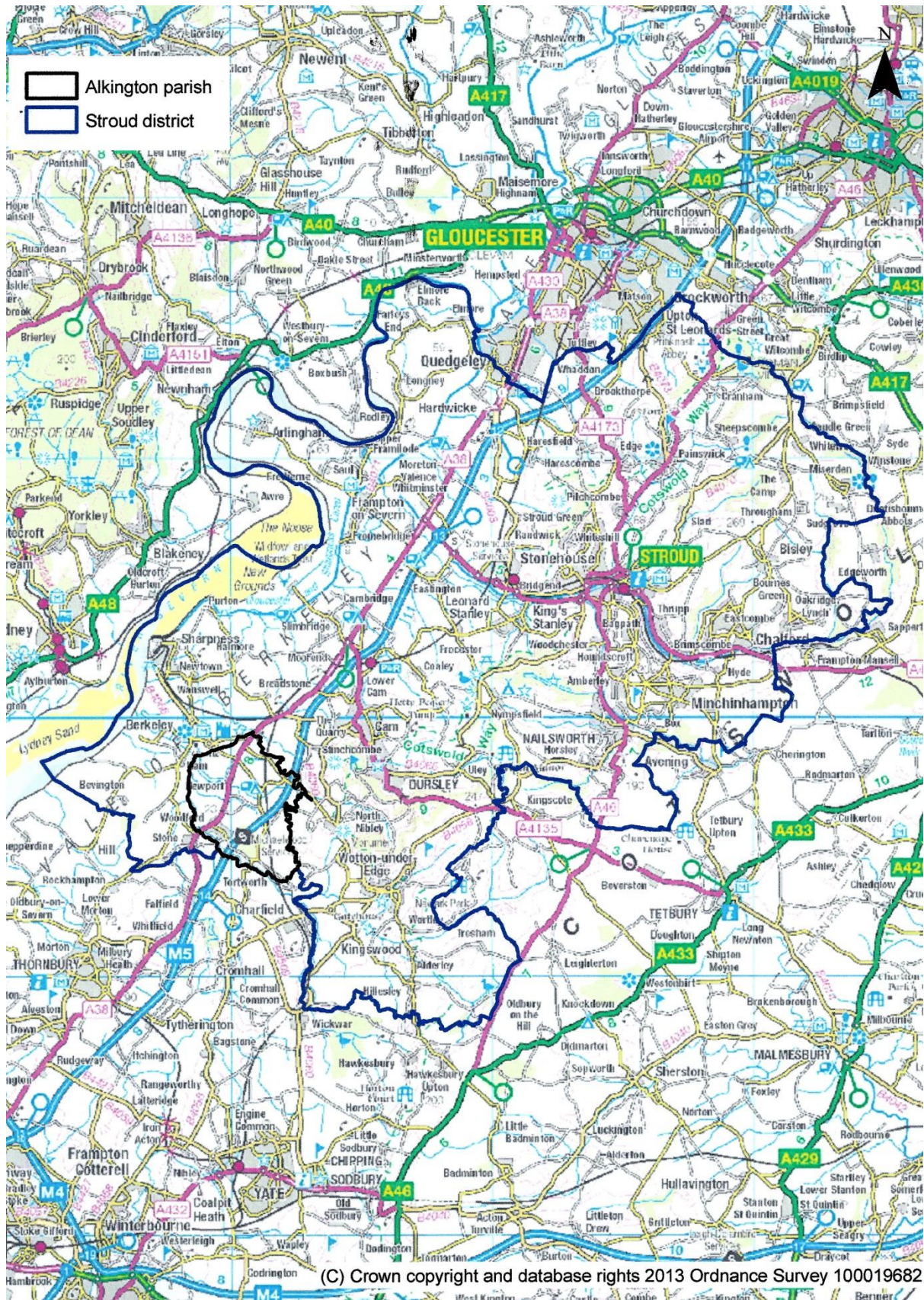


ALKINGTON PARISH DESIGN STATEMENT

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Location of Alkington Parish within Stroud District



Introduction

What is a Community Design Statement?

A Community Design Statement (CDS) is a document produced by the community which describes the distinctive character of the parish. It identifies the landscape setting, the shape of the settlements and the nature of the buildings. It also draws together design principles based on that distinctive local character/sense of place/ community approach.

A CDS establishes the context in which to help manage how changes in terms of land use and development can work, ensuring that any such changes should reflect the distinct community character. It does not focus on whether or where developments should happen but on how a development might look within, in our case, the Parish of Alkington.

Who is it for?

A CDS enables parishioners to learn more about their own place and enables planning practitioners to understand what is valued and what aspects should be conserved or enhanced. It enables the parish to articulate guidance against which any planning applications can be considered. It also enables the parish to inform the Local Plan which is produced by the District Council. The CDS cites evidence from both the people and the place which leads to the guidelines for any development, so that householders and developers understand what will fit into context and can be incorporated in pre-application discussion. It also provides guidance for small applications which may affect the look of houses, open spaces, paths and hedgerows.

How does it work?

The planning policy for the parish is set out in the Local Plan adopted by Stroud District Council. Some of the Local Plan is not relevant to such a rural parish as Alkington but key areas include general rules for all developments such as rights of way; road safety; noise; hedgerows; listed buildings; alterations to existing dwellings; developments within settlement boundaries; (*e.g. Newport*); outside settlement boundaries; (*e.g. farms; commercial developments*); touring caravan sites & horse-related developments. This CDS will provide further guidance to reflect the special character of the parish & the guidelines in it will be taken into consideration, when formally adopted by SDC and Alkington Parish Council, when considering forward planning & planning applications. The Stroud pre-submission draft Local Plan went out for consultation in September – October 2013.

The status of the Local Plan can be found on the District Council website at

http://www.stroud.gov.uk/docs/planning/planningstrategy.asp#s=sectioncontent2&p=core_coreback_lp_submission

The recommendations in this document will be carefully considered with regard to planning applications relating to Alkington, but it should be borne in mind that there are sometimes conflicting interests in reaching a planning decision. Each individual application is decided on its own merits in the context of many different documents operating at different levels, such as international, national & regional. These documents will all have different planning weight. All these documents are analysed and weighed by the District Council prior to a final planning decision.

In its National Planning Policy Framework (*NPPF*) the government attaches great importance to the design of the built environment: recognising that good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places

better for people. The NPPF states that “developments should respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation” (NPPF 2012 Paragraph 58). It also stresses that design policies should avoid unnecessary prescription to detail but concentrate on guiding the overall scale, density, height, landscape, layout, materials and access of any new development in relation to neighbouring buildings and the local area.

It is recommended that applicants for planning permission inform the Parish Council at an early stage. It expects all future development to refer to this document as a basis for good design, enhancing the distinctive character of the Parish. “Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.” (NPPF 2012 paragraph 66).

Reference should be made to *Building for Life: the Industry Standard*, endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.

“Through planning we identify what changes we need to make for new homes, places to work, transport, leisure and education and where these should be... The community has a vital role to play in this...” Stroud District Statement of Community Involvement 2007.

Method Statement

The Parish Plan for Alkington was completed in 2005. In 2012 the parish council initiated a move to review the plan, and carry out a Community Design Survey at the same time. They applied for and were granted £500 from Stroud District Council toward producing the CDS and committed to match-fund. The CDS had to represent the views of the parish as a whole and in April 2012 a small working party of parishioners and parish councillors was formed.

See Appendices for a full overview of how the document has been produced. It was prepared in a way to involve the wider parish community through information & events.

Our thanks go to....

Gloucestershire Rural Community Council and the Localism Network for their guidance, support and commitment throughout this project.

Stroud District Council for providing the initial grant of £500. Alkington Parish Council for fund matching.

Conrad Moore for guidance on developing the document to enable this to be adopted by SDC in June 2014 as Supplementary Planning Advice.

The working party of parishioners Pamela & Brian Hillier & David Sach, parish councillors Jan Sayers, Richard Coffin & Sue Angus & the parish council clerk, Anita Sach. Jan Sayers oversaw the whole project and her hard work & commitment to Alkington parish ensured the progress of the CDS.

Contact details ... Alkington Parish Clerk alkingtonpcclerk@btinternet.com

1. The Parish Context – Alkington

1.1 Geographical Setting

Alkington Parish is a rural & disparate settlement area which focuses around the A38. (See Appendix 2a Census 2011: density is 0.41 per ha). It is halfway between Bristol and Gloucester. It lies to the west of the Cotswold escarpment and runs from the rolling hills and mixed farms below the escarpment to the flat water meadows of the Vale of Berkeley. The eastern boundary follows the foothills of the escarpment from north to south as far as the Little Avon River. It is bounded to the south by the deep wooded river valley of the Little Avon with its ancient mills and woods. The river boundary runs west as far as Woodford then turns north as the river passes into the flatlands of water meadows towards the boundary of Berkeley Castle. From the meadows before Berkeley the boundary runs north-east along old water courses to Berkeley Heath then south-east from Berkeley Heath to Blanchworth and follows the line of the country road from Berkeley and its castle until it meets the Dovern Brook below North Nibley.



Michaelwood Lodge Farm



Stagecoach Inn, Newport



The Peppercot, Lower Wick



Community area, Newport



Business units in redundant farm buildings, Upper Wick

1.2 Community & Facilities

The population of 650 has increased by 45 over the last ten years. It is split between Newport (approx.300) & the rest of the Parish. There is an increase in younger children & a decrease in the over 75 age range. (See Appendix 2a: Census 2011 & 2b: Parish Population Estimates 2010, Gloucestershire County Council). The lack of local amenities means that most people rarely meet their neighbours on a casual everyday basis and rely on their cars to access services elsewhere. Newport, lying along the A38, is the largest settlement of the Parish and has the only remaining public house in the Parish. There is a designated community area in Newport, but it has not been progressed due to a lack of funding. In Lower Wick there is a restaurant, once a public house.

1.3 Economy

Dairy & sheep farming and the growing of crops dominate the area but farms nowadays are consolidating into larger units for economic viability. There is a proliferation of small businesses, many housed in redundant farm buildings. However the poor broadband speeds throughout the region are a drawback to attracting many small businesses. The biggest employer in the Parish is the M5 Service Areas, together with the Days Inn Motel at the Northbound Services.

