape and protect or enhance a sense of place; (create a place with a locally inspired or distinctive character – whether historic, traditional or contemporary – using appropriate materials, textures and colours, locally distinctive architectural styles, working with the site topography, orientation and landscape features; as well as protecting or enhancing local biodiversity, the historic environment and any heritage assets)*

Core Policy CP14 – High Quality Sustainable Development

High quality development, which protects, conserves and enhances the built and natural environment, will be supported. Development will be supported where it achieves the following (only 5, 8 and 9 were relevant to the proposed development):

5. *An appropriate design and appearance, which is respectful of the surroundings, including the local topography, built environment and heritage*

8. *Contribute to the retention and enhancement of important landscape and geological features, biodiversity interests (including trees, hedgerows and other natural features)*

9. *Contribute to a sense of place both in the buildings and spaces themselves and in the way in which they integrate with their surroundings including appropriate landscaping, biodiversity enhancement, open space and amenity space.*

Delivering Policy ES10 – Valuing out historic environment and assets

Stroud District's historic environment will be preserved, protected or enhanced, in accordance with the principles set out below:

1. *Any proposals involving a historic asset shall require a description of the heritage asset significance including any contribution made by its setting, and an assessment of the potential impact of the proposal on that significance, using appropriate expertise. This can be a desk based assessment and field evaluation prior to determination where necessary and should include the Gloucestershire Historic Environment Record.*

2. *Proposals and initiatives will be supported which conserve and, where appropriate, enhance the heritage significance and setting of the Districts heritage assets,*

especially those elements which contribute to the distinct identity of the District. These include:

A. The 68 site of national archaeological importance (which are designated as Ancient Monuments), any undesignated archaeology of national significance, and the many buildings that are Listed as having special architectural or historic interest

B. The stone, Bronze, Iron Age and Roman settlements and remains; the medieval settlements including Berkeley Castle; historic houses; historic parks; gardens and villages

C. The townscapes of larger towns such as Stroud where the industrial heritage influenced its historic grain, including its street layout and plot sizes

D. The historic market towns and villages, many with designated conservation areas, such as Berkeley, Wotton Under Edge, Minchinampton, Painswick and Dursley

3. Proposals will be supported which protect and, where appropriate, enhance the heritage significance and setting of locally identified heritage assets, such as buildings of local architectural or historic interest, locally important archaeological sites and parks and gardens of local interest.

Proposals will be supported which protect and, where appropriate, enhance key views and vistas, especially of the spires and towers of historic churches and mills.

Any harm or loss would require clear and convincing justification to the relevant decision maker as to why the heritage should be overridden.

A full programme of work shall be submitted with the application, together with proposals to mitigate any adverse impact of the proposed development and, where appropriate, be implemented through measures secured by planning condition(s) or through a legal agreement.

Historic England Advice Note 2: Making Changes to Heritage Assets

The following section is taken from the above advice note.

Buildings and other structures para. 11

Original materials normally only need to be replaced when they have failed in their structural purpose. Repairing by re-using materials to match the original in substance, texture, quality and colour, helps maintain authenticity, ensures the repair is technically and visually compatible, minimises the use of new resources and reduces waste. However, alternative approaches may be appropriate if it can be

demonstrated that the technique will not cause long-term damage to the asset and results in less overall loss of original fabric and significance or demonstrates other major benefits. An example may be the use of resin or steel reinforcements to stabilise structural timbers without loss of historic fabric. Repairs to a listed building may require consent. One would expect that the loss of historic fabric following repairs and alteration would be proportionate to the nature of the works.

Para 16
Repairs can sometimes have an impact on the archaeological interest of a heritage asset and may reveal new information relating to the significance of that asset. The recording of evidence revealed by such works may therefore be appropriate. Proportionate approaches to archaeological investigation are emphasised in Historic England Good Practice Advice note 2: Managing Significance in Decision-Taking in the Historic Environment, paragraph 17.

Heritage harm to designated heritage assets

The NPPF (2018) does not define what constitutes 'substantial harm'. The High Court of Justice does provide a definition of this level of harm, as set out by Mr Justice Jay in Bedford Borough Council v SoS for CLG and Nuon UK Ltd. Paragraph 25 clarifies that, with regard to 'substantial harm': '*Plainly in the context of physical harm, this would apply in the case of demolition or destruction, being a case of total loss. It would also apply to a case of serious damage to the structure of the building. In the context of non-physical or indirect harm, the yardstick was effectively the same. One was looking for an impact which would have such a serious impact on the significance of the asset that its significance was either vitiated altogether or very much reduced*'.

Effects upon non-designated heritage assets

Paragraph 197 of the NPPF (2018) guides that '*The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgment will be required having regard to the scale of any harm or loss and the significance of the heritage asset*'.

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