

Slimbridge Village Design Statement

December 2016





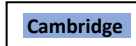
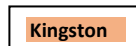
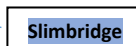
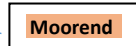
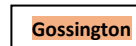

“When we see Slimbridge Spire we know we are home.”

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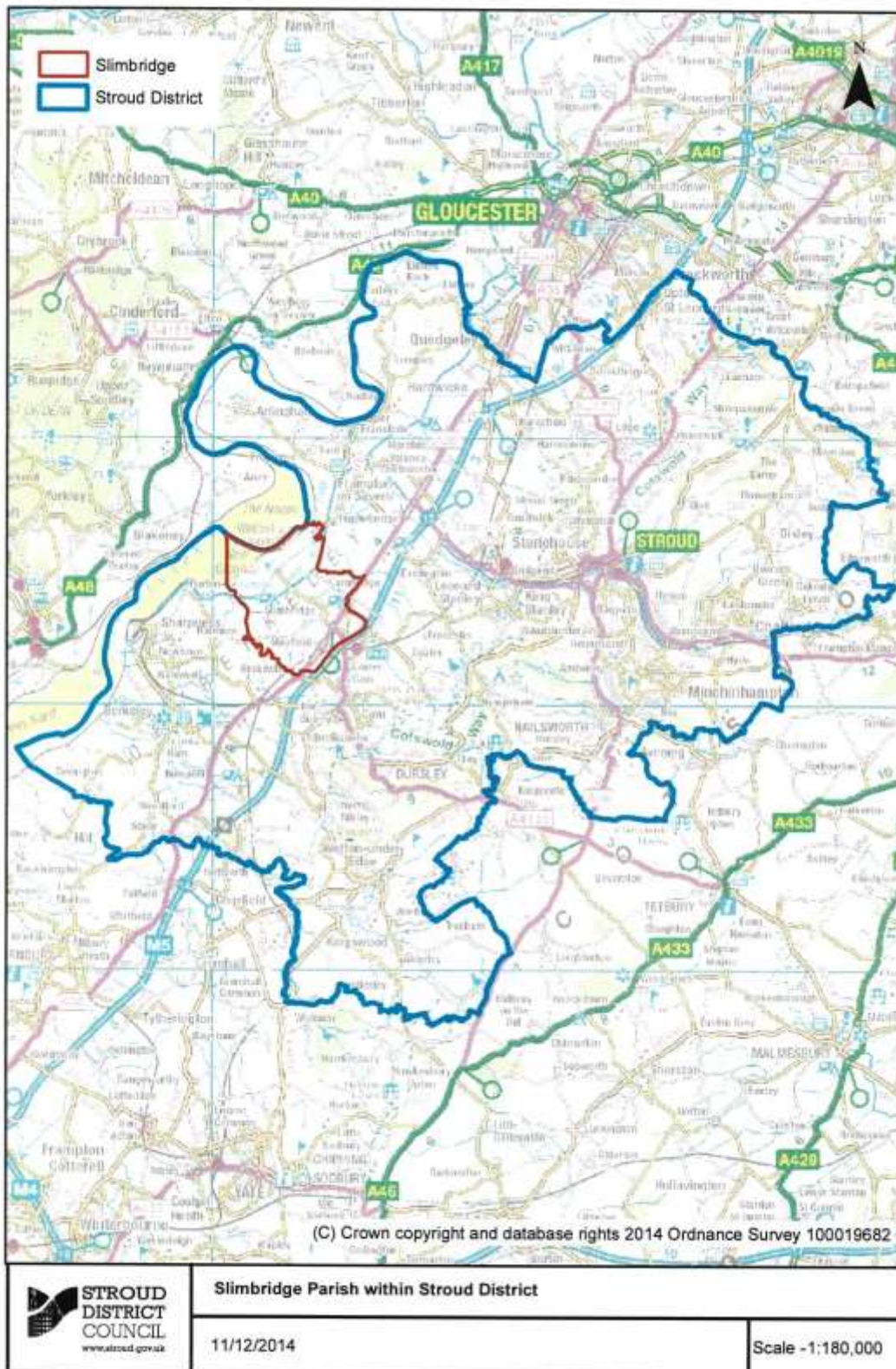


-  Shepherds Patch
-  Troy Town
-  Cambridge
-  Kingston
-  Slimbridge
-  Moorend
-  Gossington
-  Tumpy Green

Slimbridge Parish Boundary map (Parish Online 2014)

 Main Villages  Hamlets

Location of Slimbridge within Stroud District



Introduction

- **What is a Village Design Statement?**

Village Design Statements (VDS) are intended to provide guidance for any proposals of development and to inform and influence planning at the local level. They provide a way of encouraging and guiding new developments that can be designed and located in a way that reflects local characteristics and the qualities that people value in their village and surroundings. The statements are produced by the local community for use by planners, planning officers, developers and local councils.

As things stand at present, local residents may only hear about proposals for development when the design is finished. Although the Parish Council is asked by the District Council for its view on planning applications, it may not get the opportunity to offer as much positive input as it would like – particularly on the design of the new development i.e. ‘how it looks’. This document adds more details of design policies at the local level and offers a greater opportunity for partnership working. Once a VDS has been prepared, the District Council knows in advance, what can be expected from development in design terms and that could be acceptable to the local community.

If adopted by the District Council as Supplementary Planning Advice, such design statements can become a material consideration when determining planning applications. The recommendations in this document should be carefully considered in planning decisions relating to Slimbridge Parish, but it must be borne in mind that there can be tensions between different strategies and policies that operate at many different levels and for a variety of purposes. All can be relevant in reaching a balanced decision. Each individual application is decided on its own merits in the context of many different documents operating at different levels – from national through to local. These documents are carefully considered and weighed by the District Council Officers and Members prior to a final planning decision. This means that in some instances other policies may take precedence over the recommendations made here.

- **Why produce a VDS for Slimbridge Parish**

The aim of the VDS is to ensure that any future development and change in the parish is based on an understanding of the area’s past and present. It draws attention to what is special about the buildings, open spaces and settings in the parish. This VDS has been compiled from the research carried out by the volunteer groups and very much guided by comments received from parishioners of Slimbridge. It seeks to assist in the management of change and works that might change the look and feel of the parish. It emphasises the cherished features of the landscape and buildings. Local character could easily be threatened by unsympathetic development. This Design Statement came about after a contentious 24 house development within the parish and it was felt there was a need to be able to have some say in developments for the parish.

The statement therefore aims to raise awareness of what is special about the area and gives parish residents a say in the future of their village by producing guidance on respecting these qualities.

- **How will it work?**

The VDS describes the settlements in the Parish of Slimbridge as they are today and highlights the qualities that the community value. It is intended to be a practical tool capable of influencing decisions affecting design and development in the parish. It will assist Slimbridge Parish Council and Stroud District Council when considering planning applications.

The VDS is in line with the Stroud District Local Plan. People applying for planning permission in the parish will need to show that they have taken the guidelines into consideration when drawing up their proposals. Disregard of this guidance could well result in refusal of planning permission.

- **Who is the VDS for?**

Change is not only brought about by new buildings, but also by the smaller day to day alterations to homes and gardens, open spaces, paths, walls and hedges which can affect the look and feel of the whole village. Some of this does not require formal planning permission, but this document can still provide a useful tool in understanding the wider context to that change such as your community's aspirations.

The VDS provides guidance for anyone considering development in the area. It will be as valuable to individual householders wishing to build an extension or put in new windows as it will be to planners, developers and architects considering new buildings. It provides a source of ideas for professionals to work with local building styles which have helped make Slimbridge what it is today.

In summary it is intended for:

- Local householders, businesses and farmers
- Statutory bodies and providers of services and utilities
- Local Councils
- Developers and builders
- Architects, designers, planners and engineers.

- **How has it been produced?**

This VDS has been produced by the community with the full support of Slimbridge Parish Council, Gloucestershire Rural Community Council and Stroud District Council.

1 The Parish Context

- 1.1 Geographical setting
- 1.2 Community and Facilities
- 1.3 Economy
- 1.4 Infrastructure

1.1 Geographical setting

Slimbridge Parish, located in Stroud District, lies on the Severn Plain and as such is flat with open views across the Forest of Dean and to the Black Mountains beyond; this with the Cotswold escarpment which forms a magnificent backdrop for the whole parish. Slimbridge is positioned between Gloucester and Bristol - between junctions 13 and 14 on the M5. The A38 is the main route through Cambridge which comes to Slimbridge roundabout where Slimbridge itself can be accessed along with the other hamlets.



Views of Slimbridge from Coaley Peak

Slimbridge Parish contains two main villages, these being Slimbridge and Cambridge plus the hamlets of Gossington, Moorend, Tumpy Green, Kingston, Troy Town and Shepherds Patch, which cover approximately 6.5 square miles (as shown in map on page 3). 2480 acres of the land are owned by the Ernest Cook Trust¹, bought from the Berkeley Estate in 1945. The majority of the remaining 1200 acres of farmland is still owned by the Berkeley Estate.²



Photo from St Johns Church Tower looking south

The spire of St Johns Church is a prominent feature within the landscape of Slimbridge as it can be seen from most areas and it is a defining feature of the parish.



St John's Church spire

¹ To find out more about the Ernest Cook Trust visit <http://ernestcooktrust.org.uk/>

² To find out more about Berkeley Estate visit <http://www.berkeley-castle.com/estate.php>

Parts of the boundaries that border the parish of Slimbridge are the M5 and the River Severn. The Gloucester and Sharpness canal separates Shepherds Patch from the Wildfowl and Wetlands Trust, with a bridge to access the Wildfowl and Wetland Trust. The River Cam flows through Cambridge, and the A38 is a main commuter road through the parish, with the other main road being St Johns Road which is the main access route to the Wildfowl and Wetlands Trust through Slimbridge