1.4 Infrastructure

The M5, A38 & the Bristol /Gloucester Railway all run almost parallel north/south through the district. However the pattern of smaller roads and lanes generally run east/west reflecting former trade routes. There is a very limited bus service along the A38 catering for commuters to Bristol. The lack of public transport is more likely to adversely affect the young and old. Fibre-optic cable runs through many areas within the Parish but it is not possible to link into it. Mains drainage is limited to sections of the A38 corridor and the M5 Service areas. The sewage works in Damery Lane, originally built for the Service areas, is often found to be inadequate. Except for Berkeley Heath, the Parish does not have a mains gas supply.



View to the Cotswolds



Upper Wick



2. The Distinctive Character of the Parish

2.1 Landscape and Natural Environment

Alkington Parish owes much of its character to the rolling pasture land together with the many trees and hedgerows. The trees, now mainly oak and ash, are remnants of the ancient woodland which covered the area hundreds of years ago. The views throughout the Parish are extensive – over green fields to the Cotswold escarpment and the dark shape of Michaelwood rising to the east; from the water meadows to Whitcliff Deer Park and the distant glimpse of the River Severn to the west. Narrow country lanes bordered by grass verges, drainage ditches and hedges also typify the area. Apple, pear & plum orchards, although fast disappearing, are still a feature in the landscape setting. A large area of the parish is covered by the Ancient Woodlands of Michaelwood (*Key Wildlife Site ref. ST79/0120*) and Furzewood, sliced in two by the M5. Of special note is the southern border of the Parish, marked by the deeply incised wooded river valley of the Little Avon. It is particularly attractive and unique in the wider area. (*Refs: Habitats Assessment (see Appendix 1a); Gloucester Orchard Group; SDC Local Plan; Nature Conservancy Council published Gloucestershire Inventory of Ancient Woodland (Provisional) October 1991; Stroud District Landscape Assessment Supplementary Planning Guidance November 2000*).



Damery & Michaelwood

The Parish has a dendritic pattern of streams with drainage ditches all feeding into the Little Avon River as it flows across the area from the Cotswolds towards the River Severn. The water table in the Parish is high and the area has numerous springs.

2.2 Historical Development

Although it is called Alkington Parish, the settlement of Alkington no longer exists as it was deserted in medieval times. It was Newport and Woodford that became important staging posts along the old trunk road as traffic



Fruit orchard, Lower Wick

grew. Newport was also the access point from this major road to the River Severn and beyond. Many coaching inns flourished and small businesses relating to travel grew along the road, for example wheelwrights and blacksmiths. The wider area was important for dairy farming and the making of Double Gloucester cheese. Along the Little Avon River and Doverte Brook were working watermills. The water mills are now private residences as are all the coaching inns along the A38 except for The Stagecoach. The farms are consolidating as farmers search for efficiencies in agricultural production. The foot and mouth epidemic several years ago appears to have hastened this process. The increasing use of agricultural contractors has reduced the local supply of both agricultural worker housing and local employment opportunities. Redundant farms have therefore diversified or become private homes. In the last thirty years many residents have migrated to the area to enjoy the rural setting. However, Newport still has a high percentage of residents who were born and bred locally.

2.3 Movement Routes

The A38 is the most important communication route through the Parish and the smaller lanes all gravitate towards this. It runs on a north / south route. It is a major arterial route and is employed as the diversion when the M5 is closed. In nature, it is an urban road in a rural environment. Approaching the Parish from the north is the busy junction with the B4066 where traffic from Berkeley and Sharpness join the A38. This semi-rural and tree-lined junction is marred by a plethora of signs including several advertising the petrol station on the corner and visitor attractions in nearby Berkeley. Half a mile further south Alkington Lane is another but smaller junction also feeding Berkeley and Sharpness. Towards the east from the A38 are several smaller lanes which serve the hamlets scattered around the Parish. Of these, Star Inn Lane and Damery Lane are also the M5 Services access roads. The M5 bisects the Parish on a north / south route and the country lanes cross over it undisturbed except for the increase in noise, which can be considerable. In Wick Lane the motorway travels high above on a concrete bridge. To the east the lanes have increased in use, crossing over west to east towards the A4135 Dursley / Wotton road.

The Victorian-built Bristol / Gloucester railway also bisects the Parish on a north / south route sometimes on an embankment over fields or in cuttings. Its intact brick and stone bridges feature in some of the lanes, notably Baynham and Wick bridges and the narrow brick bridges at Blanchworth and Huntingford.

The landscape is criss-crossed by a network of footpaths and bridleways, once important communication routes between farmsteads, now used for leisure purposes by locals and visitors. (See Appendix 1c).



B4066/A38 junction



Alkington Lane/A38 junction



Star Inn Lane junction



Blanchworth railway bridge



Footpath & bridleway, Lower Wick





Victorian houses, Damery Lane



Bungalow, Star Inn Lane



Damery Lane



Woodford



Chapel Hill, Newport showing the disparity in proportions of buildings



Lower Wick

3. Settlements in the Parish

3.1 Settlements in their Landscape Settings

Although major communication routes – the M5, the Bristol/Gloucester railway and the A38 - traverse the area there are still large areas which are secluded, green, rural and unspoilt. This is where the scattered linear settlements are found.

The main settlements are along the A38 corridor and near the links to the motorway service areas. These grew up to accommodate the passing traffic but now the services are few and many of the residents commute to work along these routes. Hence there are already two distinctive settings for the settlements within Alkington.

3.2 Settlement Patterns

The overall pattern of settlements is linear, scattered along the communication routes. However, where the roads have been diverted or widened this pattern is interrupted by the quiet backwaters which have emerged running parallel to the newer settlement area. Where there are streetscapes with an older traditional pattern, the all-important vistas between the houses contribute to a local sense of place. As shown in the survey of Parishioners' views, retaining the traditional character of the existing settlements and houses was an important issue (*Appendices 4 & 9b*). This can be threatened by overdevelopment of a site and with design that does not enhance that sense of place e.g. with buildings such as bungalows and imposing modern two-storey buildings on small plots sitting alongside old cottages. Newer development is often on the fringes of the villages, but that might be the first impression seen by people travelling along the routes.

3.3 Buildings and Spaces

New buildings and their curtilages are seen to have a significant effect on the character and quality of an area. Proportions, size of building, roof line and relationship to plot size does not always reflect the traditional character of the area. The scale of modern buildings is larger than the traditional cottages with bigger windows and higher rooflines (*see Guidelines Page 17*).

Styles are very diverse across the parish. The buildings are mainly two-storey although there are the occasional one- storey buildings. These latter are usually outside or on the edge of settlements. The larger buildings, usually farmhouses, are often three- storey with dormers set in the roof or gable-end windows to give the appearance of two- storeys. The exception to this is Newport House in Chapel Hill, Newport.

3.4 There are sixteen listed buildings in the Parish: see Appendix 1d for locations



Newport House, Newport



The Myrtles, Newport



Home Farm Cottage, Newport



York House & York Cottage, Newport



Oakleaze Farmhouse, Swanley



Oakleaze Pump house, Swanley



The White House, Woodford



Goldwick Farmhouse



Middlewick Farmhouse



Stone Mill, Woodford



Kitts Green Farmhouse



Hollytree Farmhouse, Damery Lane



Manor Farm, Upper Wick



Actrees Farmhouse, Heathfield



Pickwick Farmhouse, Berkeley Heath



Blanchworth Farmhouse



Recycled local brick used on a modern building, Lower Wick



Local stone, Lower Wick



Traditional stone wall, Damery



Modern brickwork, Michaelwood

3.5 Building Materials

Historically, the main building material within the Parish was predominantly red multi brick “Cambridge brick” due to the clay soil. The red multi brick is now usually rendered as the bricks have become porous. The building stone used was often poor quality and has crumbled over time resulting in some stone buildings being concrete, or more recently, lime-rendered. Welsh slate or clay tiles were often used for roofing material. Modern developments are often built with reconstituted Cotswold stone and more recently with red brick, a darker colour than the traditional houses. Concrete tiles are used for the roofing material.

Along the A38 corridor where the eye is drawn very easily along the road to the far distance, materials are very varied. Materials such as reconstituted stone, dark red brick & prefabricated industrial buildings have been used.

Older buildings are exemplified by farmhouses, brick or stone built and small brick cottages. The older cottages are usually simple in design with low rooflines and small windows often tucked under the eaves. Some have small shaped (semi-circular, circular, hexagonal) windows known as ‘Cotswold eyes’ as an added feature. Generally porches and gables are not features. There is a fine example of patterned roof tiles on a small building in Newport. The old farmhouses have generally retained their character and there are some fine examples: Blanchworth House & Goldwick Farm, stone built with square-leaded windows also Holly Bush Farm with its small subdivided timber windows & low roofline.

The remaining mills bear little resemblance to their original forms. However, Stone Mill at Woodford is a fine example sitting proudly beside the Little Avon River.

There are a number of Victorian properties scattered around the Parish: red brick, gabled and with small porches. They have simply decorated weatherboards, stone mullions and lintels. The roofline is higher than the traditional cottages.



Brickwork & stone used together Lower Wick



Old brickwork, Lower Wick



Recycled brickwork detail on a new garage extension, The Myrtles, Chapel Hill

3.6. Distinctive Features

Gates are important within the street scene. The traditional wooden farm gates are being replaced with a trend for overlarge and ornamental security gates which contrast sharply with the more traditional working countryside features. Other distinctive features such as patterned roof tiles, small round, semi-circular or hexagonal windows (Cotswold eyes), low rooflines, windows tucked under the eaves, the lack of external decorative features and the simple embellishment on Victorian buildings are distinctive to the area.



