

Vision Document

Land at Clattergrove, Painswick

December 2020



CHARTERHOUSE
STRATEGIC LAND



Cemetery

Golf Course Road

Upper Parcel

Lower Parcel

Highlands

The Park

Gyde House

Cheltenham Road

Churchill Way

Gloucester Street

Lower Washwell Road

Recreation Ground

New Street

Town Centre

Vicarage Street

St Mary's Church

above: The site within Painswick.

1. Introduction

This Vision Document sets out a preliminary site analysis and a conceptual proposal for sensitive residential development on Land at Clattergrove, Painswick.

1.1 Summary

1.1.1 This document has been produced to inform local stakeholder discussions regarding the opportunity for development at Land at Clattergrove, Painswick (the site).

1.1.2 The site sits within the north of Painswick and is composed of two parcels which are divided by the A46, Cheltenham Road. The upper parcel lies to the west of the A46, the lower parcel lies to the east of the A46.

1.1.3 The proposals have been informed by input from preliminary technical reports on the site. This document sets out headlines of all the environmental and technical findings relating to the site and demonstrates the suitability of the site for development.

1.1.4 The document reviews the site within the context of Painswick and seeks to demonstrate how the development of this site can help deliver growth in a sustainable manner.

1.1.5 Painswick is identified as a Tier 2 Local Service Centre within the Stroud District Local Plan Review, which has the ability to support sustainable patterns of living in the District because of the current levels of facilities, services and employment opportunities. There is potential to provide

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for modest levels of jobs and homes in order to help sustain and, where necessary, enhance the services and facilities, promoting better levels of self containment and viable, sustainable communities.

1.1.6 Development at Painswick will support access to, and the viability of, local services and facilities, through financial contributions, including contributions to sustainable movement and communications infrastructure.

2. Site Context

2.1 The site within Painswick

2.1.1 Painswick is located approximately 9km south of Gloucester, 16km south west of Cheltenham and 6km north of Stroud. The town lies on the side of a valley, with Painswick Stream at the valley low point, to the east of the town.

2.1.2 Painswick lies within the Cotswolds Area of Outstanding Natural Beauty (which covers the whole area). The Painswick Beacon SSSI lies to the north of the town. The two Conservation Areas contain the oldest buildings within the town, many of which are listed.
















2.1.3 The number 66 bus route runs along the A46, which separates the two parcels of the site. The route provides services towards Stonehouse and Stroud to the south and Cheltenham to the north. Bus services depart hourly Monday - Saturday and two hourly on Sundays.