Gloucestershire & Sharpness Canal



River Severn



River Cam



A38 looking north

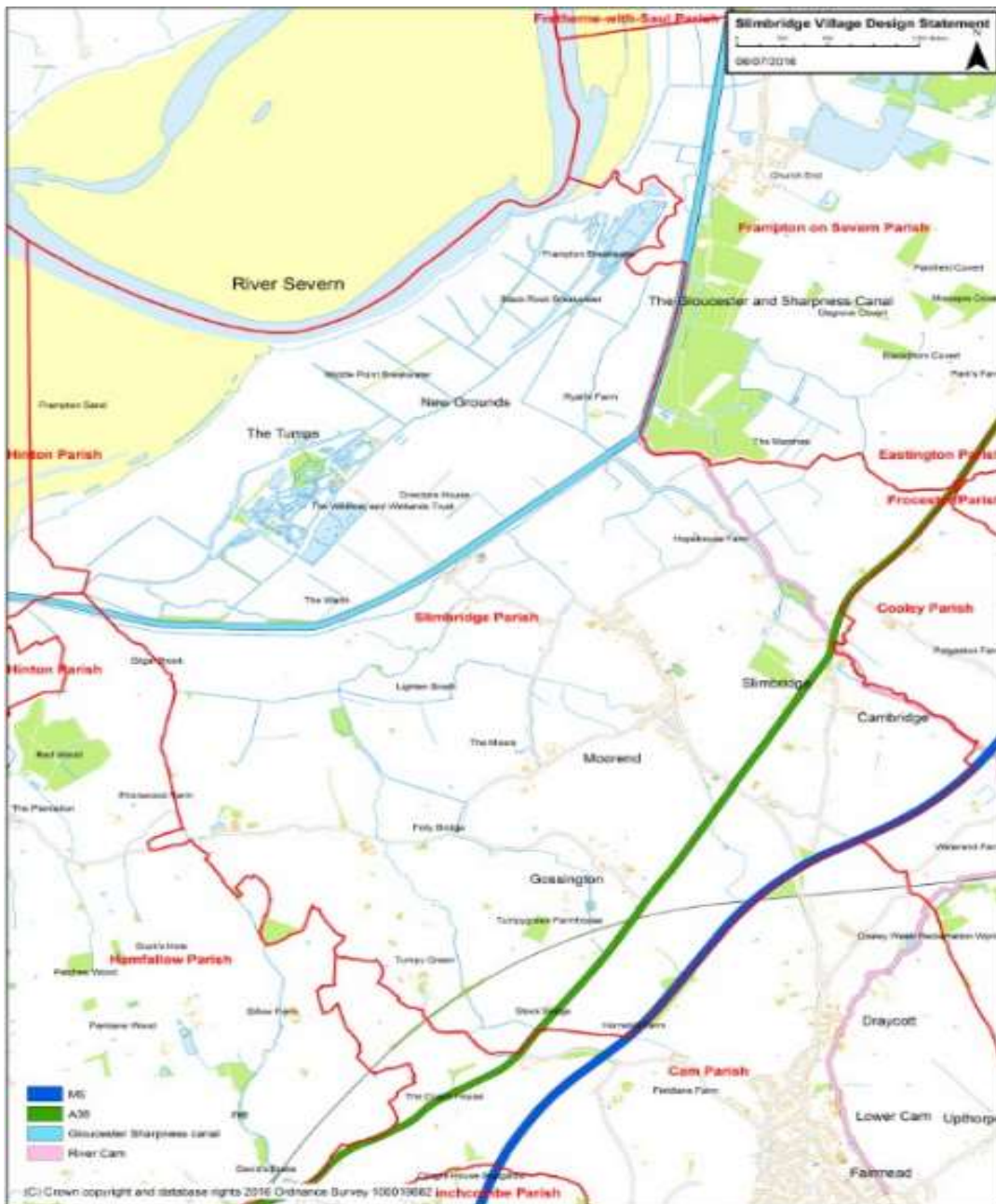


M5

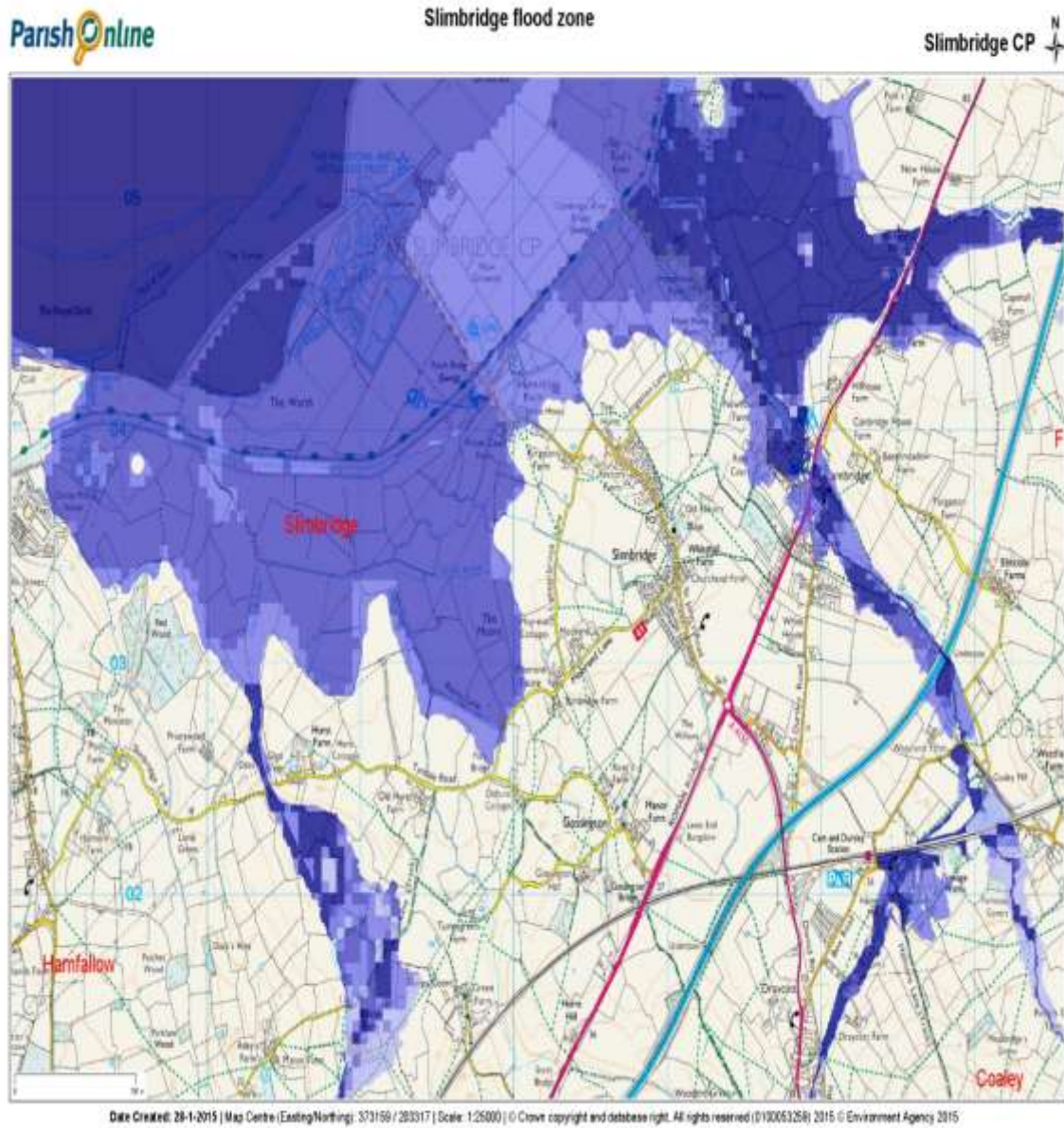


St Johns Road

As well as bordering the M5 and River Severn, Slimbridge is surrounded by seven other bordering parishes as shown on the map below labelled in red; Frampton on Severn, Eastington, Frocester, Coaley, Cam, Hamfallow and Hinton. Slimbridge sits within Stroud District and is in the Parliamentary constituency of Stroud.



Parts of the Parish of Slimbridge are within a flood zone – see map below which is updated by the Environment Agency regularly. This map was produced on 28/01/2015.



1.2 Community and Facilities

The parish has a population of 1136 with 463 dwellings (ONS 2011 census). This compares to 1107 population with 423 dwellings in 2001 (ONS 2001 census). In the 10 years from 2001 – 2011 there has been a decrease in the younger population (0-24yrs) and an increase in the older population (65+) (ONS 2001 & 2011 census).

The parish supports community facilities such as a Parish Church, Cemetery, Village Hall, Primary School, and Playing Field, Legion Social Club, Rosie's Wood, Village shop, and Village Green; and a number of businesses such as Wildfowl and Wetlands Trust, a garage, industrial estates, Post Office and 2 public houses (see 1.3 for businesses within the economy).



Slimbridge Village Hall

The village hall built in 1930 hosts a number of village organisations such as the gardening club, the show group, Zumba to name a few. It is a well utilised community asset and is situated on St Johns Road, opposite the church.



St Johns Church

This is the focal point of the parish situated on St Johns Road, thought to be built in the 13th century. The Church Spire can be seen for miles around. A graveyard lies within the grounds.

Behind the Village Hall is a car park which leads onto a cemetery which is owned by Slimbridge Parish Council.



Slimbridge cemetery



Slimbridge War Memorial

Erected in September 1921 the war memorial is situated in the grounds of St Johns Church. Slimbridge Local History Society have produced a booklet recording the stories of the fallen of WW1; this was distributed to every home in the parish as part of a Heritage Lottery Fund project promoting the 100 years of WW1.



Slimbridge Playing Fields

Slimbridge playing fields are home to Slimbridge youth football team and cricket team. The pavilion was built in 1921 (wooden) then again in 1996 (brick) when the Playing Field Committee raised money through the aid of National Lottery funding.

There is also a children’s play area.

The playing fields are just off St Johns road accessed from the car park and past the Legion Social Club.



Slimbridge Legion Social Club

Built in 1952, the social club is located on St Johns Road and is a popular community hub. It hosts a skittles team, has a licensed bar and is open most nights of the week. The Village shop is located in a room at the rear of the Legion, accessed via the car park.



Slimbridge Primary School

The school is located on St Johns Road and was built in 1906. It has 5 classrooms and has capacity for 112 children. An additional classroom has been built in 2015 to cater for growing numbers within the parish and catchment area.



Cambridge Village Green

The village green is located on the Bristol Road in Cambridge. It has a flood marker on it which was put up after the floods in 1905. Also on the Green is a traditional phone box, a bench, notice board and bus stop.



Rosie's Wood

Rosie's wood was established in 1992. It was planted by local man Tony Raybone in memory of his first wife Roseanne, a much-loved figure in the Slimbridge community who taught village children to dance and founded the Slimbridge Show group. Annual events such as Jazz in the Woods and art exhibitions raise money to maintain the woods for the community.

1.3 Economy



Farming continues to form an important contribution to the community with 10 farms remaining. Of these, five provide a mix of dairy and arable, two are entirely arable and two dairy, and the one remaining farm operates an organic beef and sheep farm. Hill House farm on the A38 has had a successful application for a solar farm which demonstrates the diversification of agriculture by looking at renewable energy. This will provide the parish council with a community fund for the next 25 years.

Rectory Farm



Cambridge Mills industrial estate also provides a mix of business and is ideally situated on the commuter route of the A38. Wisloe Road industrial estate is situated just off the Slimbridge roundabout and supports a number of businesses.



Wildfowl and Wetlands Trust is a major employer within the parish with staff and volunteers working for them. The Wildfowl and Wetlands Trust attracts in the region of 250,000 visitors per year.

The parish also has 2 public houses - one in Slimbridge and the other in Cambridge, a Post Office, Village shop, Garage and Ellis Transport. It also has its own Football club - Slimbridge AFC with their own pitch and club house on Wisloe Road.