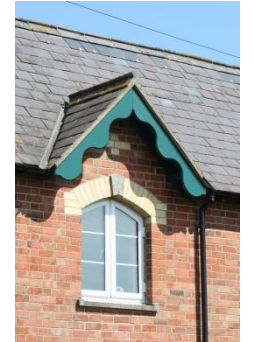
Simple decoration on Victorian cottages, Damery & Swanley



Decorative tiles, Newport



Cotswold eyes, Lower Wick



Lower Wick



Lower Wick



Chapel Hill, Newport



Porches are often small timber canopies, Damery Lane



Modern replacement window appropriate to the original style, Wick House



Michaelwood



Damery



Lower Wick

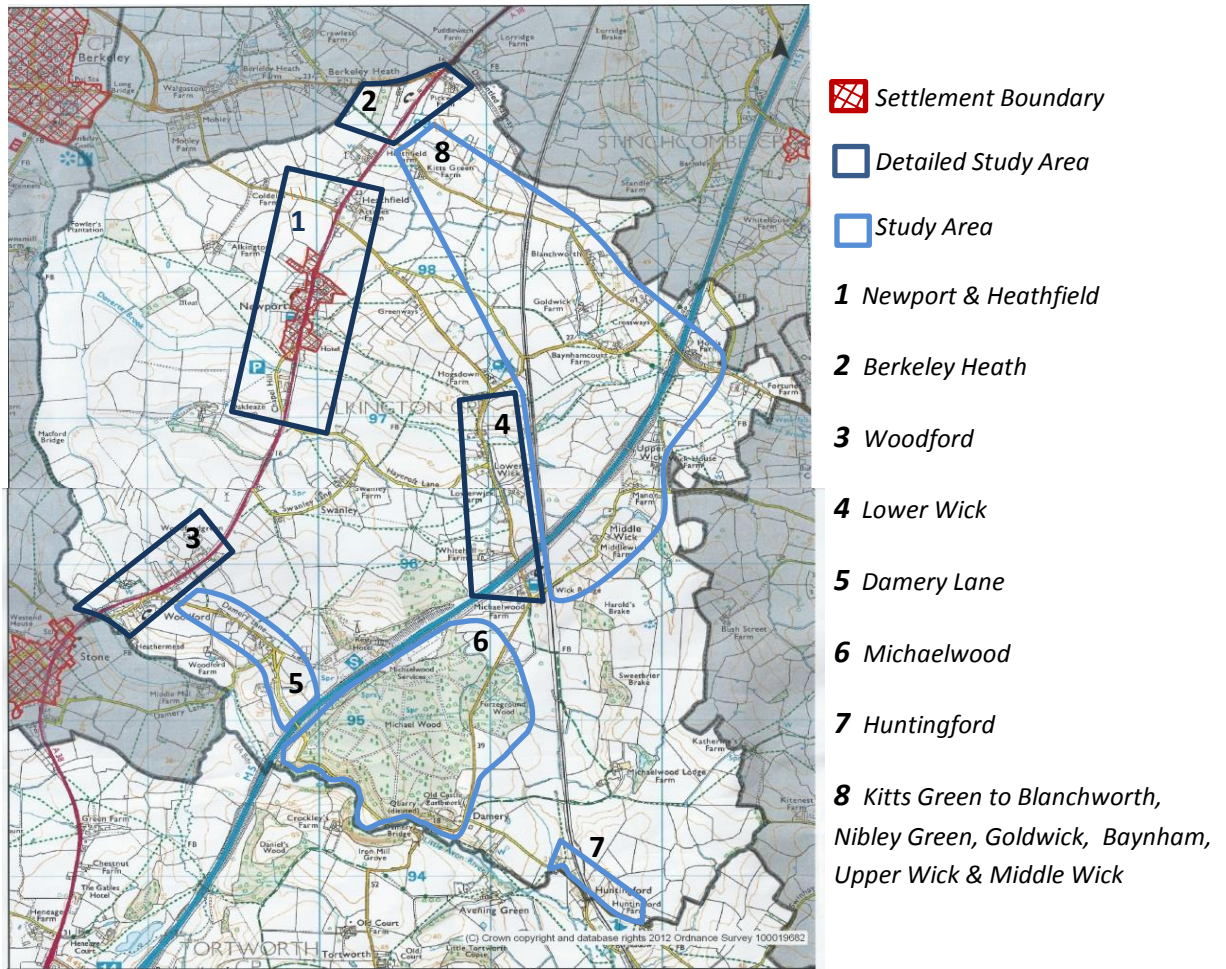


Damery



Lower Wick

4. Key Design Characteristics of Parish Settlements and Sub Areas



Alkington was divided into several areas for ease of surveying in this large rural parish & to discover the distinctiveness of each. The hamlet of **Newport** is defined by its historic & present day relationship with the A38 which slices the settlement in half. **Heathfield** is also defined by its relationship with the A38 & its busy junction with Alkington Lane to the west & the junction with Star Inn Lane to the east. The traditional properties have been maintained. **Berkeley Heath** is dominated by the very busy junction of the A38 & B4066. The A38 also bisects the settlement of **Woodford** except, as in Newport, where it has been diverted.

The remaining sub-areas are quite distinctive from this A38 corridor. They are rural in nature and you are as likely to see horse riders, cyclists, walkers & farm vehicles as a car or lorry. Each is separated from the others by green spaces but the connections to the A38 still have an impact. The **Michaelwood & Damery Lane** area is very popular with visitors to the area. The beautiful **Kitts Green / Blanchworth** road sees a high level of commuter traffic & the gradual erosion of the grass verges from vehicles travelling between the east & the A38. In **Lower Wick**, 1.5 miles east of the A38, the M5 Services access, completed in the 1970s, has had little impact on the community. On the other hand, **Upper Wick, Middle Wick, Baynham, Goldwick & Huntingford** are scattered linear settlements some distance from the main roads such as the A38, B4058 (*Falfield / Wotton-u-Edge*) & B4060 (*Dursley / Wotton*).

4.1. Newport and Heathfield

There has been settlement in Newport since the Iron Age and a market charter was granted to Newport rather than to Berkeley. The prosperity of Newport, centred on the trunk road, quickly declined with the advent of the railways in Victorian times. The general impression when travelling through Newport and Heathfield is of a random selection of buildings situated on either side of a main road with long views towards the Cotswolds and the Forest of Dean to the east and west.

The hamlet of **Heathfield**, with varied building styles lies to the north of Newport, situated on flatter, more open land, with green space between. HGV traffic to Sharpness Docks and distribution centre is particularly noticeable here with a significant junction where the lorries turn off the trunk road onto a Class C lane leading to the Berkeley bypass.

The A38 is prominent in both settlements

Key Design Characteristics

4.1a Landscape Setting

The largest settlement in the Parish, Newport grew up on a slight rise between the Dovere Brook to the south and the brook flowing from the Blanchworth area to the north, which makes it dominant in this landscape. When viewed from the west the settlement is contained within a shallow valley with the surrounding agricultural land flattening out to the east and giving open views of the Cotswold scarp. (See cover photo).

4.1b Settlement Pattern

Newport & Heathfield are linear settlements. The original settlement pattern has been affected by road widening schemes over the years, most notably when the road was rerouted and separated several houses from their land, which now lies to the east of the A38. The present prevalent building line, set well back from the road, and the nature of pavement/way makes the A38 appear even wider and contributes to the feeling that the village is split in two.

4.1c Building and Spaces

In Newport building styles are diverse. There is a majority of two-storey houses but modern bungalows are also evident. Cambridge brick is the most prominent building material for the traditional houses. Modern buildings are constructed in dark red brick in contrast to the more traditional & lighter Cambridge multi-brick. Reconstituted Cotswold stone is also evident in some of the modern buildings. Modern building styles & overlarge proportions within a site are in danger of losing the important vistas between buildings.



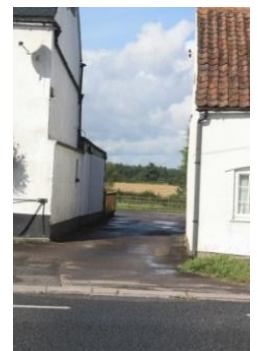
Approaching Newport from the North



Newport houses



Church View, Newport



Vista between buildings, Newport



Approaching Newport from the south showing the large industrial units

Many of the older properties are now concrete rendered but many brick cottages remain. They are simple in style & have small canopies over the front door. In Chapel Hill there are three listed buildings. Of particular note is the new replacement garage extension to The Myrtles (see pages 5 & 6) using reclaimed bricks & incorporating Cotswold eye detail . A further listed building, Home Farm Cottage, sits close to the road immediately north of the Newport Towers site. It is concrete rendered.

A small development of council houses and affordable homes has been constructed in Church View.

A recent development of prefabricated industrial buildings to the south of Newport is currently used for storage and supplies little local employment.



Approaching Heathfield from the north

In **Heathfield** the houses are all traditional red brick cottages, mostly now rendered, centred around the junctions of the A38 with Alkington Lane & Star Inn Lane. To the east of the A38 the old route runs parallel for a short distance & the majority of the cottages are here. Dominating these junctions are Applegates Coaches on the north side of Alkington Lane & large prefabricated farm buildings belonging to Actrees Farm to the north of Star Inn Lane. Extensive views to the Cotswold add to the scene.



New farm buildings, Heathfield

4.1d Distinctive Features

Newport

- Chapel Hill, a quiet backwater where there are three listed buildings (See Page 5).
- When walking along, the glimpses of views between buildings are particularly notable.
- Newport Towers (See Page 15) is a major site where access, shape and materials could add or detract to the whole village. At present it, and the newly built industrial units, dominate the approach to Newport from the south.
- There are a number of footpaths centred on Newport which head off in all directions into the rolling farmland. (See Appendix 1c).

Heathfield

- Extensive views towards the Cotswolds.
- Actrees Farm, a listed building, & traditional cottages.
- The junctions, Applegates Coaches & large farm buildings.



Traditional cottages, Heathfield



A38 approaching Heathfield from the south

4.2. Berkeley Heath

A small settlement now defined by the busy junction of B4066 with the A38. To the north of the junction remnants of a dismantled railway which served Sharpness Docks can be clearly seen. The B4066 within the Parish is still rural with trees and hedges lining the road. In places it becomes very narrow causing ‘pinch-points’ for the large number of HGVs travelling toward Berkeley. The sporadic green verges make it hazardous for cyclists and pedestrians.



B4066/A38 junction

Key Design Characteristics

4.2a Landscape Setting

Going South from Berkeley Heath the A38 travels through a corridor of tall trees and rural aspects. Of note on the southern side, there is a small woodland & withy bed, but much of the older character of the area is overtaken by the junction and traffic movements.



Withy wood

4.2b Settlement Pattern

A small nucleated settlement with older buildings to the east of the A38. Opposite is a petrol garage also a small commercial site. To the south of the B4066 is a three-storey Victorian house tucked behind tall hedges and trees.