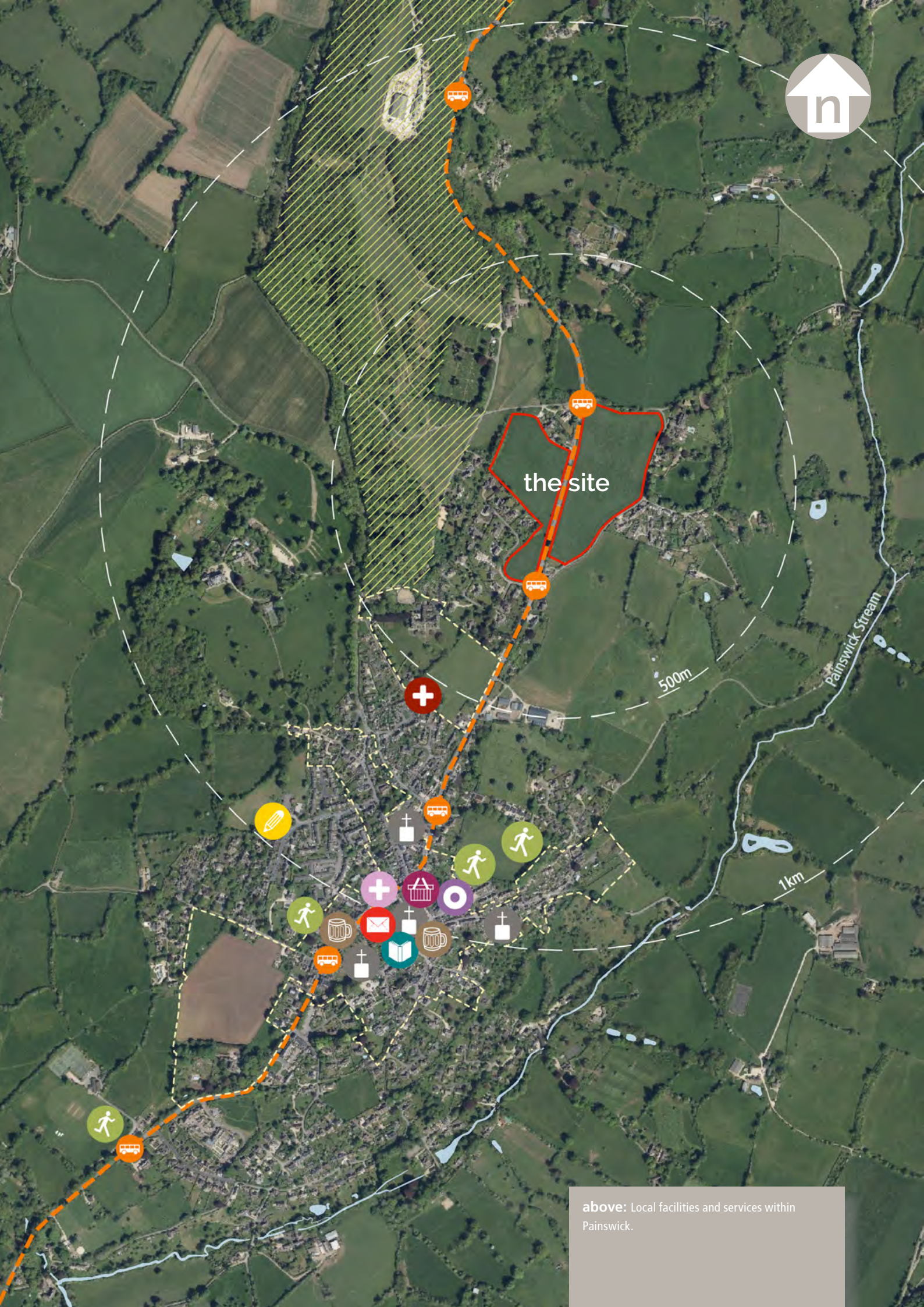
2.1.4 Painswick town centre lies approximately 1km to the south of the site and has a range of services and facilities consistent with its status a Local Service Centre. Facilities include a convenience store, a doctors, a pharmacy and two public houses. Croft County Primary School lies approximately 1km to the south west of the site.

2.1.5 Painswick Post Office operates from the Town Hall on Wednesday and Friday mornings. A community library also operates from the Town Hall on Monday and Wednesday afternoons and Saturday mornings.

2.1.6 St Mary's Church lies at the heart of the village, with its notable yew trees in the churchyard. There are also a Catholic Church, United Reform Church and Quaker Meeting House within the town.

2.1.7 There are a number of sports facilities within the town, including rugby and football clubs, two bowling greens, a skittle alley and tennis courts.

	Site boundary
	Site of Special Scientific Interest
	Conservation Area
	Water body
	Bus route and stops
	Primary school
	Convenience store
	Doctors surgery
	Pharmacy
	Post Office
	Community library
	Community centre
	Place of worship
	Public house
	Sports facilities



the site

500m

1km

Painswick Stream

above: Local facilities and services within Painswick.

3. Background Technical Information

3.1 Transport

3.1.1 The site is well located to access existing facilities and services within Painswick. The town centre, to the south of the site, can be reached using the existing footway running alongside the A46 which links the site to the town centre.

Vehicular Access

3.1.2 The A46, where it bisects the site, is straight in alignment with a change from 50mph speed limit to 40mph speed limit taking place between the two parcels of the site.

3.1.3 It is proposed that the A46 should be realigned to create a bend in the road, which will act as both a traffic calming measure and create a new arrival space into Painswick from the north.

3.1.4 The access roads for each parcel will be taken from the newly realigned road, just to the north of the existing Painswick sign and speed limit change. These signs could be relocated further to the north, to slow traffic down before it enters the new arrival space.

Pedestrian Access

3.1.5 Currently the site has an informal pedestrian access point in the northern corner of the upper parcel, with no public footpaths within the site boundaries. There is a footway on the western side only of the A46 where it runs between the two site parcels, which is currently very narrow.