The Tudor Arms



The George Inn



Slimbridge Post Office



Ellis Transport



Allen and Elliot Garage on St John's Road

At Hillhouse Farm off the A38 is the new solar farm, installed by Cambridge Solar Company and has been up and running since March 31st 2015. It will be in place for the next 25 years and will provide a community fund to the parish for community benefit.



Hillhouse Farm Solar Farm



1.4 Infrastructure

The M5, A38 and the Bristol / Gloucester railway all run almost parallel north east / south west through the district. With the exception of the St Johns Road, the majority of smaller roads within the parish run from east / west with the pattern reflecting access to major trade routes which pass through the Severn Vale.



M5 from bridge on A4137



A38 looking South

The majority of the roads in the parish are quite narrow rural lanes, again with the exception of St Johns Road which is the main road through Slimbridge and the only route to Wildfowl and Wetlands Trust.



Kingston Road



Longaston Lane



Ryalls Lane



Bus stop at Cambridge



Entrance to St John's Road off the roundabout

There is a regular bus service along the A38, and to Dursley with limited evening services. There is no direct bus link to Cam and Dursley railway station, since the car park is frequently full, this reduces the value of the station to Slimbridge.

The parish has suffered with surface water flooding and sewage flooding and much liaising is occurring between the Parish Council, the community, STW and other bodies – such as Gloucestershire County Council, Stroud District Council and the Internal Drainage Board to reach satisfactory conclusions – this is an ongoing project. The flooding effects St Johns Road, Churchend and Ryalls Lane along with a number of other small areas.



Photos of flooding in the parish 2013

Parts of Slimbridge Parish have main gas. There is an oil pipeline passing through the parish, but it is underground with no connections.

The internet is available within the parish and the broadband service has recently been improved with a fibre to cabinet service. The mobile phone coverage in the area is good and provided by a number of suppliers.

The Gloucester to Sharpness canal has moorings throughout the year, with some boats used as permanent residences.



Moored boats on the Gloucester to Sharpness Canal

2 The Distinctive Character of the Parish

2.1 Landscape and Natural Environment

Slimbridge Parish is a rural area with the two main villages and six hamlets. It sits on the Severn Plain and is flat with wide open vistas. It is on the flood plain with alluvial clays.



From Wetlands looking North



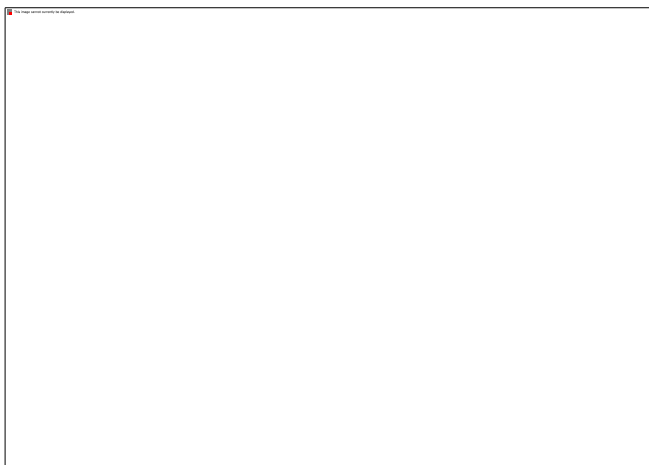
From Wetlands looking West

The salt marshes are seen as of national importance, part of them being used by the Wildfowl and Wetlands Trust, but they extend much further and are a major part of the parish landscape. This is also demonstrated in Stroud District Council's Land Character Assessment (2000 pg B48)

As an area of early settlement the parish has many ridge and furrow fields with many being connected by footpaths



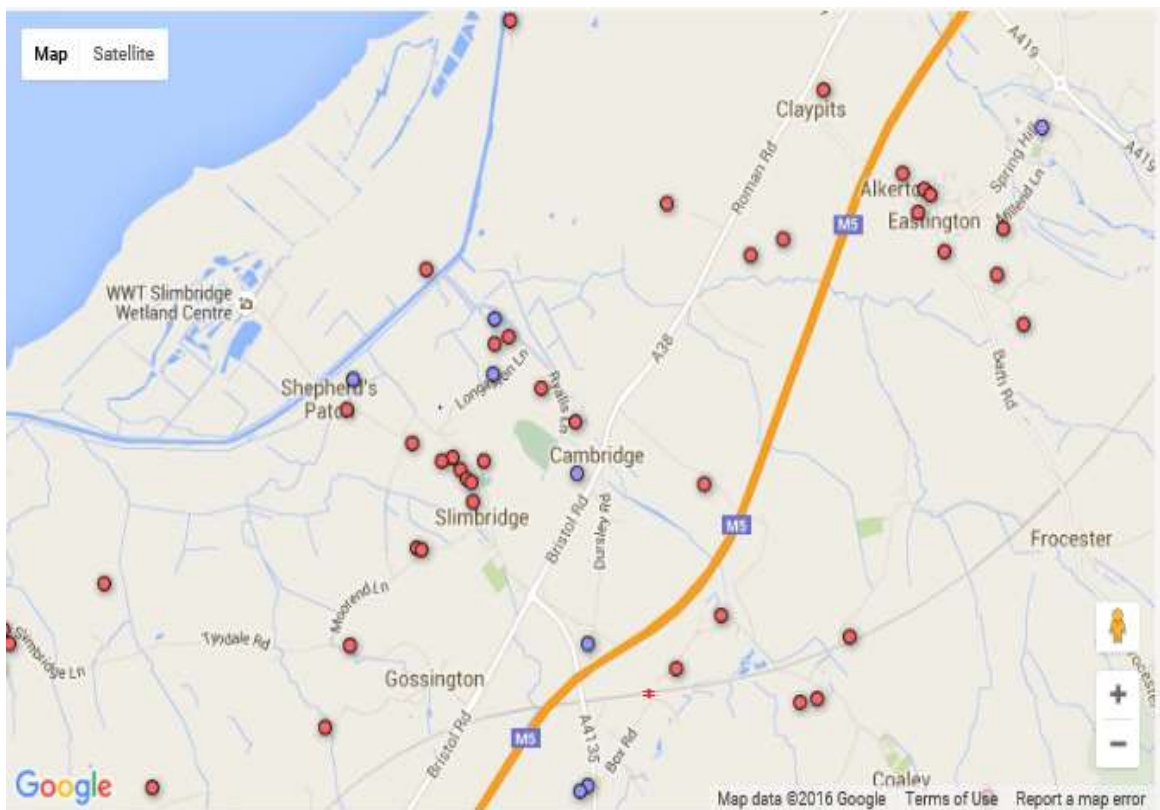
Ridge and furrowed field, Slimbridge



Glebe Fields

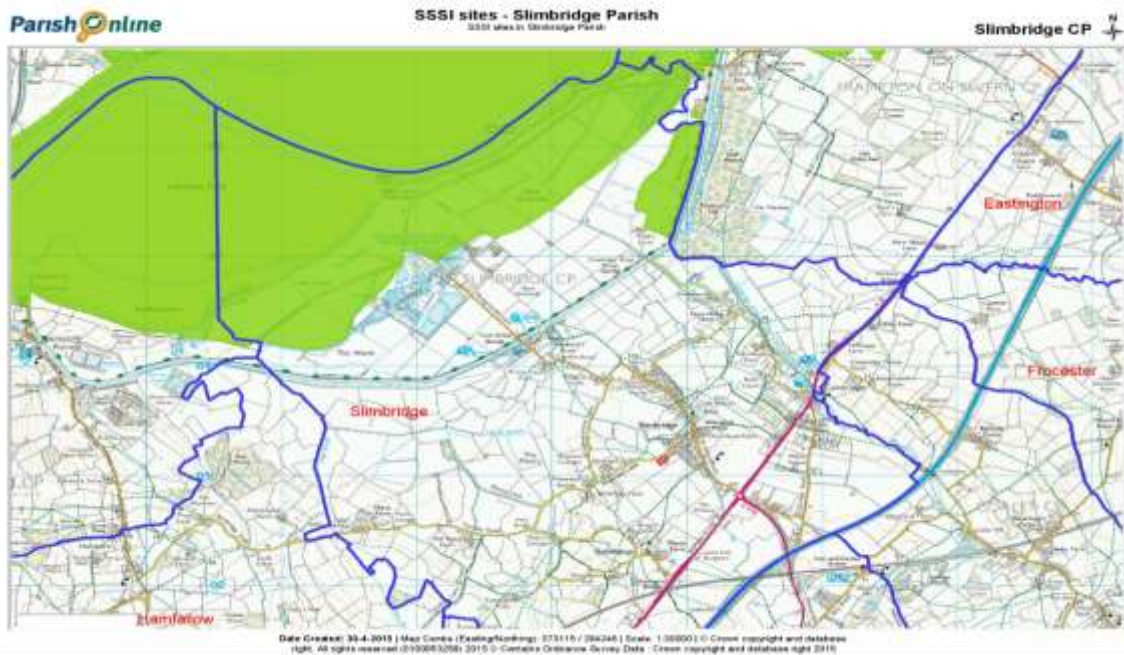
The Glebe fields are seen as an important area in both Slimbridge and Cambridge, and are used by many for walking. They create an open space which keeps a division between the two villages allowing them to keep their own identities.

At one time the parish had a large acreage of orchards, with the growing conditions of the Severn Plain being ideal and there are still a good number of remnants visible throughout. The below map shows where the traditional orchards are in Slimbridge (outlined in green). *“Seventy-five per cent of Gloucestershire’s orchards have been lost in the past 50 years. Agricultural changes and lack of demand, foreign competition and finally the supermarket all aided the demise of many local orchards and varieties. Despite this decline, Gloucestershire still has areas where orchards form a strong traditional landscape character; the Berkeley Vale and Dymock area still contain a noticeable number of orchard trees with many local varieties”* according to Gloucestershire Orchard Trust.