Victorian house south of the junction

4.2c Building and Spaces

It is noticeable that all the properties on the junction are heavily screened with hedges, trees and large gates for privacy and as a barrier to noise and visual intrusion. Pickwick Farm, a listed building, and its several traditional brick outbuildings are prominent to the east of the A38. The Farmhouse is rendered with two-storeys. To the south of the B4066 is a three-storey rendered Victorian house with dormer windows tucked behind tall hedges and trees so it is not visible to the passer-by. Victorian red brick cottages and a former chapel can be seen beside the B4066. They have two-storeys and simple embellishments. Further south on the A38 is a modern bungalow on a large plot of land.



Cottages along the B4066

4.2d Distinctive Features

- Urban-ness of lay-bys on either side of the A38 used by HGVs for overnight stops.
- South of here the remnants of the original road going west across the Common may be seen. Until very recently this was a popular walkway, but it is now neglected.
- Pickwick Farm & its traditional brick outbuildings.
- Simply decorated Victorian buildings.
- Trees & hedges screen houses from the busy roads.
- The withy bed/woodland & the tree-lined corridor dominated by the busy road network.



B4066

4.3. Woodford

The hamlet of Woodford is a small cluster of buildings dispersed along the A38 where it meets the Little Avon River. It is halfway between Bristol & Gloucester.

Key Design Characteristics

4.3a Landscape Setting

The northern end of Woodford is on a small ridge along a line of springs. Wide grass verges & pavements backed by high thorn hedges border the road. There are extensive views from between the houses to Michaelwood & the Cotswolds to the east & glimpses between the trees and hedges towards Whitcliff Deer Park & the River Severn to the west. Descending steeply to the river valley it becomes more enclosed and the A38 no longer dominates the setting as it travels along a diverted tree-lined embankment some twenty feet above.



Approaching Woodford from the north



Woodfordgreen Farm



Stone building to the west of the A38 showing a more recent extension to the right Woodford



Woodford chapel



Woodford backwater

4.3b Settlement Pattern

Woodford is a linear settlement centred on the A38 around the junction with Damery Lane and beside the Little Avon River. The buildings all face the road with small frontages except near to the River where large houses are set well back from the road.

4.3c Building and Spaces

The style of these buildings is diverse with different rooflines and proportions. The old brick and stone chapel, now a private residence, stands out on the eastern side although it is presently overshadowed by the redundant auto centre next door. The western side is predominantly larger buildings, more scattered, mainly old or existing farmhouses and farm sheds. The northern half of the settlement is in stark contrast to the southern half where the A38 has been diverted. This southern section is now a quiet backwater going steeply downhill to the old stone bridge over the River. It is typified by long drives and large houses including two listed buildings. Modern buildings are clustered on a slight rise at the junction with Damery Lane. These buildings have larger proportions than the traditional houses in Woodford and this is further emphasised by their position in the landscape and the ratio of the building to its curtilage.

4.3d Distinctive Features

- Long drives and large houses.
- Stone Mill, a listed building, bridging the River.
- Woodford Chapel with its green walls.
- The quiet backwater leading to the old stone river bridge.
- The open & extensive views to the east & west from the northern part of the settlement.

4.4. Lower Wick

The hamlet of Lower Wick has a close relationship with the surrounding landscape and has a very rural feel to it.

Historically the settlement was one of farms, mainly dairy & sheep, with their tied cottages, a mill beside the Brook & a chapel/school at Threeways, the centre of the settlement. A pub, The Greyhound, which was also a butcher/abattoir, became the Pickwick Inn, a popular place where the community often socialised. This is now a restaurant, The Pepperpot, & the adjoining field where social events were held is now being transformed into a caravan park.

Key Design Characteristics

4.4a Landscape Setting

Lower Wick nestles in a small dip of the landscape about a mile west from the steep scarp of the Cotswolds & about four miles east from the River Severn. At the lowest point in the hamlet the Dovert Brook runs east to west on its way to Newport, Berkeley & beyond.

4.4b Settlement Pattern

The linear settlement pattern is varied with buildings either facing close to or set back from the road, side-on or set back at an angle. This is partly due to the widening of the road as it approached the hamlet from the A38 when the M5 was built. The old path of the road can still be seen near Meadowside and adjacent to The Mill.

4.4c Building and Spaces

Dominating the street scene close to the centre of the hamlet is Wick House, an imposing stone built farmhouse now a private residence. Across the courtyard a stable block has been converted into a residence. The buildings of Lower Wick all have large green areas surrounding them so that, together with the diverse relationship with the road, the overall feeling is one of a scattered settlement in a rural area.

The southbound Motorway Services is accessed along a private road from Wick Lane. The Lane, while still maintaining its character of a narrow, winding country lane was widened & in places straightened in early 1970 to accommodate the resulting delivery & emergency vehicles. However, there is a 'Not Suitable for HGVs' sign at its junction with the A38.

4.4d Distinctive Features

- The changes in the farming industry are evident in recent diversification.
- Buildings are set within large green areas.
- Rural feel.
- Wick House.



Approaching Lower Wick from Hogsdown



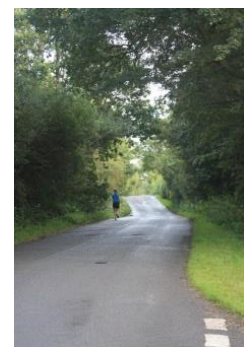
Wick House



Stable conversion, Lower Wick



Wick Mill showing the line of the old road



The lane through Lower Wick



Damery Lane



Little Avon River / Michaelwood



Huntingford



Kitts Green/Blanchworth Road

4.5. Damery Lane originated to serve the mills beside the Little Avon. Nowadays it is the access road from the A38 to the northbound M5 Services and the Days Inn Motel. The Lane is wide with broad grass verges making it appear wider still. The buildings are a mixture of small cottages and modern houses in equal number. Hollytree Farm, a listed building, a Victorian house and a small industrial estate add to the diversity of the street scene. The frontages generally keep to a similar line. As the Lane approaches Michaelwood it changes from open vistas to a narrow and winding river valley. It is gorge-like and enclosed between steeply wooded banks with no verges. Of historic note are the sites of disused quarries evident along the steep sides of the river valley, which give a definite character to this stretch.

4.6. Michaelwood is the remains of a forest which spread from Berkeley Castle to Nibley Green hundreds of years ago. It is designated a Key Wildlife Site (Ref. ST79/012). It was used for the hunting pursuits of the landed gentry, mainly deer but also for shooting game (*the latter still carried on today*). Ancient footpaths & bridleways criss-cross the woodland. Of historic note are the sites of a Scheduled Ancient Monument (*Old Castle Earthworks*) at Damery & the Regionally Important Geological Site (RIGS) Grid Ref: 370560 194390. One of the strongest comments received from the community was the need to manage & sustain the remaining area of woodland for biodiversity & amenity purposes.

4.7. Huntingford, nestling in a dip close to the Little Avon River, is more enclosed with no extensive views. The Victorian railway bridge & embankment is a dominant feature as it crosses the narrow country lane. The few buildings here, small farmhouses or mill cottages, are very close to the road, often with no frontage.

4.8. Kitts Green, Blanchworth to Nibley Green, Goldwick & Baynham

The road runs through open countryside from Berkeley Heath towards North Nibley and Stinchcombe and follows the Dovere Brook for some of its length. It is used as a cut-through between Wotton-Under Edge, Stinchcombe, North Nibley and the A38. It is narrow, busy and at times hazardous with many bends and frequent horse traffic. The road is subject to regular flooding as it passes under the railway bridge. The road was widened and straightened as it crosses the M5 bypassing Holts Farm. The scattered buildings along this stretch are large old farmhouses with their outbuildings and a large concrete-rendered house built in 1987 standing proudly on a rise in the landscape.

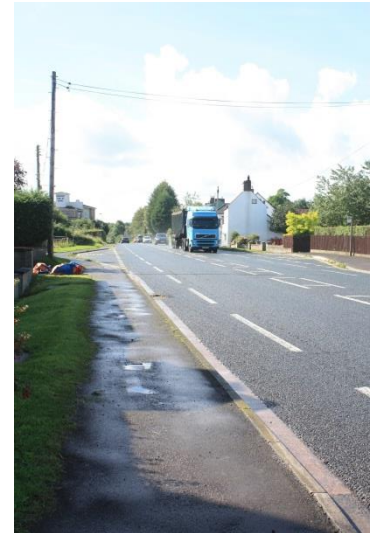
4.9. Special Considerations – see also Guidelines Pages 17 - 22

4.9a Newport Towers site has outline planning permission for 39 new homes. The site sits on a rise in the landscape and is therefore very significant within the hamlet of Newport and the surrounding area. Approaching from the south along the A38 and travelling through Newport from the north it is the dominant view. Therefore the size, proportions & materials of the dwellings is particularly important. Existing adjacent drainage problems (*see below*) & access onto the busy A38 needs to be considered too. The involvement of the local community in preparing the detailed application (*as appropriate to the scale & nature of the proposed development*) is requested.



Newport Towers

4.9b A38 The A38 is a major arterial transport route N/S but it is also a barrier to E/W links and communities. The shape and capacity of the A38, its junctions and links to neighbouring parishes/settlements affects the ability of parishioners to engender community spirit in a split settlement. It also raises health and safety concerns due to the historic widening & straightening of the road & the lack of safe pedestrian crossings over the resultant fast & busy highway. In particular, the drag factor of HGVs, the noise and frequency of vehicles and the signage needs review. Berkeley Town & Hamfallow Parish Councils have been consulted regarding the issues of Alkington Lane & the B4066. Hamfallow PC is in agreement that a resolution should be found.