3.1.6 The development of the site offers the opportunity to improve pedestrian connectivity in the area, both north/south along the A46, and east/west between the footpaths which adjoin the site.

3.1.7 The existing pedestrian footpath could be taken inside

the site, away from the A46, on the other side of the rebuilt stone walls, to create a safer and more attractive walking route into town.

3.1.8 The provision / formalisation of pedestrian access points in the corners of the site provides the opportunity to create attractive green routes between the countryside and common land, with tree lined routes and linking the green spaces within the development.

Bus Access

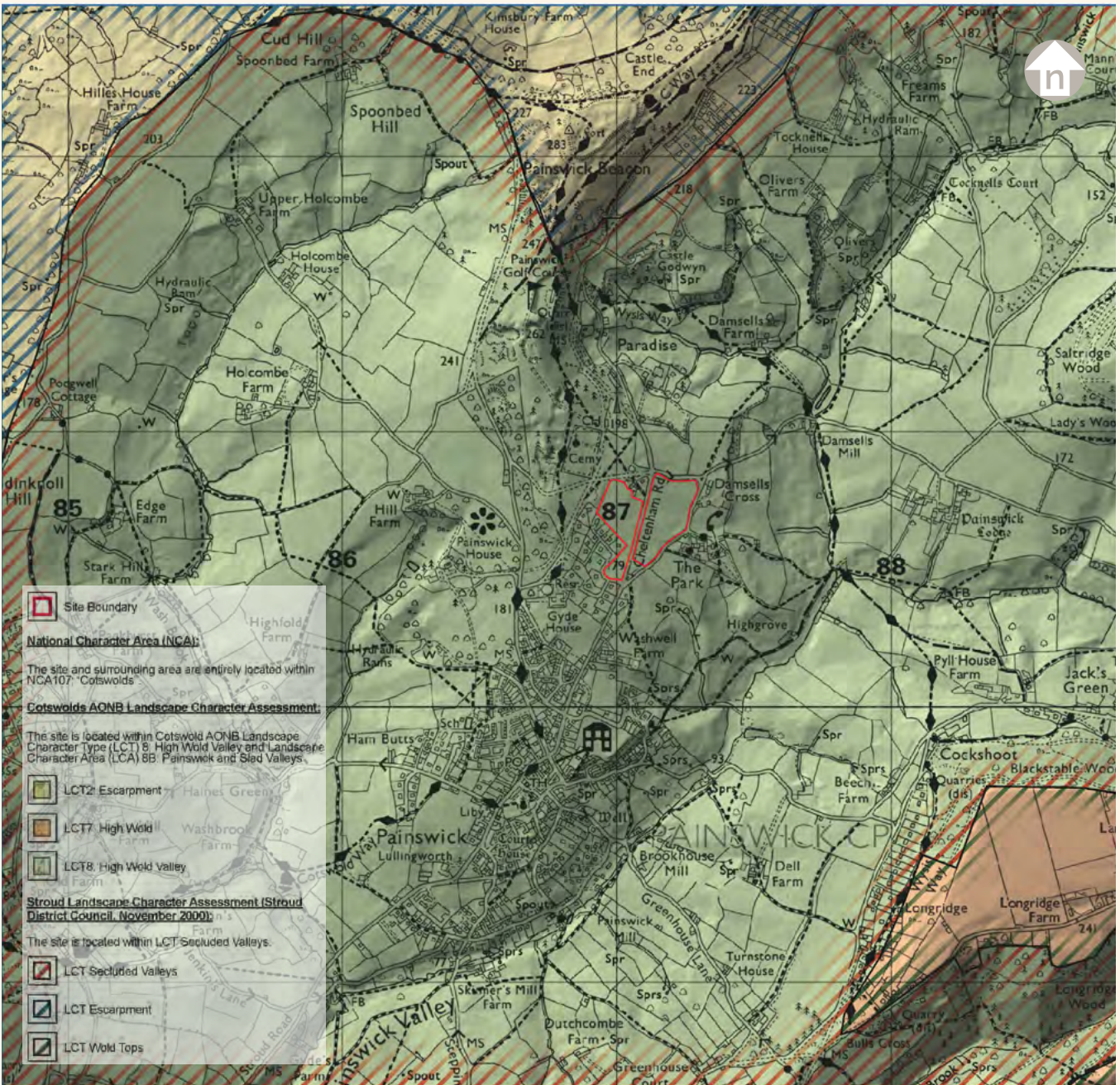
3.1.9 There are currently two bus stops in the vicinity of the site, on the northern and southern edges of the site respectively, which are served by the number 66 route. The northern stop is a flagpole stop on the verge of the A46, with no pedestrian footway, for services southbound only. The southern stops are offset, with the northbound stop also being a flagpole stop, located on the footway. The southbound stop has a shelter, but this is on an island surrounded by roads with no footway access.