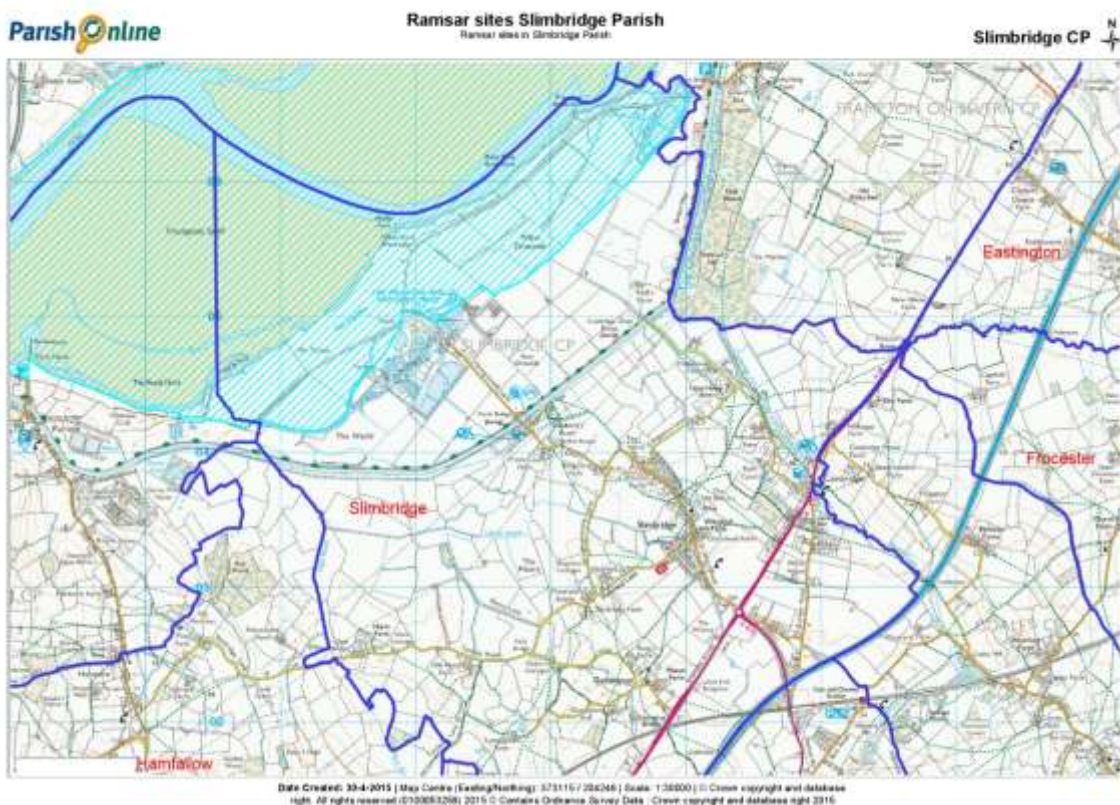


Map taken from Gloucestershire Orchard Trust from Peoples Trust for Endangered Species data. Red dots are sites that have already been surveyed by a volunteer or orchard owner and therefore have more detailed information on what is there and what condition the site is in. Blue dots are sites that still need checking.

Throughout the landscape of the parish are a number sites such as Sites of Special Scientific interest (SSSI's) identified by Natural England which run along the River Severn as identified in green on the below map.



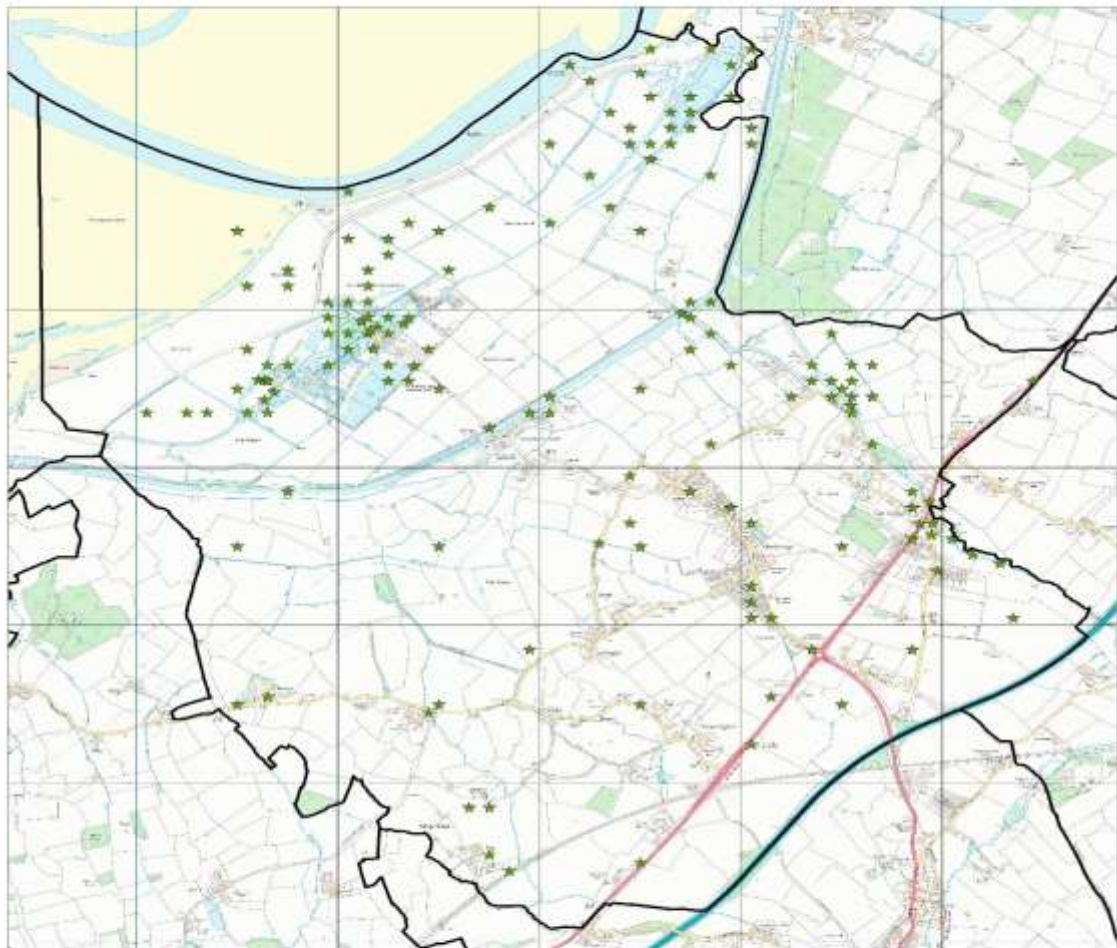
Ramsar sites are wetlands of international importance, designated under Ramsar conventions. The following map shows where the Severn Estuary Ramsar site is located within Slimbridge Parish.



The Wildfowl and Wetlands Trust and the River Sever also fall within the Severn Estuary Special Area of Conservation. (SAC) and Special Protection Area (SPA) where, under Article 6(3) of the Habitats Directive, Competent Authorities have a duty to ensure that all the activities they regulate have no adverse effect on the integrity of any of these sites. Together SPAs and SACs make up a network of important European Natura 2000 sites. The effect of the Regulations is to require Local Planning Authorities to ensure that no likely significant adverse effect arises from any proposed development scheme or Local Plan.

Gloucestershire Centre for Environmental Records (GCER) have provided the following maps of rare and protected species records and key wildlife sites in the parish. As can be seen from the below map, a majority have been recorded within Wildfowl and Wetlands Trust, with even a dolphin being sighted within the River Sever recently! A list of the recently recorded wildlife can be obtained from the Clerk, this includes a range of butterflies and moths, birds and amphibians.

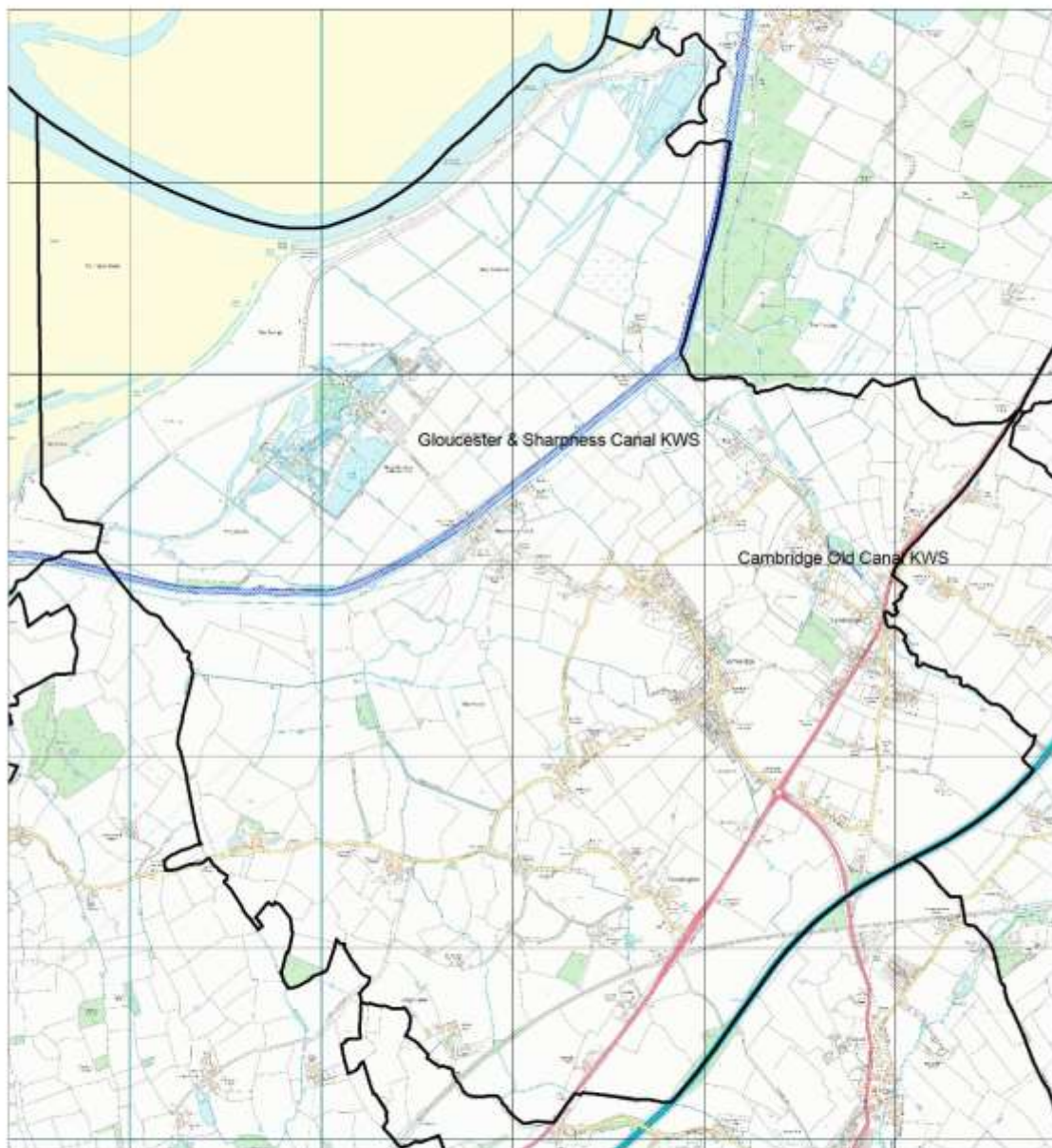
Distribution of rare and protected species records made in the last 25 years within Slimbridge parish



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Key Wildlife Sites within Slimbridge parish



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2.2 Historical Development



St Johns Church

The Parish of Slimbridge was first recorded in the 11th century in the Domesday Book as Heslinbruge. There have been a number of different variations over the years, with the most recent changes alternating between 'Slymbridge' and 'Slimbridge'.

