

[REDACTED]

From: [REDACTED]
Sent: 20 January 2020 15:04
To: _WEB_Local Plan
Subject: Comments to Stroud District Local Plan

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Sirs,

Please find my comments below.

[REDACTED]
[REDACTED]

Some Painswick focussed comments on SDC draft local plan.

CP3 – Tier status

Assigning Painswick to Tier 2 would appear to be either aspirational or legacy?

It is not the reality of today.

I am not aware of what objective criteria have been used to assign Tier 2 status, but from the narrative on page 50 it would appear to be aspirational. It would be a flawed argument to assume that achieving Local Service Centre status (Tier 2) is settlement (more specifically new building) led.

On the contrary, if Tier 2 status is an aspiration of the plan, then overt support needs to be given to promote growth of services to support Painswick and the surrounding area.

From a retail perspective, at the basics level there is but one small convenience store, a pharmacy, a charity shop and one public house. A famous churchyard and churches of course. Beyond that there are few boutique style shops and restaurants, and an Inn and hotel (tourist focussed).

The pick of the rest of the services are a primary school, the surgery, a small garage, and a private dentist. The Post office has been reduced to a hot desk hour or so, twice a week, and the library is run by volunteers.

There is an hourly bus service to either Stroud or Cheltenham.

The bottom line is that the majority of residents of Painswick and the local area get in their cars to shop, take their kids to secondary school, and go to work. It has become a dormitory town.

The only attraction of Painswick remaining is its splendid location and outlook. But it is a facilities desert from a tourist perspective, as well as a local's perspective.

In summary, the District Council strategy for Painswick in its local catchment should be to **forget** about promoting new housing sites and **concentrate on supporting Local Services** that get existing residents out of their cars and draw in catchment locals away from Tier 1 destinations. This also feeds strongly into the environmental objectives, and will keep Grete happier.

Which leads to:

DCP1 Carbon neutral

Painswick has the pleasant challenge of being a Conservation Zone lodged in an AONB. Reference is made to the 5 bullet points on page 47

- *“located where the form and mix of development itself or proximity to essential services and facilities minimises the need to travel”*. See comments on CP3 above!

- *“designed to discourage the use of the private car, irrespective of fuel source, by prioritising in order of importance: walking, cycling and public transport to deliver the highest possible share of trips by the most sustainable travel modes” See comments on CP3 above*
- *Third point, green infrastructure, not readily implementable for Painswick area*
- *“designed to follow the Energy Hierarchy principle of reducing energy demand, supplying energy efficiently / cleanly and using onsite low or zero carbon energy generation etc ”. Planners need to get real, and proactively support householder initiatives for energy saving/production, even for the Listed Buildings that dominate Painswick and the surrounding areas. All Planning department consultation fees to be set to zero for householders constrained by listed building status.*
- *Fifth point, climate change resilience, again tricky for Painswick.*

CP2 – Strategic growth

Drop the housing for Painswick – inconsistent with CPE comments above

The Cotswold Cluster – p 140

The 9 bullet points seem to have hit the nail on the head. From a housing perspective, small and downsizing are the key words

P145 & PS41

As discussed above, there is zero short term need for development of Washwell Fields. Switch the focus from growing housing stock to growing Local Services for existing housing stock.

Moreover, PS41 is a high gradient site which detailed studies will probably reveal is a problem from a surface water runaway/drainage perspective and due to the instability (if it was a good site it would have been built on in the Victorian era at least!). An impact assessment of the new traffic will demonstrate increased congestion and poorer road safety standards.