3.1.10 The aforementioned bus stops could be combined into one higher quality stop which would be located centrally within the site, to the south of the proposed realigned A46, so it can benefit from the traffic calming measure and provide a second crossing point for the scheme. New bus shelters would be provided to serve these new stops, which would be accessed safely from the new footways and crossing facilities provided along the A46.



top: View looking north west across the site towards the other side of the valley, from the A46.

bottom: Approximate location of proposed realignment of the A46. The existing character is of a fast road with very limited pedestrian provision.



3.2 Landscape

3.2.1 An initial landscape and visual analysis was undertaken in December 2018 / January 2019 which has since been updated through desk studies and fieldwork undertaken in December 2020. The landscape analysis has sought to provide preliminary advice relating to landscape character and visual amenity at a high level in order to feed into an initial design response for the site promotion. A summary of the key findings of this analysis is provided as follows.

Summary of Landscape Character

3.2.2 The key characteristics of the district scale published character assessment of relevance to the site and its surroundings include:

- Enclosed, secluded character.
- Steep sides, concave narrow valley form, steeper upper slopes.
- Complex interlocking valley/ridge forms.
- Extensive bands of deciduous ancient woodland.
- Tall hedges forming enclosure with many hedgerow trees.
- Predominantly pastureland.
- Varied field size.
- Scrub and unimproved grassland on slopes.
- Dry stone walls on higher land.
- Larger settlements at valley mouth and junctions on flatter land. Smaller settlement along valley bottoms and upper valley rims.

3.2.3 The key characteristics of the Cotswolds Area of Outstanding Natural Beauty (AONB) character assessment of relevance to the site and its surroundings include:

- Extensive areas of predominantly broadleaved woodland.
- Areas of open pastoral farmland with pockets of arable land.
- Pasture predominantly comprises improved grassland.
- Intermittent stone built villages.
- Limited road network within valleys.
- Deeply incised and inaccessible wooded slopes.
- Sheltered, visually contained and intimate setting.
- Wider and complex valley form to Painswick Valley.
- Rich pastoral and secluded rural character.
- Significant areas of registered common land and semi-natural woodland.

3.2.4 The key landscape features at a local scale of the site include:

- Sloping landform
- Single fields
- Cotswold dry stone walls
- Hedgerows
- Trees located within hedgerows or as a linear belt

Summary of The Cotswolds AONB

3.2.5 The Special Qualities of relevance to the site include as follows:

- The unifying character of the limestone geology - its visible presence in the landscape and use as a building material.
- Distinctive dry stone walls.
- Variations in the colour of the stone from one part of the AONB to another which add a vital element of local distinctiveness.
- Extensive dark sky areas.
- Distinctive settlements, developed in the Cotswold vernacular, high architectural quality and integrity.

top: Published Landscape Character Plan (Tyler Grange)

middle: Photograph taken from near Sheepscombe, looking towards Painswick across the valley from the east (Tyler Grange)

bottom: Photograph taken from the approach to Painswick along the A46, looking towards Sheepscombe (Tyler Grange)

3.2.6 Design advice in relation to the High Wold Valley LCT includes:

- Ensure new development is proportionate and does not overwhelm the existing settlement.
- Ensure built development integrates with the rural landscape character and does not interrupt the setting of settlements or impact on views of key features such as church towers/spires.
- Avoid a standardised development layout with suburban style lighting, construction details and materials.
- Respect the local built character and avoid cramming up to the boundaries resulting in a hard suburban edge.
- Promote the use of local stone and building styles.
- Adopt measures to minimise light pollution.
- Conserve and restore traditional dry stone wall boundary features.
- Break up harsh edges of new development with appropriate and adequate tree planting ideally in advance of the development.
- Ensure the density of new development reflects its location.