The 12th century church of St Johns the Evangelist in Slimbridge village dominates the landscape and with the village hall opposite it provides a focal point for the village

Some evidence exists to show that there was Roman occupation in Slimbridge. An example of this is the remains found in the field to the East of Lane's End Bungalow opposite the end of Gossington Lane. This was probably a resting area for travellers between Aust and Gloucester or Cirencester. Another Roman feature discovered is a ford across the River Cam at Old Ford Farmhouse. There is a strong case for stating that the Vikings had a camp, possibly on the River Cam, when they made a major assault up the River Severn to the Midlands. The name Heslinbruge has appeared as an early name for Slimbridge and is in common use by the Vikings where they built a stone walkway, usually not much more than 300 metres long from where their boats were moored to their campsite. This suggests that the present centre around St John's Church has not always been the centre of the village but rather, Slimbridge Street, now called Ryall's Lane, might well have been the original centre of the village. In support of this argument it should be remembered that before the canal was constructed the River Cam meandered across the fields entering the Severn near Frampton church.

The Domesday Book gives the first quantitative picture of elements of what is now known as "Slimbridge Parish" as components of King Edward's Berkeley Estate. The need for the Estate to control and maintain its lands means that there are invaluable records available to modern day Slimbridge historians.

Slimbridge is today defined by the church whose spire can be seen from all over the Vale. The first explicit reference to a church goes back to 1146 when the Priory at Stanley St Leonard was granted advowson (appointing a clergyman to a parish) to the church at Slymbridge. In its time Slimbridge has provided three bishops to the church for London, Carlisle and Exeter, one of whom, Owen Oglethorpe, crowned Elizabeth 1.

The treacherous waters of the River Severn led to the construction of the Gloucester Sharpness canal which was first conceived in the late 18th century but only fully opened in April 1827. This briefly brought trade through the Parish from a new direction although its commercial viability was almost immediately challenged by the construction of the nearby Bristol to Gloucester railway in 1844. The canal remains in use today although mainly for leisure purposes.

The Parish has many links to famous people including William Tyndale and Edward Jenner. The records held at Berkeley Castle, Gloucester Archives and by the Slimbridge Local History Society provide a fascinating insight into the sometimes turbulent history of the Parish. The church registers also include details of how the Civil War affected the village. Metal detectorists have found a wide range of personal objects from this period and Roman times.

Further evidence of previous generations remain for the casual observer who can still see the medieval ridges and furrows in the surrounding fields, the Grade I listed church of St Johns, the numerous Grade II listed houses and the Grade II listed tombs in the graveyard.

2.3 Movement Routes

Slimbridge has a wide network of footpaths and bridleways which cover half of the parish. The map below shows the pattern of these indicated in green. These footpaths are used by walkers and horse and riders. Sustrans Cycle route 41 passes along Moorend Lane, Kingston Road and the Canal.



Footpaths in the parish

The parish is lucky to have the Gloucester and Sharpness canal running through which provides a publically accessible area for recreation for both parishioners and visitors, along with the Wildlife and Wetlands Trust. They both provide income for the parish from tourism.



Gloucester and Sharpness Canal

The A38 is the principle road that runs through the parish. Before the M5 was built this road had major improvements made to it due to the volume of traffic, which has now resulted in a road that is unsuitable for its location as it allows traffic to reach high speeds causing both danger and noise. However, good communications along the A38 through neighbouring parishes are essential to allow Slimbridge commuters to reach their place of work in Gloucester and the Bristol area.



Traffic calming measures were introduced in 1997 with a speed camera located outside what was the White Lion pub. With new houses being built in Cam and Dursley, the volume of traffic can be expected to increase.

Speed camera on A38 in Cambridge

There are a number of equestrian centres in Slimbridge too, one being Tumpy Green and another on Wisloe Road. Many horse riders use the roads and bridleways in the parish.



Tumpy Green Equestrian Centre

3 Settlements in the Parish

3.1 Setting in the Landscape

The main commuter and communication route is via the A38 through Cambridge. St Johns Road through Slimbridge is also a major road in terms of tourism; it leads to the Wildfowl and Wetlands Trust and the canal where there are pubs, moorings and camping / caravan sites situated.

The smaller settlements are Gossington, Moorend, Tumpy Green, Kingston, Troytown and Shepherds Patch. These all have smaller lanes some only wide enough for one car with passing places.



Tyndale Road, Gossington



Gossington, Tyndale and Moorend Lane

3.2 Settlement Pattern

One very long road through Slimbridge with roads coming off into lanes or small developments; Slimbridge with sub areas – Moorend, Kingston, Shepherds Patch; Cambridge with sub areas – Troytown; Gossington with sub areas – Tumpy Green. A38 – main route with mostly ribbon development. Gossington rural and lots of lanes. Lots of open spaces and farmland.

3.3 Buildings and Space

Slimbridge: There are two areas that were previously social housing in or off St Johns Road. Some were terraced cottages but in the main the units are of larger properties. In recent years the only buildings erected in the village have been of the large detached type.

Cambridge: Cambridge again has an extremely diverse range of properties although mainly of a smaller size than Slimbridge. The properties in Cambridge typically face onto the road and have long rear gardens. Early properties are constructed from the local Cambridge brick (see information below in Building materials) with a tile or slate roof. There have been a number of properties built in recent years that have all been individually designed.

The smaller settlements are Gossington, Moorend, Tumpy Green, Kingston, Troytown and Shepherds Patch. The characteristics of all these groups of houses are such that they do not spoil the intact nature of the parish countryside. They are virtually free from sub-urban style features, which would appear incongruous in these settings. Where dwellings have been built within the last century care has been taken to keep the architecture and building materials in keeping with their environment.

Buildings blend well with the landscape, there is a good degree of screening and they are generally of low aspect. There is good use of combinations of wood and brick, attractive windows and porches, which avoid uniformity. An important factor is that the size of the land holdings with most of the houses is such that there is both scope and incentive to maintain well



landscaped surroundings. The houses with their attractive gardens and trees, blend into and enhance the landscape of the surrounding farmland and hedgerows.

Houses off the Dursley Road

3.4 Listed Buildings

Slimbridge has 43 listed buildings or monuments. All except the Church which is Grade I, are Grade II status. This information was taken from Stroud District Council website where further information can be gained on each listed building. Below are lists and photos of some of these buildings.



Hurn Farm



Yew Tree Cottage



Churchend House



The Old Malt House



Whitehall Farmhouse



Churchend Farmhouse



White Lion



The George Inn



Rolls Court



Bridge Keepers Lodge



Mile post Glos/Sharpness



Rectory Farm



The Old Rectory



Gossington Hall



St Johns Church

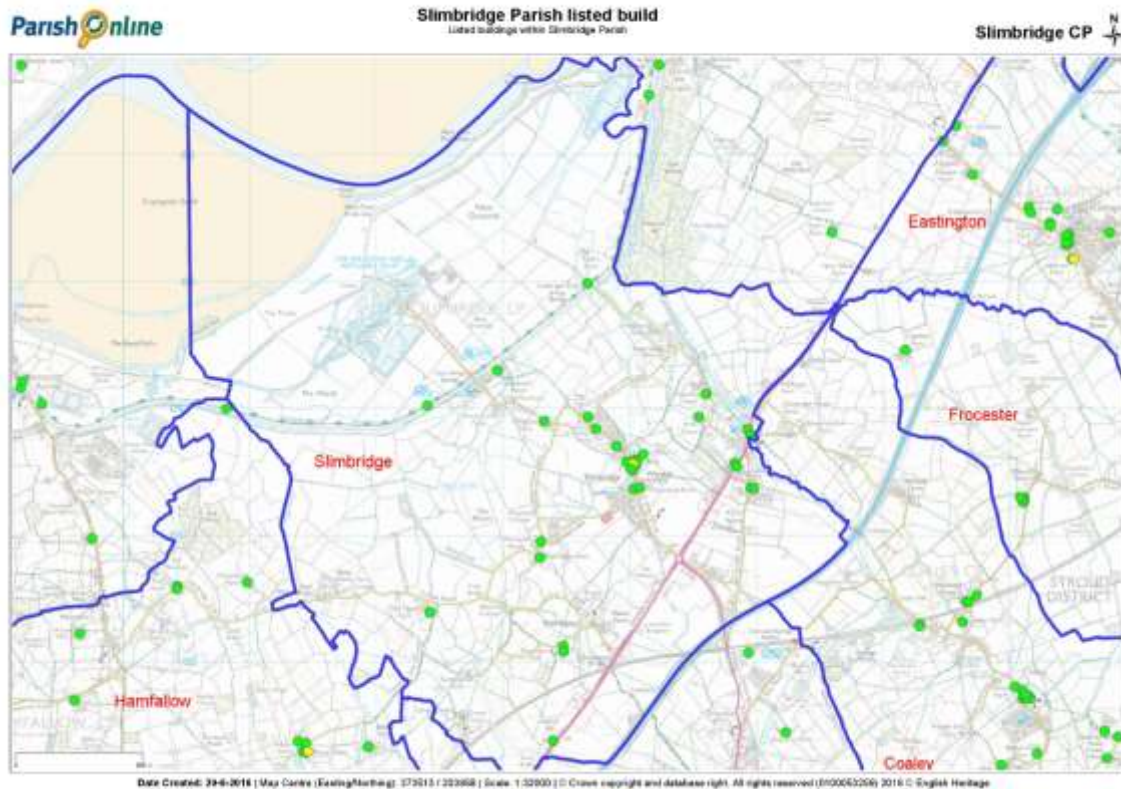
St Johns Church Graveyard where the following listed tombs and features are located:

- Piers, gates, railings and dwarf wall at boundary to Churchyard
- Watts Memorial Chest tomb
- Unidentified chest tomb
- Unidentified Chest tomb
- Daniel Phillimore Memorial
- Unidentified Chest tomb
- Humphrey Wind Memorial
- Unidentified pedestal tomb
- Group of 9 memorials
- Unidentified chest tomb
- Daniel Long memorial
- Two unidentified tombs
- Group of 3 unidentified tombs
- Unidentified chest tomb



The following list are of other listed buildings within the parish

- Hornshill Cottage
- The Poplars
- Bramley Cottage
- Barnfield Cottage
- Barn immediately north of Gossington Hall
- Beech House
- Kingston farmhouse
- Slimbridge Farmhouse
- Thatch Cottage
- Ovaca Cottage
- Malthouse Farmhouse
- Malthouse building
- Patch Farmhouse
- Old Hurst Farmhouse
- Rectory Moat – noted as a scheduled monument.



Listed building map – Slimbridge Parish 2016

3.5 Building Materials

Slimbridge Parish has a very diverse selection of building styles. Predominately the material used for housing is that of local bricks with tile or slate roofs.