A38, Newport & the prominent Newport Towers on a rise in the distance

4.9c Flooding Issues Alkington Parish is an area with a high water table & numerous springs. **Newport** has two pumping stations, one at either end of the hamlet which in recent years have, at times, been inadequate & flooding has occurred. The Doverte Brook to the south & the 'Unnamed' Brook to the north of Newport have also been unable to cope with the amount of run-off water from the surrounding area & overflowed. **Woodford** has also been known to flood & was the reason why the A38 was diverted to an embankment as it crossed the Little Avon River. The River is known to flood after heavy rain here & at Damery Mill junction. The Doverte Brook runs through **Lower Wick** at its lowest point & after periods of heavy rain the Brook cannot cope with the amount of water flowing into it & backs up resulting in flooding of the immediate area. Run-off from the nearby M5, which generates up to 85,000 gallons of additional water if just 1" of rain falls, appears to be a major factor to this problem. (Ref. '2012-The Year of the Floods' D.Tandy). The roads beneath the Victorian **Blanchworth & Damery Railway Bridges** frequently flood after rain. This is caused by the road dipping under the bridges in order that the railway embankment was kept to a minimum. (See Appendix 1b Page 26).



Newport pumping station

The threat of flooding, particularly in the north of the hamlet of Newport, means the community would not look favourably on increased development unless that included infrastructure improvement with Wessex Water for that whole area.



Victorian railway bridge at Damery showing the road dipping under the bridge

4.9d Michaelwood Service Areas also need special consideration. They are built on a saddle of land between two hills in the middle of Michaelwood, a protected Ancient Woodland (*SDC Local Plan; Habitat Assessment;*). The access roads are Wick Lane (*Southbound*) and Damery Lane /Mule Street (*Northbound*). The Woodland is a dark backdrop to the surrounding lower lying areas, and concern about light pollution and increasing traffic along these lanes exists now. Should there be development in these service areas, these issues would need to be addressed in particular.



Motorway services from Damery Lane

5. Guidelines

References to Stroud District Council existing & emerging Policies & other Policies are made in **bold italics**. The Guidelines will require potential review following Planning Inspectorate examination of the emerging Stroud District Local Plan and policies contained therein to ensure compliance with NPPF and Local Plan.

5.1 Natural Environment and the setting of rural Alkington (LNE)

Key Objective

Conserve the rural nature of Alkington parish, the open & extensive views, older woodland, pathways, hedges and tree boundaries. In line with existing Stroud Policies **NE3-8, NE10-12**, proposed **Core Policy CP15** and **Delivery Policies ES6 - ES8**, the protection of this quiet, natural setting is important to local people: the natural environment is a valued resource as evidenced by public consultations. (*Appendices 4 & 9b*).

Issues

Changes in use and diversification from the agricultural/ forested landscape are increasing, and this needs to be kept in harmony with Alkington's setting. Some older uses such as apple orchards relating immediately to the environment are disappearing, and knowledge of these areas would allow development to be tailored appropriately. The open & rural nature is important & should be conserved together with the bridleways & footpaths which traverse the area.

Guidelines recommended for Alkington:

- **LNE1** The Michaelwood & Little Avon River areas of Damery Lane should be conserved for their ecological & landscape value with its natural vegetation, planted vegetation & wildlife habitat, with the animal species they support, and for the enjoyment by the general public; **Delivery Policies ES3, ES4, ES6, ES7 & ES8**.
- **LNE2** Michaelwood Ancient Woodland should remain as a locally important wildlife asset & any possible expansion of the Motorway Service Area should not detract from the views to and from this important woodland area; **Delivery Policies ES6, ES7, ES8**
- **LNE3** The wooded area & withy beds to the south of the B4066 is a locally important and valued wildlife area & should be conserved; **Delivery Policy ES8**.
- **LNE4** Orchards should be protected, taking into consideration their local heritage, wildlife & landscape value. Many have been destroyed in the last 20 years & opportunities will be sought to maintain & manage remaining orchards. There are several traditional orchard areas in Newport including a large area known as Dave's Orchard & the remains of an orchard behind Barnhay; Alkington, Coldelm, Fortune, Oakleaze & Woodfordgreen Farms all maintain a traditional orchard; Upper, Middle & Lower Wick have orchard areas too. (*Ref: Habitats Assessment. See Appendix 1a*); **Delivery Policy ES8**.
- **LNE5a** Spaces between settlements should be retained to avoid potential coalescence or loss of individual rural community identity. Spaces between buildings should be kept so that their contribution to local character can be appreciated within a rural setting; **Delivery Policy ES13**.
- **LNE5b** The green tree-lined corridor off the A38 separating Berkeley Heath & Heathfield in particular should be conserved for visual amenity & local identity; **Delivery Policy ES8**.

- **LNE6** The many footpaths & bridleways which traverse the area should be maintained. Diversions should only be granted if there is demonstrative benefit or amenity for users; (*Ref: TR2 The landscape character as described in the adopted Stroud District Character Assessment*).
- **LNE7** New development should respect the rural landscape character & demonstrate how it will integrate with existing topography, landscape features (including watercourses), wildlife habitats, existing buildings & site orientation. **Delivery Policy ES8.**

5.2 Built Environment (LBE)

Key Objective

Sustain the nature of the built environment in Alkington, in line with the emerging Local Plan, without large scale development.

Issues

Alkington Parish is an area of disparate small communities with a relative lack of local employment, facilities and services. Any new development should be appropriate, sustainable & considerate to the rural nature of the area. **Proposed Core Policies CP3, CP4**

In the most rural areas of Kitts Green, Blanchworth to Nibley Green, Goldwick, Baynham, Lower Wick, Damery Lane, Woodford, Michaelwood & Huntingford any development should be ecologically sensitive with design in harmony with their distinctive characters.

In and around settlements along the A38 and B4066, the distinctive character of those settlements is different. The extent and nature of any development should not create additional pressure for ribbon development & should not compromise highway safety. **GE2** and **proposed Core Policies CP1, CP3, CP4, CP8 & ES1**

There has been a demand for horse stabling in recent years & stable-blocks have been constructed on virgin land. Utilising redundant stable blocks or appropriate farm buildings should be considered. In Lower Wick a stable block has been sited on a prominent rise in the landscape; a proposed stable block in Lower Wick has dimensions double that of adjacent cottages; two are more appropriately sited, one adjacent to Red Oaks, the other in Damery Lane where they have little impact on their surroundings. **Delivery policy ES9**

Guidelines recommended for Alkington

- **LBE1** Any new development should be low level, infill development. It should be integrated into the community to help provide a safe environment. **HN8** and proposed **Delivery Policies HC1 & HC8**
- **LBE2** Any new development should conserve & enhance the locally distinctive architectural styles of existing older buildings. Appropriate materials, textures and colours, together with how they sit in relationship to the road & to each other, should be considered; **HN8** and proposed **Delivery Policy HC1**
- **LBE3** Redundant farm buildings converted to private residences & businesses should be constructed in a sympathetic way to the existing building. Proportions of windows, doors & roofline should be maintained; **HN16, BE17** and proposed **Core Policies CP4, CP11, CP14, CP15.**

- **LBE4** The proliferation of large-scale industrial units should be carefully monitored in this rural area. Materials should be appropriate to the use of the building & be in keeping with the natural environment such as wood cladding on a steel frame;
- **LBE5** Industrial development: care should be taken to avoid light pollution in this rural area. Particularly for the area by the Motorway Service Station & any large construction on farmland where safety considerations will need to be weighed with the desire to protect the surrounding rural area where dark night skies are part of the distinctive character; **GE2** and proposed **Core Policy CP14**
- **LBE6** Developments should not detract from the distinctive character of that specific local area and be sensitive to the rural environment; **GE2** and proposed **Core Policy CP14**, *Ref. Stroud District Landscape Assessment Supplementary Guidance November 2000*
- **LBE7** Materials and style in the construction of stable blocks should be appropriate within the setting. Surrounding dwellings should not be overwhelmed by proportionately large developments & the level of activity generated. The environmental quality of the rural area may not be diminished; **EM8** and proposed **Delivery Policy ES9**
- **LBE8 Newport Towers** development should reflect its key position on a rise in the village adjacent to the A38. Housing and access is opposite the Stagecoach Inn and the older part of the village, so inclusion of some details to reflect that, the angle of approach of the road, the height of construction against the skyline have all been concerns of local people. The detailed design of the site should reflect the local distinctive identity. The design should aim to have a low impact on the environment through sustainable construction techniques & appropriate renewable energy generation; **GE7** and proposed **Delivery Policies HC1 ,CP14, ES1, ES2**

5.3 Buildings & Materials (LBM)

Key Objectives

To safeguard the traditional buildings, features and architectural details within the Parish and to incorporate some of these into any new development in order to conserve or enhance the distinctiveness of the area. Any new building should be appropriate in size and design to its surroundings.

Issue

In recent years there has been a diversity of building styles and alterations throughout the Parish with little consideration to the appropriateness of the rural setting. Unsuitable non-agricultural, industrial development has proliferated in the area during recent years.

Guidelines recommended for Alkington

- **LBM1** Any new development should consider avoiding inappropriate materials, design and proportions. New materials should complement the traditional materials within the Parish such as the local stone, a soft grey/beige colour, 'Cambridge' red multi-brick and the orange brick of the Victorian era. Reconstituted stone and dark red brick together with large areas of modern brick should be avoided;

- **LBM2** Distinctive features such as patterned roof tiles, small round, semi-circular or hexagonal windows (*Cotswold eyes*), low rooflines, windows tucked under the eaves, and the lack of external decorative features on the smaller cottages should be maintained. The small porches of the Victorian properties, the simply decorated weatherboards and proportion of sash windows should be maintained. Small sub-divided timber windows were generally used in the smaller buildings. Leaded metal windows are a feature of some of the old stone farmhouses;
- **LBM4** In-character modifications for redundant farm buildings as the internet infrastructure improves are to be encouraged; ***Delivery Policies E14, E15, E110, E111***
- **LBM5** Large industrial buildings, especially where HGV movements are significant on small roads, should be discouraged;
- **LBM6** Safeguard buildings from ill-considered small scale alterations. Extensions should complement and enhance a building. Replacement windows, doors, roof pitch & materials should be carefully considered and be appropriate to the original character of the building; (*see photos pages 6 & 7*)
- **LBM7** High gates, walls and fences should be avoided to protect the open vistas much-valued by the local communities. Indigenous plant species should be encouraged for boundary hedges to strengthen the area distinctiveness. Landscape character, as described in the *Stroud District Landscape Assessment Supplementary Guidance November 2000*, is an integral part of the built character.
- **LBM8 Local residents :**
If you are considering altering the exterior of your property in any way, however detailed, please undertake your own design assessment by studying each aspect of the building & asking yourself:
What are the distinctive features of the property?
Are there any particular features which are out of character with the property?
Will my alterations make a positive contribution to the character of the area?