Landscape Opportunities and Constraints

3.2.7 Having reviewed local policy requirements, Supplementary Planning Guidance and undertaken a site-specific appraisal of the landscape and visual context of the site, the following landscape and visual opportunities and constraints to development have been identified as illustrated on the accompanying plan (shown opposite).

3.2.8 The proposed development in the upper parcel should be set back from the western boundary to allow the wooded skyline when observed from across the valley (near Sheepscombe) to be retained and mirror the existing building line in this view.

3.2.9 The location of development within the lower parcel should be carefully considered to allow the new development to sit together with, whilst providing some visual separation from, the existing built form down the

slope to the east when observed from across the valley. Views out from the A46 towards the east should be retained.

3.2.10 Retention of the highest point within the upper parcel of the site as open space presents the opportunity to link with the adjacent Common Land.

3.2.11 The structure of the development parcels allows the opportunity for large swathes of green space which includes an opportunity for a 'destination space' connecting Wysis Way long distance route/Sheepscombe to the east and Painswick Beacon to the north.

3.2.12 The open spaces should provide ample space for new tree planting to filter and soften views of the proposed development and provide set back and pockets of open space which allow the development to mirror and read as part of the existing built character of Painswick when viewed from across the valley.

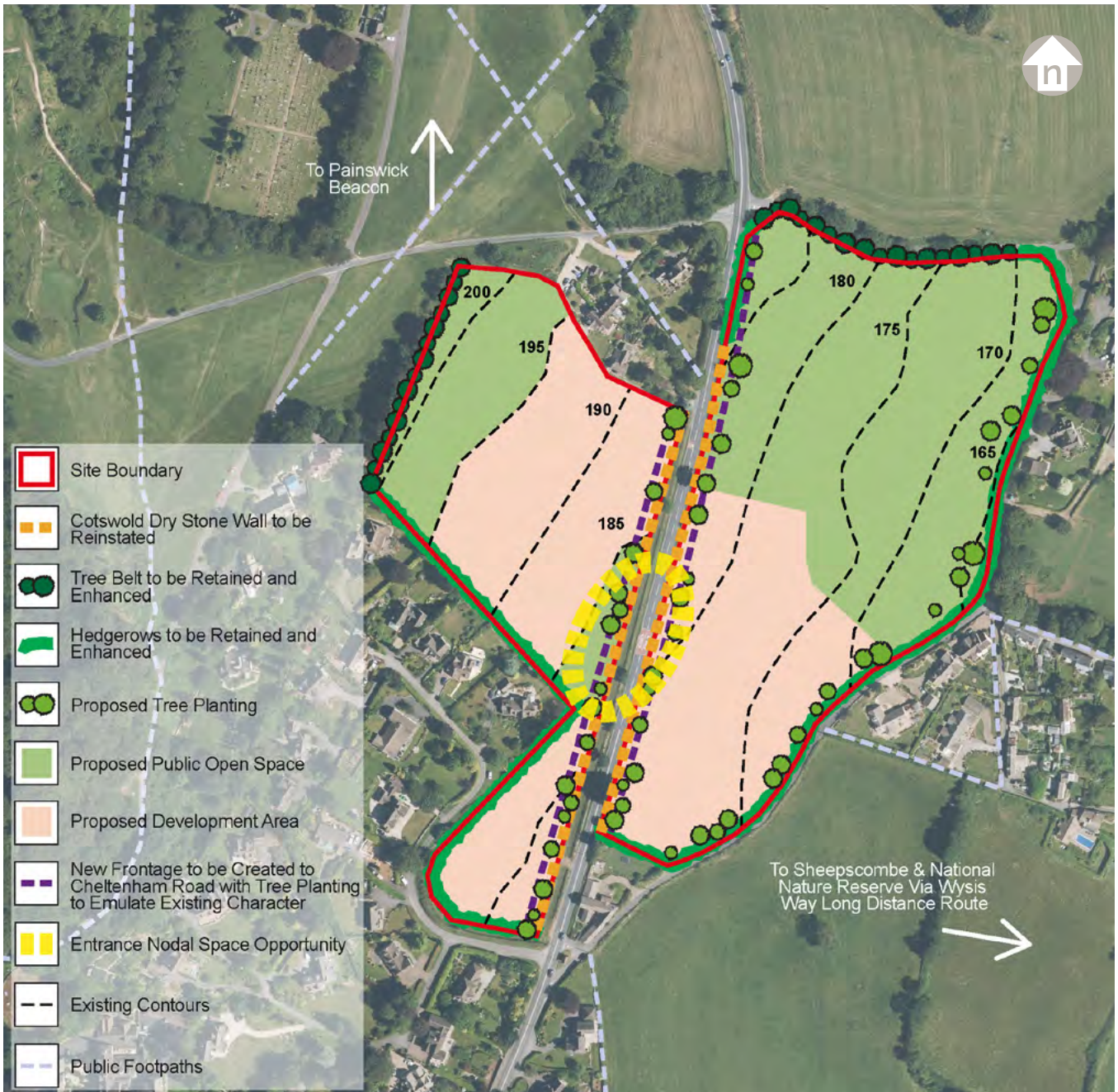
3.2.13 The development should consider the visual amenity of adjoining residents and avoid overlooking by ensuring a development offset.