- Black Foundation Bricks – The copper smelting industry in Bristol produced black bricks made from waste products in the 1750’s. Their size was 9”x9”x19” approx, and importantly they were impervious to water. They were used as ballast in boats on outward trips (no cargo), and were unloaded at stopping points on the Severn when the craft were loaded with products for the smelters (possibly wood and/or coal). In the villages on the Severn they found a use as foundations for their houses and walls. In Slimbridge they can be seen in Church House, The Village Hall wall, Whitney Cottage in Ryalls Lane and a few other houses dating from that period.



Original and conventional black bricks at Kingston House

- Brick making at Cambridge and The Patch. – The canal was officially opened on 27th April 1827. It was constructed to give a depth for boats of 14’ and was dug through gravel and clay. Much of this was used to build up the level across low land and to ‘waterproof’ the canal, but much clay was spread on neighbouring land and future gardens, whilst the remainder was dumped in heaps at the Patch and Cambridge Wharf. The River Cam was used as a feeder stream and was far less deep than the canal. There were four Wharfs at Cambridge, early tenants included: James Brook of Lydney (coal merchant) 1827-1830; David Davies of Lydney (coal Merchant) 1830 – 1837; Samuel Hadley of Cambridge Mill and coal merchant 1837 – 1855; John Hodgson of Cambridge Wharf, Grocer and coal merchant 1855 – 1874.

Mr FH Morgan with the agreement of John Hodgson erected a portable engine for sawing timber in 1867 with the permission of the Dock Co. He later moved it to Shepherds Patch Wharf when the water level in Cambridge Arm was lowered in 1874, when presumably commercial traffic ceased.

In June 1827 the Canal Co. agreed that Mr Brooks could make bricks from spoil near the east end of the Cambridge Basin. And in 1832 the Canal Co. started making bricks at the Patch, in the 1841 census Mr Charles Mills is listed as a ‘brick man’. In 1842 the Canal Co. advertised bricks for sale at the company’s brick yard at the Patch.

At the time of construction of the canal there were only two houses at the Patch; a bungalow and a cider house. In 1842 the Canal Co. advertised a large quantity of bricks for sale at their brick yard at the Patch. These could have been made in Cambridge or the Patch. It is highly likely that they were used throughout the area. In 1857 the Canal Co. agreed that John Hodgson could dig clay and make bricks paying them a royalty. (Information supplied by a local resident, Mr Peter Ballard.)

3.6 Distinctive Features

There are a number of distinctive features within the parish on buildings of varying ages. These are on many buildings throughout the villages and hamlets. There are a collection of window designs, chimney and roof features, gates, and brickwork design.





Distinctive features in various locations within Slimbridge Parish

4 Key Design Characteristics of Parish Settlements and Sub Areas

4.1 Slimbridge



Landscape Setting

Slimbridge Parish is roughly bounded by a square of 4km side. The land is very flat and over three quarters of the area of the village lies below the 10m contour. It gradually rises across contours running roughly SW-NE to just reach a height of 36m over a small area at Horns Hill on the southern boundary.

To the south the horizon is formed by the wooded slopes of the Cotswold Edge, whilst looking beyond the northern boundary, across the Severn is a low line of hills including the prominent May Hill.

Settlement Pattern

The principal settlement around the church is known as Churchend and is approached from the A38 via St Johns Road. The village school was built in 1906 just off the A38.

Slimbridge is by no means a typical village, but a collection of hamlets concentrated on the higher ground to the south. From Tudor times a number of hamlets can be identified; these hamlets were connected by lanes and consist of Gossington, Shepherds Patch, Kingston, Moorend, Troy Town and Tumpy Green. Some of these settlements have only a loose connection to Slimbridge Parish making little use of the facilities around the village centre.

Buildings and Spaces

There is a mixture of architectural styles. The older buildings, many of which are Victorian are typically constructed of Cambridge/Frampton brick and lime mortar with tiled roofs.

Examples of the post-war developments include Tying Crescent.

More recent developments built in the later part of the 20th century include Lancelot Court and Longaston Close. During this time there have also been smaller areas of infill development and barn conversions around Churchend Farm.

In 2014 the site of The Forge was developed and currently the former garden / orchard of Ruaval has just completed construction to add a further 3 houses

The main non-farming commercial enterprise now surviving is Allen and Elliot's Garage.

Slimbridge Post Office is still operating, as is Slimbridge Legion Social Club. Roselea care home accommodates 12 younger adult residents with learning needs.

Distinctive Features

- St Johns Church and graveyard
- The Old Rectory and ancient moat
- Churchend and Whitehouse Farm houses
- Village Hall and Church House
- Slimbridge Primary School
- Rectory Farm
- Yew Tree Cottage, The Malthouse, and Malthouse Farm

4.1.1 Shepherds Patch



Patch House.



Patch Bridge.



The Patch leading to the Youth Hostel

Landscape Setting

On the west, the Parish is bounded by the River Severn, whilst about a mile inland from the Severn runs the Gloucester-Sharpness canal which opened for traffic in 1827. Shepherds Patch is located towards the end of the parish on the edge of the canal, leading towards the Wildfowl and Wetlands Trust.

The landscape at the west of Slimbridge Parish is well described as "Severn Vale grazing marshes", this is demonstrated and referred to in the Stroud Land Character Assessment. It exists mainly of fields, used for grazing in the summer, and some fields are used for crops. There is risk of flooding in the wetter months due to bordering the River Severn. In the horizon, you can see the outline of the Wildfowl and Wetlands Trust, with a few buildings visible standing along the route of the canal

The land at New Grounds is low lying fertile land between the Canal and the Severn. New Grounds is about 26 feet above sea level but at about 3 feet below the level of high tides. In 1911 the Severn flooded and covered the land up to Shepherds Patch. With a strong wind behind it the force of the water was so great that the canal burst its banks. It was reported that farmers had to rescue their animals by boat and horseback, with the water coming right up to the haunches of the horses.

Now there is a constructed sea wall there is little likelihood that flooding will ever extend so far again.

This area has a tourism feel to it; along with the Wildfowl and Wetlands Trust, is the Tudor Arms pub, Caravan Park, Wild Goose Lodge and canal boat moorings which attract 1000's of visitors each year down this way.

Settlement Pattern

Shepherds Patch is primarily a linear settlement along the Gloucester – Sharpness canal with the crossroads at the bridge crossing the canal.

A small number of houses are situated on the lane opposite the Tudor Arms which have been there for many years. A large white building (Patch House – formerly a hotel, then care home) has steps from directly off the road. This area has been identified as where one of the Wharfs were located for brick making a couple of centuries ago. The listed bridge keeper's house is located on the canal, with the canal being a popular location for walking and cycling – Sustrans route 41 runs along this part of the canal. The canal is prominent in Shepherds Patch. The settlement grew up due to the trading on the canal but by 1950's despite continued trading nothing was discharged at the Cambridge Arms and Shepherd's Patch bridges.

The general impression when travelling through Shepherds Patch is of a random selection of buildings situated along the canal with long views towards the Cotswolds to the east and the Forest of Dean to the west.

Building and Spaces

There are a number of houses situated along the road towards the Patch area, with a road spurring off opposite the Tudor Arms pub which leads to the Wild Goose Lodge Youth Hostel, offering accommodation and services for groups. A number of houses are also situated along this road.

Along the canal there are numerous moorings which are used as permanent bases and homes for canal boaters. Boats are moored north and south of the canal bridge, on the east side of the canal. There are in excess of 20 moorings.

In Patch Lane building styles are diverse although all are at least two-storey. The buildings are a real mix of ages of different ages, dating from at least early 1800s to a building currently under construction. The oldest property is at the end of a gravel path. It was originally used for farm labourers.

The properties are all very individual. The only properties that are similar are a pair of cottages, known as Rectory Cottages. Along the lane there is at least one former farm, Patch Farm now residential. Other signs of non-residential use include the fact that a builder lives in one property, a car mechanic in another and the last property along the lane is used as a

gardening school and formerly a B&B. Wild Goose Lodge, formerly a Youth Hostel, now provides accommodation for school parties, companies or individuals. 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.

There is a no turning sign at the beginning of the road as it is a dead end. Businesses and tourism dominate this area, yet the road space for tourists visiting is limited and at busy periods such as Bank Holidays congestion can be a cause for concern especially with regards to emergency vehicle access. Parking along Kingston Road is causing damage to the verges and ditches. The Black Shed which used to be a café is at present closed, this was formerly a farm shed.

Distinctive Features

- Canal and moorings
- Bridge Keepers house
- Tudor Arms Pub
- Tudor Arms Caravan Park
- Wild Goose Lodge
- 2 Rectory Farm Cottages
- Patch farm
- Black Shed
- Patch House

4.1.2 Kingston



Rectory Farm



Kingston Road



Kingston Road

Landscape Setting

It is located on the lane between Slimbridge Village and Shepherds Patch. Kingston Road is relatively flat. It is 9.1 metres above sea level at the junction with Lightenbrook Lane falling to 7.4 metres outside Prices Court. The road is at a lower level than the surrounding fields and it is a narrow road with no pavement and some open ditches, with insufficient width for cars to pass at its narrowest.

There is a prominent pylon line which crosses the road between Fairlawne and Cypress House.

Kingston Road is a busy road as it carries all the traffic to the Wildfowl and Wetlands Trust, Tudor Lodge, Tudor Public House and Tudor Caravan Park; along with pedestrians and cyclists using the Sustrans 41 route. It also is used extensively by farm vehicles. The heavy traffic, narrow road, lack of footpath / cycle path make this a dangerous road. Rectory Farm has a farm yard adjacent to Prices Court which is now used for cattle. The fields along Kingston Road are used variously for grazing and crop production.

Settlement Pattern

Originally it was a hamlet in its own right but in 1960s, it appears the lane was renamed Kingston Road and the "hamlet" as such disappeared. It is believed that originally Kingston comprised Kingston Farm and the associated farm workers cottages, 5 in total.

Buildings and Spaces

There are 10 properties along Kingston Road which share the same postcode and that is the presumed "Kingston". The properties now include Prices Court (Farm) and 3 bungalows. Two of these bungalows were built for agricultural workers. There are 4 cottages along the lane which look to have been the original farm workers cottages due to the similarity in the design and materials used; Kingston, Kingston Cottage, Fairlawne (previously also known as Kingston Cottage) and Cypress House. The fifth may well have been situated on a piece of land now owned by Slimbridge Parish Council (there is a property shown on the site, on 1803 Inclosure map). The 1803 map indicates a property was on the sites of Kingston and Fairlawne at the time. Cypress House was built in Tudor times in approx 1605.

Kingston Road is at its narrowest outside Fairlawne. All but one of the properties (Cypress House) are situated on the south side of the road and the older properties are all close to the road with large gardens to the rear. Several properties have their front door away from the road.