5.4 Roads (LR)

Key Objective

Improve the shape and form of the A38 to lessen the impact on the rural character & quality of life of the local community by the traffic that travels along it. To allow communities to be more integrated, and work to ensure that communities along key lanes are protected from similar, but smaller scale, traffic impact. To consult with other Parishes along the A38 corridor to seek mutually beneficial changes. There will be a need to work with the County Highways Department and accord with the County Local Transport Plan (LTP) and any other relevant national guidance when looking at these guidelines.

Issue

Traffic places huge pressures on the historic form & qualities of the rural landscape & also impacts on social cohesion. Increased traffic movements, especially HGVs, along key routes, have split communities. This impact is particularly true of Berkeley Heath and Newport.

Guidelines recommended for Alkington

- **LR1** Highways and traffic management are critical aspects of any development which might increase traffic (especially HGVs) along the A38, Alkington Lane & the B4066, especially at or near junctions. Priority should be given to ways to decrease the impact, especially along narrow country lanes unsuitable for HGVs; **Proposed Core Policy CP13**
- **LR2** Alkington would wish to include possible solutions to the traffic impact and road safety issues following discussions with Highway Agencies and other parishes. These might include:
 - Investigations to improve cycle, pedestrian & traffic movements associated with the Berkeley Heath triangle;
 - Consistency of speed limit through hamlets along A38;
 - Review of speed limit along Damery Lane, the access road to the northbound Service Area & Motel, also Damery Works;
 - New access roads will be assessed as part of any planning applications by Gloucester County Council Development Management Team;
 - As part of any planning discussion / development application, representation will be made to the Highways Authority to cater for improved pedestrian movements crossing the A38 in Newport.
- **LR3** Road shape should be in keeping with the rural nature of the parish and the local communities where reasonably practical.
 - urbanising features such as kerbstones, road markings & other street furniture should be kept to a minimum & be sensitive to their specific location;
 - signage should be reviewed in the parish and pruned appropriately e.g. at Berkeley Heath.
- **LR4** Easy pedestrian & cycle movements and effective crossing points are vital to a healthy community.
 - Improvements to crossing points on A38, B4066 & Alkington Lane should be subject to design guidance & criteria;
 - Improvements to encourage safe cycle use, particularly along the A38, the B4066 & Alkington Lane should be considered.

5.5 Employment and infrastructure (LEI)

Key Objective

Employment in the area should be low impact & consistent with the rural location in line with existing policies **EM6-8, BE16, 17** and proposed **Core Policy CP11**. Opportunities to improve existing issues should be explored with the local community, especially in relation to any new development.

Issues

Changing employment opportunities mean new infrastructure, appropriate to the rural area, should be incorporated but without undue impact. Broadband service is slow & may impact on potential for new businesses or working from home. Faster broadband could be introduced with connections made to existing fibre-optic cable along the A38 & through Lower Wick. This would encourage hi-tech businesses & enable residents to work from home thus encouraging sustainable development. In Newport drainage is an issue, an adequate drainage system is a priority. Flooding has occurred, particularly in recent years, in several areas e.g. Newport, Woodford and Lower Wick.

Guidelines recommended for Alkington

- **LEI1** Employment development should be appropriate to the working rural environment and should avoid large warehouse-type buildings without a clearly demonstrated functional need & heavy goods vehicle movements;
- **LEI2** A faster broadband service could be introduced easily as connections could be made to existing fibre-optic cable along the A38 and through Lower Wick. This would encourage hi-tech businesses to utilise redundant farm buildings & enable residents to work from home thus encouraging sustainable development;
- **LEI3** Any new development should demonstrate how drainage from run-off will be dealt with. Obstructions to flood flow should be carefully considered; watercourse corridors should be conserved and enhanced. Proposed **Core Policy CP6** and **Delivery Policy ES4**.

5.6 Community & Facilities (LCF)

Key Objectives

Few amenities exist in the parish, with the only designated community space being in Newport. The lack of local amenities means that most people rarely meet their neighbours on a casual everyday basis & rely on their cars to access services elsewhere. Public transport is not adequate, the only service is sporadic & along the A38.

Issue

The community wish to see the development of the designated space to encourage activities and community spirit but there has been a general lack of motivation to take the development forward. A landscaped area with trees, seating and a children's' play area would be welcomed, also investigation of other possible community sites within the Parish. Adequate public transport so that residents can access services such as the Health Clinic & the Bank.

Guidelines recommended for Alkington

- **LCF1** The designated community space in Newport should be protected & enhanced to provide a much needed local facility; **RL4 and proposed policies CP6,ES13-15 inclusive**.
- **LCF2** New development should help to create spaces where people can meet each other such as public spaces, community buildings; **RL5 and proposed policies CP6,ES13-15 inclusive**.
Ref: Supplementary Guidance Residential Development Outdoor Play Space Provision.
- **LCF3** Public transport should be provided so that residents can access vital services which all lie outside the Parish . **Proposed policy CP6**

Using this Design Statement for Good Practice in Pre-Planning Application Involvement.

At a National level, as mentioned in the Introduction to this Statement, The National Planning Policy outlines an expectation to involve communities in development proposals:

“Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.” (NPPF 2012 paragraph 66).

At a District level, the Stroud District Council *Statement of Community Involvement (SCI)* already encourages pre-application community involvement. It includes some overall principles of good practice. Open & well-structured working between communities, residents/applicants, developers, the parish council & the local authority in advance of planning applications can help to deliver better quality development for all.

This emphasis on pre-application involvement or engagement has been taken further forward with production of a district wide Protocol. This will require any applicant to contact the Parish Council at the very outset and agree a process of involvement that is proportionate to the size and nature of the project. The Protocol is currently at draft stage (*Autumn 2013*).

At a Parish level, the Parish Council will consider this Design Statement when making their comments as a statutory consultee on any planning application. This Design Statement will provide a context for future development and be a key tool in defining the distinctive character of the Parish and its unique qualities that local people value.

Conclusion

The people of Alkington Parish would like to reiterate their desire to see the Design Statement adopted & implemented in any decisions involving the future development of their area. They would wish to be involved in the future of their community together with Alkington Parish Council and Stroud District Council.

The Parish has also produced a **Parish Plan** which will be regularly reviewed and updated. This can be viewed at:

