

Gateway 7 Staunton Rd

Location

7. B4228 Staunton Road

This gateway approaches Coleford from the north-west. The B4228 joins the A4136 at the Robin Hood Junction and is therefore the main routeway for traffic to and from Monmouth, the Wye Valley and South Wales via the A40. As well as local and tourist traffic, this route is also used by a large amount of commercial traffic including heavy goods vehicles.

Landscape

The road enters the Parish of Coleford through an area of open deciduous woodland. It then descends very gradually towards the built up area of Coleford through farm land. The land to the south of the road is largely flat, but the land to the north of the road rises significantly to the north-east, giving views up to the skyline. There is a small stream that parallels the road as it approaches the built up area.

For most of its route through Coleford Parish, this gateway passes through open countryside, mainly farmland. As the B4228 leaves the A4136 at Robin Hood Junction, there is woodland on both sides of the road largely hidden by tall bushes.

To the north of the road, the woodland is deciduous, while to the south it is mainly coniferous.

A short distance from the junction a metalled road leads into the woods on the southern side. This is a private road constructed to allow lorries to access Stowfield Quarry with the minimum of disruption to the public.

Settlement character

The only other break in the woodland is on the northern side of the road where there is a large cleared area containing industrial buildings and workshops. This site was originally a brickworks, later a sawmill and is currently part used for highways storage. The woodland gives way to fields of pasture at the same point north and south of the road. At this point on the southern side is a single bungalow set back from the road on a large plot. The bungalow and fields are only glimpsed as there are tall mixed species hedgerows on both sides of the road.

As the road approaches the Crossways crossroads, there is a small cluster of buildings. The first, on the north side, is Rushmere House. This is a three storey house, built in 1908, set back from the road and largely hidden by a tall hedge. Next to this are the house and buildings of Rushmere Farm, now primarily functioning as a riding stables and campsite with the entrance being off the road running north from the crossroads. On the southern side of the junction there is a dwelling either side of the Scowles Road: One is a 19C cottage



100 Approach from Monmouth, past Longstone through the AONB toward the junction with deciduous amenity belt evident



101 Lorry route to Stowfield Quarry.



102 Sawmills well shielded by the deciduous trees



103 Cluster around Crossways is still very green

bordered along the roadside by a wooden fence, and the other a mid 20C bungalow bordered by a rendered concrete wall. Beyond the crossroads the character of the gateway changes.



104 Rushmere farm and stables also has a campsite

On the northern side of the road the hedgerows are much lower, giving wider views of the large arable fields beyond. The land now begins to slope up to the north-east so that there are views in that direction to the Gorse Bungalows on the skyline.



105 View to the skyline in the north over arable fields to the Gorse

On the southern side, a pavement now begins which continues into the town centre and there is a line of dwellings along the road side, with no front gardens, but widely separated from each other by large side gardens running parallel to the road and with fields behind. All of these properties have built garages on their land to allow on plot parking and alleviate parking issues along this busy road. The properties are of varied cottage or farmhouse style design and largely date from the 19C. The properties are usually bounded by stone walls.



106 Solid 19C house with stone garden wall, pavement on one side in the 40mph limit

Closer to the town centre, opposite where the fields end on the northern side of the road, this line of low density properties is interrupted by the access road to a new development of mixed housing (including affordable) on farmland behind. Construction of Thurstan's Rise has led to a change to the main road at the access point. The impact of this traffic will be found here, and at the Bank St/ St John St/ Boxbush Rd junction on the edge of the Town Centre. Drainage issues have been evident and the watercourse has been accommodated at a much lower level than housing.



107 New development under construction at Owens Farm 156 dwellings

Where the fields end on the northern side of the road, a wide grassy bank, with occasional trees, begins which gets steeper towards the town centre. Beyond this bank, looking down onto the road is a row of 1940s and 1950s semi-detached former council houses with a service road in front, marking the edge of the Sunnybank housing estate. These continue until The Gorse road junction. The grassy bank continues beyond this junction but it is then topped by three mid 20C detached bungalows.



108 linear development in the 19C mainly shows end on properties with gardens following the line

The grass bank ends at the Sparrow Hill junction, giving an open approach on the one side, narrowing to the junction.

along the road. The wide bank on the north rises to traditional council style housing then bungalows.



On the southern side of the road the line of low density 19C cottages ends when the junctions with, first Albert Road, and then Victoria Road are reached. Mixed 19 and 20C housing, some now semi-detached and with smaller gardens line the street. Closer to the town centre there are two 18C buildings linked together, one of which is subdivided into a pair of small cottages. Finally there is a row of attached late 18C cottages fronting directly onto the pavement before the side wall of the former Masons Arms public house and the junction with Boxbush Road.



109 The turn to the Gorse and Christchurch campsite is signed with a brown symbol. Note the mature if small gardens on the right

On the northern side the houses are considerably older as the town centre is reached. The road passes three early 19C attached cottages fronting directly onto the pavement and the former Independent Chapel dating from 1842 and now converted into apartments.



110 there are 5 roads joining at this point (including the Tram Road) as well as traffic backing up from

110 This junction is complex in layout with the Chapel centre, old Masons Arms left and new extra care apartments being constructed right



Pavements here are narrow and this is a busy and obvious route for residents and visitors into town. There will be additional traffic from the new development at Owens Farm.

the lights. This is difficult for motorists and especially pedestrians to manoeuvre

Some of the historic (and some listed) buildings are in need of maintenance.

Key views

- From Crossways northeast across fields to The Gorse Bungalows on the skyline (105)



111 View over Owen Farm from Bells Place, where Thurstan's Rise has been built.

Key features

- Crossways crossroads (103)
- Rushmere Stables(104)

- Former saw mill Robin Hood(102)

Positive features and special qualities

- Access through the Green West and AONB
- Green approach into town by Sunnybank

Negative features and detracting elements

- Boxbush/Bank St junction is busy and difficult for traffic and pedestrians, and in the Conservation area

Looking ahead

- Improve the appearance and pedestrian/traffic movement at Boxbush/Bank St junction