Distinctive Features

- Pylons
- Pump House
- Kingston Farm and cottages
- Narrow roads with heavy traffic

4.1.3 Moorend



Moorend Lane and Lighenbrook Lane

Landscape setting

Moorend Lane lies flat in the parish, coming off from St Johns Road, its road leading towards two farms – Moorend Farm and Slimbridge Farm.

Settlement Pattern

From St Johns Road into Moorend Lane, on the left there is a small council housing estate of 8 houses built in 1991. Further down the lane on the right are a number of old houses and cottages and farm buildings. The road is narrow with a ditch on the left, behind which are fields. Lighenbrook Lane feeds off Moorend Lane, this is a narrow lane in poor condition, almost unsuitable for traffic. This has a ditch either side.

Buildings and Spaces

Mostly farm buildings and older style housing. Farming fields opposite the houses and farm buildings.

Distinctive Features

- Moored Farm
- Slimbridge Farm

4.2 Cambridge



Cambridge lies on the A38 road between Bristol and Gloucester, about three miles (5 km) from Dursley. It takes its name from the River Cam which flows through it.

Being on the natural route from Bristol to Gloucester, the original Cambridge existed in comparative tranquillity but was able to offer refreshment to travellers who wished to break their journey. Cambridge had three inns; 1. "The White Lion", which closed in 2011, was established in 1760, 2. "The George", was established in the late Eighteenth Century, and 3. The

Drovers Arms, which was on the way out of the village on the left, next to what is now the solar farm and at the far end of the lay-by- now a private residence. The name comes from sheep and cattle drovers needing a resting point. This closed in the early 1970's.



The Drovers Arm Pub, Cambridge (from "Around Dursley in Photographs" (1986) by Anne Wilson and David Evans, photo from Mrs Barton)

With the coming of the main A38 Trunk Road the Village Hall and the School disappeared – these facilities are now shared with nearby Slimbridge

Cambridge's Post Office closed in 2000. The only other shops were two small antique-type shops, these have also now closed.

With several farms around the Village, farming is the main occupation although there is a small industrial site with a range of tenants.

The main A38 Trunk Road from Bristol to Gloucester still carries a considerable volume of traffic in spite of building the M5 Motorway which runs parallel to the road for many miles. With new house building in Cam and Dursley the A38 can only get busier. Proposals have been made for a new junction on the M5 which could have a significant impact on either increasing traffic (A38 as a feeder to the new junction) or decreasing traffic by diverting onto the M5. Additionally a new junction could attract industry and services which could have an impact on Slimbridge Village. The M5 generates a significant amount of noise pollution which can sometimes be heard as far away as the canal.

Landscape Setting

The land is fairly flat and low-lying. Bordering the Severn Estuary as it does, the area is prone to the various climatic variations which accompany the changing tides and also to the sometimes severe winds that blow up from the Bristol Channel.

The main A38 Bristol Road runs through Cambridge with a speed limit of 40 & 50mph. This is a major commuter route for business with access to the M5 and tourism the only route into the

Wildfowl and Wetlands Trust. Roads coming off from this busy road transform into rural lanes such as Ryalls Lane and Dursley Road with either hedges, ditches or houses coming alongside the roads.

Settlement Pattern

Ryalls Lane was originally known as Slimbridge Street. Slimbridge Street was the name associated with both the road leading north from Cambridge and the group of dwellings on it, about two-thirds of a mile from Cambridge. In modern times the identification only remained with the road. In the 1950s the name of the lane was changed to Ryalls Lane because visitors apparently found it confusing to go to Slimbridge Street in the belief they were heading to Slimbridge village and the Wildfowl and Wetland Trust. The Lane is mainly narrow with hedges although the speed limit is 60mph. There are unprotected ditches along the roadside. Vehicles cause damage to the verges and there is poor upkeep of roadside trees and hedges.

There are signs of non-residential use along the lane. At the junction with the A38 there is The George Public House and further along there is a woodcraft business. There are also several farms. There are also equestrian facilities.

The buildings are all detached but vary in style, age and structure. The properties are generally close to the lane. As the Lane approaches the canal there are no residential buildings.

Cambridge is a linear settlement situated along the A38. The buildings mainly face the road with small frontages. There are two roads leading off the A38 in Cambridge. The first - Ryalls Lane is described below, the second is Dursley Road, leading into Wisloe Road. Dursley Road, as the name suggests was the original route of the road to Dursley.

As with the A38, the settlement pattern along Dursley Road is primarily linear with the exception of Narles Road, a private unmade road with access to fields at the bottom end. Along Narles Road, each property, of which there are 14, is responsible for maintenance of the road in front of the property. There is no pavement. The properties are mostly from the inter-war period, 1919-1939 and comprise a mix of detached and semi-detached, bungalows and two storey houses. Some of the properties have front bays both one storey and full height.



Wisloe Road



Wisloe Road has a number of dwellings and farms on this stretch, and recently the expansion of Wisloe Road industrial Site has emerged which is a creator of employment for the area boosting the economy.

The properties on Wisloe Road were built in 1920s for ex-World I servicemen; each had 2 acres of land. Lyndale and Everick were built in 1930 as a copy of houses in Dursley Road, by the junction of Narles Road. The four "council type" properties are probably post-war, designed in a four house terrace. As with Narles Road there are no pavements. On Wisloe Road there is a Football Club and stables. The speed limit along the stretch of Dursley Road, into Wisloe Road is 60mph.

Building and Spaces

Early properties are constructed of the local Cambridge bricks with a tile or slate roof. There have been a number of properties built in recent years that have all been individually designed. The latest development being that of the Northfields site on the Dursley Road named Bartons Filed. This is a mixed development of affordable and market houses completed in early 2015, and also 3 self-build bungalows.



Bartons Field built on the Northfields site.



Poplars Park mobile home site



Rehabilitation home

Bartons Field sits next to a mobile home park for the over 55's and mainly contains large twin units that are arranged around a central green. The nursing home, also located on the Dursley Road, has recently been converted into a rehabilitation home.

At the junction of the A38 and Dursley Road is Cambridge Mills industrial estate. Along Dursley Road there is the Cambridge Showground which is used for vintage vehicle rallies. Towards the middle of Dursley Road is a steel buildings business. Opposite this business is Whitehouse Farm. The majority of residential properties are situated towards the A38 end of Dursley Road, near to the junction with Narles Road.

Along the A38 there are also many houses which have their front doors directly onto the pavements. These houses do however have long back gardens. The houses along the A38 are vernacular in design and therefore back garden development would be discouraged so as to keep this line of the village. The previous Post Office and shops, along with the White Lion pub have now been turned into residential properties.

The A38 has a number of signs indicating various tourist attractions and surrounding areas, and whilst some may be needed, they can be over bearing on the natural countryside.

Cambridge Mills Industrial Site, Ellis Transport and the George Inn are located on this road, and are a valuable source of economy for the area. Also now developed is the Stroud District Council new waste depot at the Gossington truck stop within the Gossington area, on the A38. Travelling from the north to south into Cambridge on the A38 one can see the newly developed solar farm

covering 404,506 square meters (100 acres) which has been in action since March 2015. Above this one can still see the towering spire of St Johns Church.

Ryalls Lane leads from the A38 towards the canal, with the River Cam running alongside the right hand side. Newhouse Farm is situated on Ryalls Lane and a number of equestrian fields also. This narrow lane deals with a variety of vehicles including tractors, horses, cars and sometimes caravans or motorhomes taking an alternative route to the caravan park at the Patch! Whilst the speed limit is 60mph, traffic does not tend to reach these speeds due to the nature of the road.

Distinctive Feature

- The George Inn and caravan park
- White Lion
- Ellis Transport Yard
- Village Green
- Old antique shop
- River course
- Rosie's Wood
- Solar Farm
- Industrial Estate

4.2.1 Troytown



Landscape setting

Troytown is situated towards the end of Longaston Lane, meeting with Ryalls Lane. It is set within a very rural quiet location of the parish. In the field to the left of 'Troytown Cottage' a local dousing group have identified an ancient labyrinth beneath the surface, this has created a lot of interest within the parish.

Settlement Pattern

Longaston Lane joined Slimbridge Street to Churchend. The Lane is approximately 1/2 mile long. It comprises of varied properties dating from different periods. Close to Churchend there is a row of detached bungalows, all built in a similar style, and all have front gardens with driveways. Longaston House is a large period detached house which is side on to the lane. It looks out over the fields towards the hamlet of Troy Town and beyond to The Cotswolds.

For approximately 1/4 mile, there is farmland either side of the lane, which is edged with hedgerows before entering Troy Town. Troy Town comprises a small number of cottages, a bungalow and Longaston Stables. Tradition has it that the name Troy Town indicates the likely site of a turf maze.

Proceeding north along the lane there are more fields on the right. These are farmed organically and used for grazing sheep and cattle and production of meadow hay.

Just before the Lane meets with Ryalls Lane, there is another cluster of residential buildings. The first of these are two detached cottages situated close to the lane with small front gardens and parking to the side. Hopehouse Barn is a sympathetic barn conversion,

Hopehouse a former farmhouse and Hope Cottage. These properties have deep front gardens and driveways.

No new development has occurred in this part of the parish.

Building and Spaces

The style of the houses are set back from the road, some with walled entrances, five bar gates and long drive ways. The houses all have large gardens surrounding their houses. Any new development in this area would need to fit in with its surroundings, as any modern suburban style builds would appear incongruous within this setting. Roads are single lane with hedges and / or trees bordering both sides. Ryalls Lane has the River Cam to the right of this as one travels towards the canal, and parts of the lanes have ditches which are part of the drainage aspects of the village assisting with flood relief from surface water. These must be maintained to continue with the alleviation of surface water flooding. The roads are in good condition due to a recent resurfacing programme.

Distinctive Features

- Ancient Labyrinth

4.3 Gossington

Gossington was named in the Domesday Book (1086) as "Gosintune", comprising 4 hides of land in Slimbridge, held by George, Lord Berkeley from William the Conqueror.

It is still a small settlement which lies along the road known as Tyndale Road which joins the A38.



Tyndale Road running through Gossington is still rural with hedges lining the road. It continues along to Hurst, which is the boundary of Slimbridge Parish



**Tyndale Road
Gossington, Tyndale and Moorend Lane**

Landscape Setting

Gossington is situated towards the top end of Tyndale Road where it joins the A38, with some properties situated on the A38. Looking westwards the River Severn can be seen.

Settlement Pattern

Close to where the A38 crosses the railway, there is a layby, a former truck stop now turned into SDC Waste disposal depot, a small garden centre and a farm.



Gossington Truck stop – before being developed to SDC waste disposal depot.

Travelling southwards along the A38, before the railway bridge there is a turning on the right, which is Tyndale Road leading into Gossington from the South East. There is a nucleus of buildings towards the junction with the A38 and then further buildings along the lane towards its junction with Moorend Lane. There are no pavements along the road which is lined with

hedgerows and narrow grass verges.