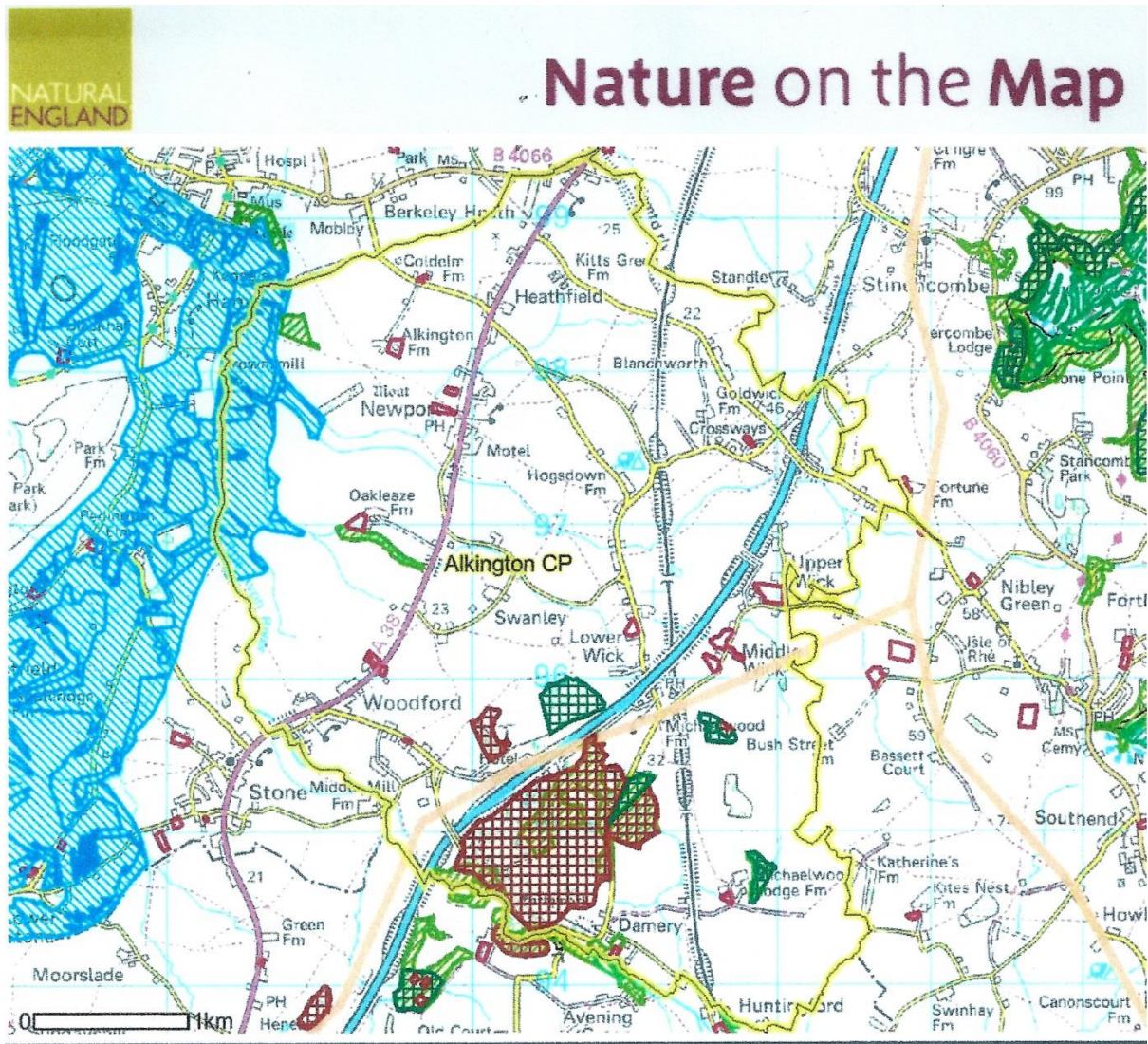
www.community.stroud.gov.uk/alkington

Contact details

alkingtonpcclerk@btinternet.com

Appendix 1 Maps

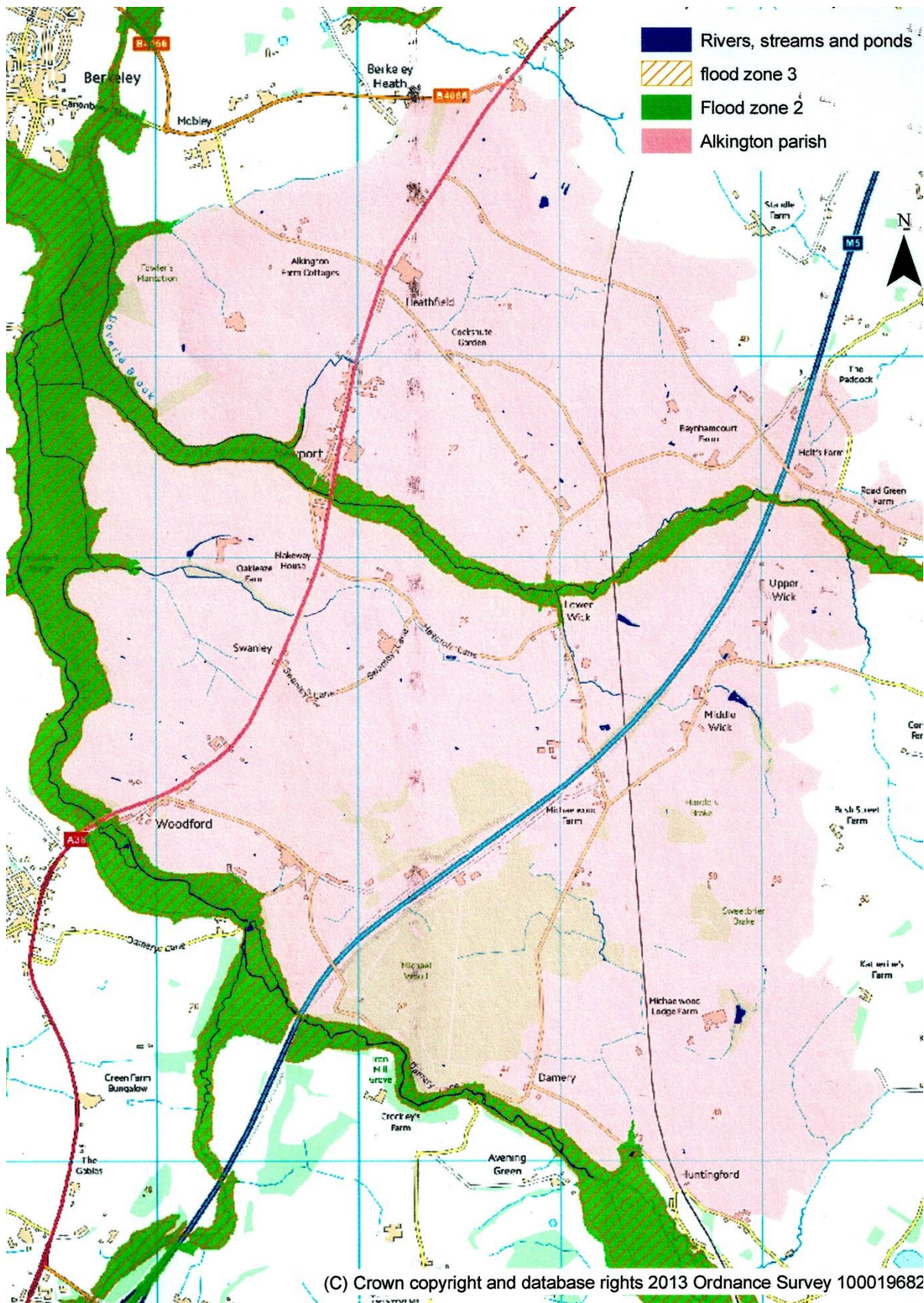
a. Habitats Assessment



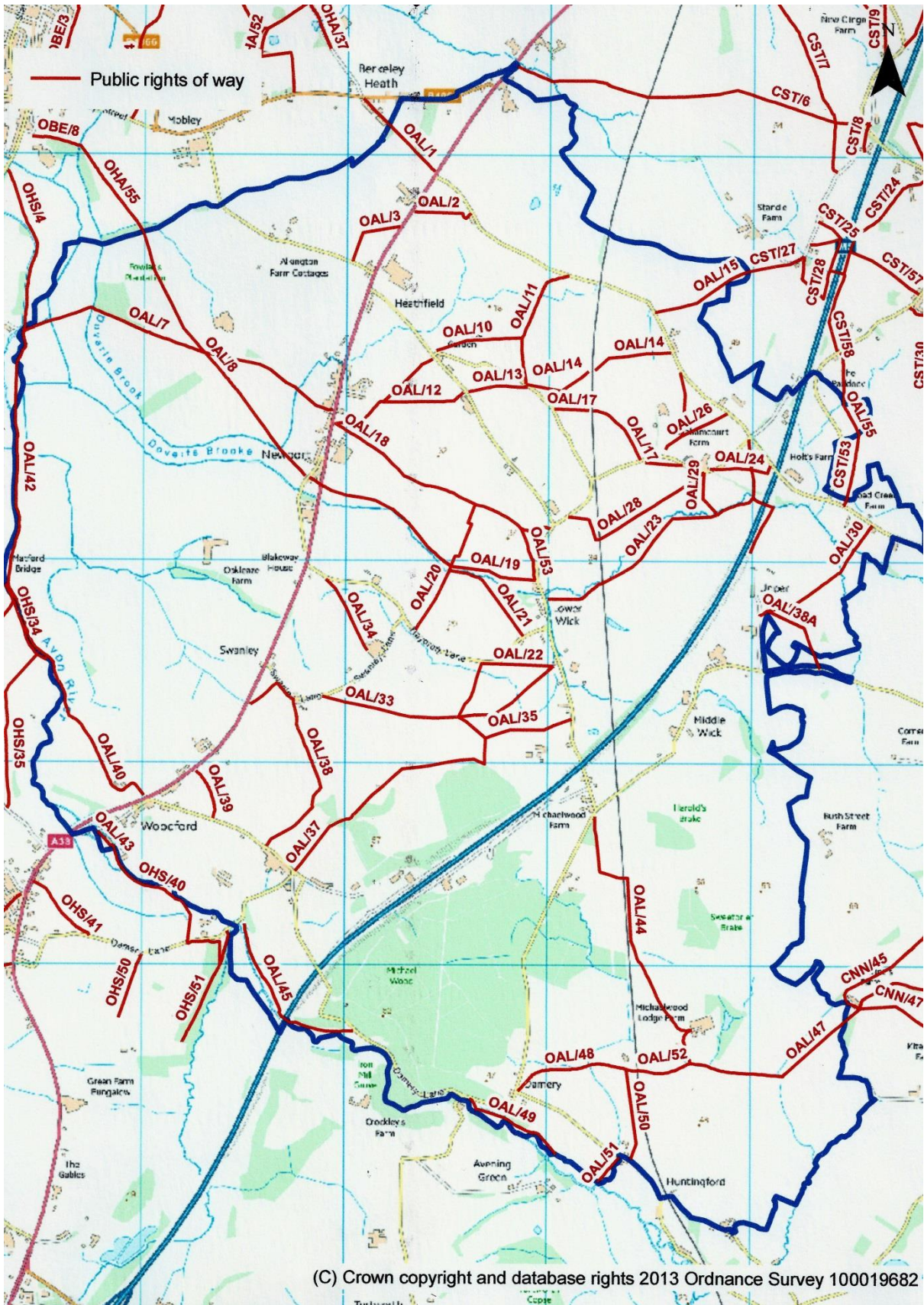
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| <ul style="list-style-type: none"> * Natural England Offices Mudflat Coastal Vegetated Shingle Coastal, Floodplain Grazing Marsh Maritime Cliffs and Slopes Saline Lagoons Coastal Sand Dunes Purple Moor Grass and Rush Pasture Lowland Meadow Lowland Dry Acid Grassland Lowland Calcareous Grassland Lowland Heathland Fen Reedbeds Lowland Raised Bog | <ul style="list-style-type: none"> Upland Calcareous Grassland Blanket Bog Upland Heathland Upland Hay Meadow Traditional Orchard Inventory for England Undetermined Grassland Ancient Woodland Inventory Ancient & Semi-Natural Woodland Ancient Replanted Woodland Deciduous Woodland v2.0 Limestone Pavements Sites of Special Scientific Interest Natural England Regions | <ul style="list-style-type: none"> Natural Areas Selected Civil Parishes Scotland, Wales and Ireland Ordnance Survey background mapping England |
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b. Water Courses – 2013