A38 to Gossington

Buildings and Spaces

Along A38, the main buildings are commercial



Off the A38, the principal property in Gossington, is Gossington Hall. Gossington Hall is located at the highest point, at 25 metres above sea level along an old lane leading to Tumpy Green Farm. The Hall stands in approximately 8 acres of land and is currently used as a base for a gardening school.

Gossington Hall



Close to the A38 there is the former Gossington Chapel which has been converted to a domestic residence.

Gossington Chapel

The main buildings in Gossington and along to Hurst are related to farming, either farm buildings, farmhouses or former farm workers cottages. The majority of the properties are close to the road.

Distinctive Features

- Gossington Hall
- Gossington Chapel
- Gossington Truck Stop – SDC Waste Depot.

4.3.1 Tumpy Green

Landscape Settings



Tumpy Green is a small hamlet situated on the right going south on the A38, with the turning opposite the Haven Animal feed centre. The land is flat and the area is very rural with one narrow lane leading in and out of the area.

Settlement Pattern

The main settlement in this area is the Tumpy Green equestrian centre, and only a small handful of houses reside in this vicinity. There are no pavements, it is a single track road which also crosses over the railway by bridge. The fields have some access via tracks which home numerous horses.

Buildings and Spaces

The main building within this area is Tumpy Green Equestrian Centre which has been established since 2003, and much of the surrounding land houses its horses and provides areas for a variety of riding such as cross country and jumping. Horses from the equestrian centre exercise down Moorend Lane as far as Slimbridge Village.



Distinctive Features

Tumpy Green Equestrian Centre

5 Guidelines

The following guidelines have come about from the evidence gained in this document. Guidelines have been broken up into categories to best represent each area:

<p>Slimbridge Landscape and Natural Environment (SLN)</p> <p>Key Objectives: To conserve the identity of the separate villages of Slimbridge and Cambridge and the smaller hamlets surrounding these. The open and rural nature of the area should be conserved and encouragement for the natural environment to be preserved.</p> <p>Issues: There have been a loss of orchards nationally and locally in association with recent developments, therefore promotions and encouragement to conserve natural areas is important.</p>
<p>SLN 1 Orchards should be protected, taking into consideration their local heritage, wildlife and landscape value. Many have been destroyed in the last 20 years and opportunities should be sought to maintain and manage orchards, there are several traditional orchard areas within the parish as identified in the map on page 18. <i>Relating to policies CP6, ES6, ES7, and ES8 in the Local plan referring to Biodiversity, Landscape Character and Trees, hedges and woodlands.</i></p>
<p>SLN 2 In order to protect the separate identity of the villages and hamlets and the quality of the countryside (including its built and natural heritage), proposals outside identified settlement development limits will not be permitted that do not accord with the principles in the Adopted Stroud District Local Plan (2015) and particularly where they also involve the loss of quality landscape features or result in an adverse impact on local character. It is important to prevent the areas merging into one another so as each hamlet can keep its own identity and preserve its setting and character. <i>Relating to policy CP15 in the Local Plan referring to quality living and working in the countryside; and ES12 as this refers to site appraisal using local design statements and ensuring design and access statements.</i></p>
<p>SLN 3 There is encouragement to plant boundaries with indigenous species as a means of enclosing private gardens to maintain and enhance rural character and promote biodiversity. <i>Relating to policies ES6, ES7 and ES8 in the Local Plan referring to Biodiversity, Landscape Character and Trees, hedges and woodlands.</i> In line with the above policy encouragement is given for owners to maintain the trees and hedgerows which mark the boundaries. These should be managed and maintained at a height that respects the neighbouring properties amenity. Hedges may have a biodiversity value and the bird nesting season should always be avoided when maintenance is carried out, in accordance with Natural England best practice.</p>
<p>SLN 4 To maintain the identity of the flat and marsh land areas, buildings should be of a good design that will not detract from this setting. The flat and open nature of the marshes make them sensitive to development. <i>Relating to Stroud District SPG Landscape Character Assessment 2000.</i></p>
<p>Slimbridge Built Environment (SBE)</p> <p>Key objectives: To ensure any future development enhances the character and identity of the area, safeguarding traditional buildings and key features.</p> <p>Issues: Some recent developments have had little consideration for the appropriateness of the local settings with a danger of urbanising the rural parish that Slimbridge wishes to remain.</p>

<p>SBE 1 Where there is scope for infill development, this should be of similar design and density to the surrounding area and should reflect historic and other valued features within the area set out in this design statement. This should be of high quality design being respectful of the surroundings and not exacerbating any flooding issues, as set out in Local Plan and National Guidance.</p> <p><i>Also relating to policies ES12, ES13 and E14 in the Local Plan referring to better design, protection of open space and development on existing employment sites. Also ES4 and CP14 in reference to flooding issues.</i></p>
<p>SBE 2 Affordable housing should be incorporated into any new development proposals to meet identified local requirements, where those proposals maintain the diversity of built style and character, thereby enhancing the local sense of the place, taking into consideration the distinctive character of the area.</p> <p><i>Relating to Local Plan policies CP4, CP8, and CP9 referring to place making, new housing development and affordable housing; also with ES12 and the Berkeley Cluster Guiding principles. Also HC4 as this references housing needs on exception sites, although this is subject to change as the affordable housing policy may need to be reviewed shortly as the Government is intending to change these aspects.</i></p>
<p>Slimbridge Community and Facilities (SCF)</p> <p>Key objectives: Slimbridge has a number of valued community assets which should be encouraged and supported.</p> <p>Issues: A number of community facilities in the parish are in regular use and need constant maintenance and upgrading. Further development will create added use to these facilities and support should be given from developers to assist in the future growth of these amenities.</p>
<p>SCF 1 Development should not result in a loss or have any detrimental impact on community facilities. Development should look to enhance community facilities in co-operation with the parish.</p> <p><i>Relating to Local Plan policy E16 referring to protecting community facilities</i></p>
<p>Slimbridge Building Materials (SBM)</p> <p>Key objectives: To ensure that future development enhances the area and takes on board the distinctive features in the area so as they can merge in with existing development.</p> <p>Issues: Whilst buildings will alter in style throughout the years, it is necessary to consider the history and character of the area so as the parish does not lose its historical settings and sense of place.</p>
<p>SBM 1 Development should protect or enhance a sense of place with a locally-inspired and/or distinctive character, whether historic, traditional or contemporary, by using appropriate materials, textures and colours, locally-distinctive architectural styles. Development proposals will be expected to work with the site topography, utilise the site orientation and landscape features, as well as conserve and/or enhance local biodiversity or geodiversity interests.</p> <p><i>Relating to policies CP14, ES12, CP4, and ES6 referring to sustainable development, design, place making and biodiversity & geodiversity, along with Berkeley Cluster Guiding Principles of the Local Plan and ES10 referring to valuing the historic environment and assets</i></p>
<p>SBM 2 The older properties and terraced cottages throughout the parish should be conserved to maintain the historic character elements of the villages. Any extensions should harmonise with the valued identified existing characteristics, materials and</p>

proportions contained in this Design Statement. The Parish wish to encourage refurbishment rather than replacement.

Relating to policies CP14, ES12, CP4 and ES12 referring to sustainable development, design, place making, along with Berkeley Cluster Guiding Principles of the Local Plan and ES10 referring to valuing the historic environment and assets.

Slimbridge Roads and Footpaths (SRF)

Key objectives:

To have sufficient off road parking for each development in the parish. To reduce speeding on the St John's Road, Kingston Road through to the Patch and have a high quality road surface to be able to cope with high traffic volumes, and reduce the danger to pedestrians and cyclists along this route.

Issues:

Parking in the parish is a concern, therefore developments with appropriate off road parking facilities should be highly encouraged. St Johns Road going into Kingston Road is the main road through to the Wildlife and Wetlands Trust – a popular tourist attraction and therefore the road has a high volume of traffic. Speeding can be an issue on this road, and development should look to provide safe use of the Highways to lessen this impact

SRF 1 Planning applications should have sufficient off road car parking facilities to accord with local parking standards or where the developer can justify their own parking provision for the application. Proposed developments should take into account the effect of additional car ownership upon the highway capacity within the Parish.

Relating to County Council requirements and Policy E112 referring to transport in the Local Plan

SRF 2 Pedestrian and cycle safety improvements to pavements and footpaths should be encouraged to promote safe movement routes

Relating to Local Plan policy CP14 referring to safe, convenient and attractive accesses on foot and bicycle, and policy CP4 creating safe streets, homes and workplaces, and also E113 Protecting and extending our cycle routes.

Slimbridge Employment and Infrastructure (SEI)

Key objectives:

To reduce and prevent the flooding issues experienced within the parish on an annual basis due to the sewer system not having the capacity for the current level of usage; to improve the drainage system in relation to the culvert in St Johns Road and reduce the amount of rainwater and surface runoff entering the sewage system.

Employment infrastructure should be in line with the rural surroundings, it should be incorporated but without undue impact.

Issues:

The current sewage system has a huge amount of water ingress which needs to be fixed, the culvert under St Johns Road is no longer fit for purpose and needs to be re-built. This needs much co-operation between a number of responsible statutory bodies and funding needs to be sourced for this. Ditches need to be re-instated and maintained within the parish to assist in diverting the water run-off flow into the roads. Further development should not be occupied until these issues are being addressed.

Support for businesses wishing to set up within the current industrial estates – Wisloe Road industrial estate, Cambridge Industrial estate so as to have local jobs for parishioners.

Better broadband facilities required. The Slimbridge Parish Plan 2010 states that there were 12% of parishioners running their own business with 2% looking to start up.

SEI 1 Any development should have appropriate flood risk and drainage mitigation so as not to exacerbate any identified flood risks, but to provide resilience to flood risk

Relating to Local Plan policy ES4 referring to flood risk and water resources, CP14 relating to adequate water supply, foul drainage and sewage capacity; and the Berkeley Cluster Guiding Principles.

SEI 2 Any business development and associated infrastructure should be sympathetic to the existing landscape character and conserve any features which contribute to that character. Opportunities for enhancement of landscape quality will be supported and adverse landscape character impact will be avoided in the countryside.

Relating to Local Plan Strategic Objective SO2, E114 referring to employment on existing sites without harm to the character of the area, and also delivery policies ES7 and core policies CP4, CP14 and CP15 in the Stroud Local Plan.

6. Acknowledgements

The Village Design Statement has been put together by the Parish Clerk, Helen Dunn with thanks going to all parishioners who completed the surveys and provided photographs; the Parish Councillors for inputting their knowledge of the area, the Slimbridge Local History Society for providing background of the parish; members of Gloucestershire Rural Community Council for help putting on open days and working with the community giving guidance and support; and to Conrad Moore from Stroud District Council for assistance on policies and planning guidance.

Please see the separate Consultation Statement for comments made during the consultation period and the audit trail for the Village Design Statement.