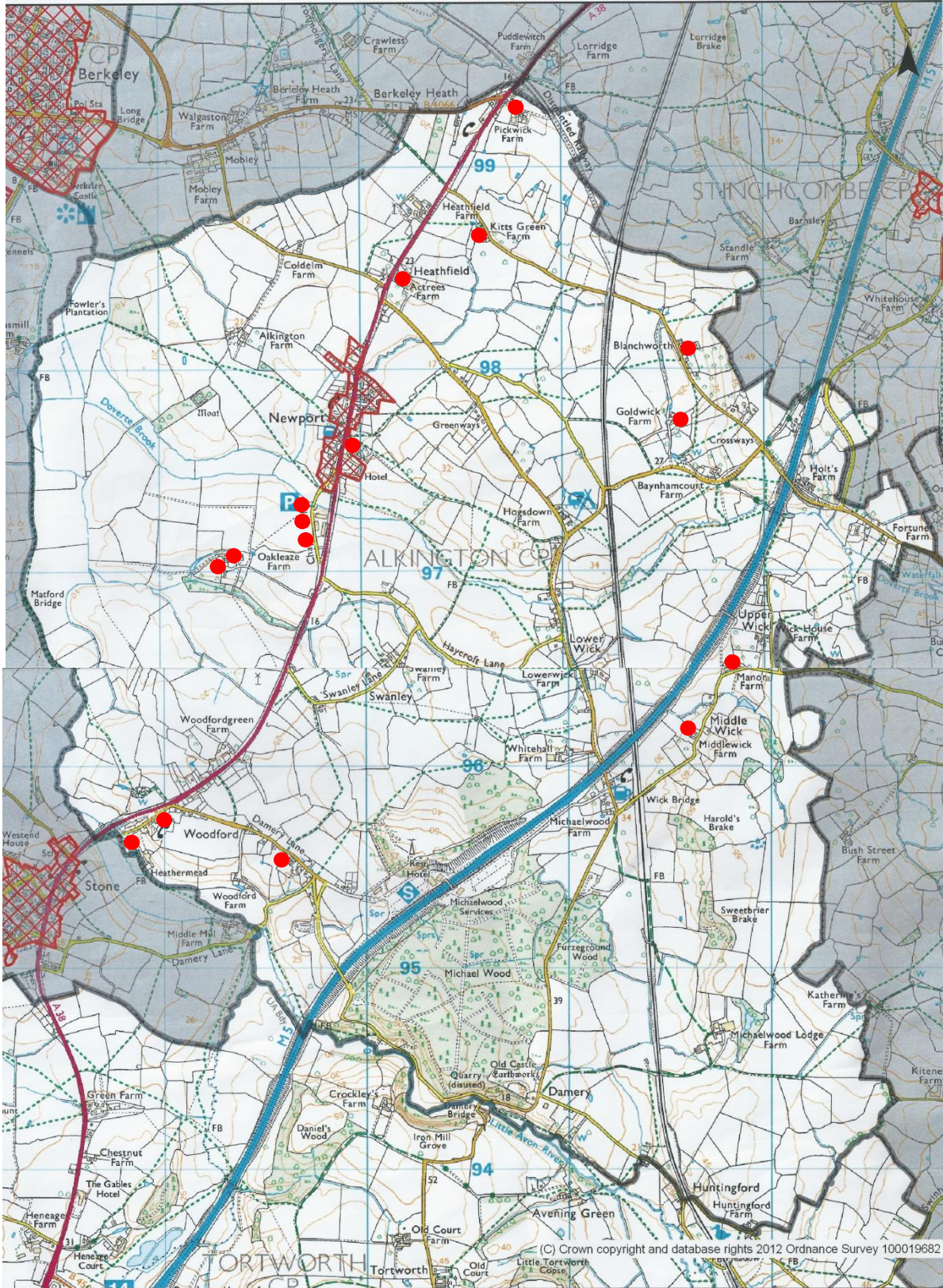


c. Public Rights of Way



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d. Listed Buildings



● Listed Building [Red Hatched Box] Settlement Area

Appendix 2 Parish Population

a. Census 2011 Gloucestershire County Council

Age Structure (KS102EW)			Alkington Parish	Stroud District	South Wes Region	England Country
All Usual Residents	Count	Mar-11	688	112779	5288935	53012456
Age 0 to 4	Count	Mar-11	27	6113	296094	3318449
Age 0 to 4	Percentage	Mar-11 ~		5.4	5.6	6.3
Age 5 to 7	Count	Mar-11	22	3657	166138	1827610
Age 5 to 7	Percentage	Mar-11 ~		3.2	3.1	3.4
Age 8 to 9	Count	Mar-11	12	2509	106551	1145022
Age 8 to 9	Percentage	Mar-11 ~		2.2	2	2.2
Age 10 to 14	Count	Mar-11	32	6791	296892	3080929
Age 10 to 14	Percentage	Mar-11 ~		6	5.6	5.8
Age 15	Count	Mar-11	12	1458	64003	650826
Age 15	Percentage	Mar-11 ~		1.3	1.2	1.2
Age 16 to 17	Count	Mar-11	14	3055	128935	1314124
Age 16 to 17	Percentage	Mar-11 ~		2.7	2.4	2.5
Age 18 to 19	Count	Mar-11	17	2372	135139	1375315
Age 18 to 19	Percentage	Mar-11 ~		2.1	2.6	2.6
Age 20 to 24	Count	Mar-11	31	5246	333166	3595321
Age 20 to 24	Percentage	Mar-11 ~		4.7	6.3	6.8
Age 25 to 29	Count	Mar-11	26	4910	307159	3650881
Age 25 to 29	Percentage	Mar-11 ~		4.4	5.8	6.9
Age 30 to 44	Count	Mar-11	122	21447	994693	10944271
Age 30 to 44	Percentage	Mar-11 ~		19	18.8	20.6
Age 45 to 59	Count	Mar-11	154	24952	1063214	10276902
Age 45 to 59	Percentage	Mar-11 ~		22.1	20.1	19.4
Age 60 to 64	Count	Mar-11	64	8292	361507	3172277
Age 60 to 64	Percentage	Mar-11 ~		7.4	6.8	6
Age 65 to 74	Count	Mar-11	101	11681	532902	4552283
Age 65 to 74	Percentage	Mar-11 ~		10.4	10.1	8.6
Age 75 to 84	Count	Mar-11	39	7232	348759	2928118
Age 75 to 84	Percentage	Mar-11 ~		6.4	6.6	5.5
Age 85 to 89	Count	Mar-11	14	2015	99900	776311
Age 85 to 89	Percentage	Mar-11 ~		1.8	1.9	1.5
Age 90 and Over	Count	Mar-11	1	1049	53883	403817
Age 90 and Over	Percentage	Mar-11 ~		0.9	1	0.8
Mean Age	Years	Mar-11 ~		42.3	41.6	39.3
Median Age	Years	Mar-11 ~		44	42	39

Age Structure, 2011 (K LastUpdated)

Value derived by aggregating data supplied using the Neighbourhood Statistics Geography Hierarchy .This material is Crown Copyright. When reproducing this material, the source should be acknowledged. Users are granted permission to reproduce Crown Copyright material, provided that a Click-Use Licence has been obtained from HMSO.The Click-Use Licence can be obtained from <http://www.clickanduse.hms.gov.uk> .

b. Parish Population Estimates Mid 2010 Gloucestershire County Council

Parish Population Estimates for Stroud District, by Quinary age, Mid-2010										
(Source: Parish Population Estimates Mid-2010, Gloucestershire County Council)										
Stroud Parishes	Total	0 - 4	5 - 9	10 - 14	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44
Alkington CP	654	31	23	41	42	23	10	18	34	65
Total Stroud District	111,717	6,170	6,398	7,002	6,898	4,749	4,590	4,993	7,230	8,769
Stroud Parishes	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80 - 84	85 - 89	90+
Alkington CP	52	42	54	68	65	33	22	15	14	<5
Total Stroud District	9,008	8,106	7,776	8,268	6,315	5,012	4,072	3,134	2,077	1,150

Appendix 3 The CDS Process

when	presentation	where	Findings (ref)
April 2012	Agreed to undertake CDS and review Parish Plan Circulated information and contact point via Stalkingham News	Throughout the parish	Parish Council minute 12/03/2012
May 2012	Initial consultation events <ul style="list-style-type: none"> likes and dislikes about Alkington parish what was important to conserve what housing would suit where employment and any development young people's views 	4 areas: Newport, including Heathfield Berkeley Heath & Blanchworth; Woodford, Damery Lane & Swanley; Lower Wick, Upper Wick & Huntingford;	Appendix 4; Map Page 8 13 attended and gave lots of ideas and thoughts to start off working group
July 2012	Parish walk from a different perspective Photos and link to maps	Berkeley Heath, Newport	Appendix 5; Strategy and training for surveys Develop action plan
July- Sept 2012	Series of surveys of the four main areas & 4 sub areas of the parish. Photos of distinctive buildings, landscape setting, road junctions & paths, signage, streetscape & rural settings	All 4 areas & 4 sub areas surveyed. Landscape survey cross sections located . Map Page 8	Appendix 6; 12 people from different areas walked their locality with Street Surveys Serial vision Beating the bounds Landscape assessment Details.
May to date	Background research	Stroud District Council documents and NPPF Whole parish, with some aspects linking into neighbouring parishes e.g. transport routes	Stroud Local Plan; Landscape Assessment; Policies; Stroud Design Guide; English Heritage; Population structure, how the settlements grew up, local sources and knowledge; "And did those Feet..." <i>A Survey of Alkington Parish</i> David Tandy; <i>2012- The Year of the Floods</i> David Tandy;
Oct 2012	Stroud CDS event at Kingswood. Alkington invited to contribute & reported progress to date.	Discussion with other Stroud communities carrying out, or wishing to carry out CDS; GRCC, Localism Network and Stroud District Council input	Appendix 7; Defining the special nature of our parish, being so rural without a major settlement; results so far and emerging aspects
Oct - Nov	Analysis of findings so far, key elements of character	Meetings of working group	Appendix 8; Sample analysis by area
Nov- 2012	Further consultation based on displays of photos, findings from surveys and initial ideas	Stagecoach Inn Newport – thanks to the Landlord	Appendix 9 ; Photo displays; 60 people came and left further comments; spoke with working group

Dec- Feb 2013	Analysis of further consultation and incorporation into first draft document	With GRCC help and SDC comment	Draft 1 Feb 2013: thanks to Jan Sayers for pulling the whole together
May 2013	Final draft for consultation	Stone Village Hall Launch of Consultation Period	
July – Sept 2013	Analysis of Consultees & CDS Group comments	Responses to comments	Appendix 10;
Nov 2013	Final document (amended after consultation with parishioners, SDC, Gloucester Highways, Gloucestershire Constabulary, English Heritage, Natural England, GCC Landscape & Natural Environment).	Adopted by Alkington Parish Council	
19 th June 2014	Final document	Adopted by Stroud District Council as Supplementary Planning Advice	

Appendices 4 – 10 are in a separate Document.

For copies or further information please contact the Parish Clerk:

alkingtonpcclerk@btinternet.com

Appendix 4

Initial Consultations around the Parish

Appendix 5

Strategy & Training for Surveys

Develop Action Plan

Appendix 6

Surveys of 4 Main & 4 Sub-Areas

Appendix 7

Stroud CDS Event at Kingswood October 2012

Appendix 8

Sample Analysis of Area

Appendix 9

Photo Displays & Analysis from Public Consultation Event November 2012

Appendix 10

Analysis of Consultees & CDS Group Comments after Public Consultation May – July 2013

Correspondence from Consultees