3.2.14 The tree belt to the western edge of the upper parcel should be retained to ensure new development sits below a wooded skyline in views from the east.

3.2.15 The existing tree belt to the northern edge of the lower parcel should be retained and enhanced to retain the character of the approach from the north.

3.2.16 The characteristic features of the area, such as Cotswold dry stone walls and hedgerows and trees, should be retained, or reinstated where required.

3.2.17 A new frontage to the A46 should be created on the approach to Painswick from the north, which includes new tree planting to reflect the existing built character. This includes the opportunity for the provision of a new entrance and arrival space to Painswick.



3.2.18 Lighting proposals should be limited and use reflective materials to ensure dark skies are retained and the effects on the Area of Outstanding Natural Beauty are limited.

3.2.19 Proposed development should be of a high quality of design. Ensure that the materials, scale, density and layout of the proposals are sympathetic to the locality and do not introduce suburban building styles that are uncharacteristic. Development parcels should work with the contours and could utilise outward views.

3.2.20 Development within the southern portion of the upper parcel of the site should reflect the density, layout and design of existing development within The Highlands, with low density, detached dwellings in large garden plots.

3.2.21 Development within the remainder of the site should be of an appropriate scale and density in respect of the approach to Painswick, surrounding context and longer distance views from the east.



top: Looking towards the mature trees in the upper parcel.

middle: Partially constructed wall along the western boundary of the lower parcel

bottom: Mature hedgerow along the eastern boundary of the lower parcel.

3.3 Ecology

Designated Sites

3.3.1 The Cotswold Common and Beechwoods SSSI and its overlapping designation Cotswold Beechwoods SAC is the nearest designated site to the site. The nearest part of the SSSI is approximately 70 m to the west, with the nearest part of the SAC is approximately 1400 m north.

3.3.2 A primary consideration is the potential impact of increased recreational pressures from new development upon the nearby designated sites. Careful consideration in the scheme design, potentially including the provision of green infrastructure and alternative greenspace within the scheme, would mitigate any significant effects.

Habitats

3.3.3 The majority of the site is covered by arable field. The site boundary is a mixture of wooden fencing, walls and species rich hedgerows. The majority of the habitats within the site are of low ecological value. The species rich hedgerow and scattered broadleaved trees are of higher ecological value.

Protected species

Bats

3.3.4 The arable habitats on site are considered to be of low quality for foraging and commuting bats. The boundary features and scattered trees are likely to provide foraging resource and function as linear features for commuting bats. Overall the site is considered to offer potential to support only low numbers of foraging and commuting bats, some of which could be rare and restricted in range (i.e. Annex II species).

Badgers

3.3.5 An active and extensive badger sett was identified directly adjacent to the northwestern boundary of the upper parcel. Evidence of the use of the site by badgers was recorded in the form of badger trails, snuffle holes

and feeding remains. Badgers are active within the site for foraging, although this is not considered a constraint. An offset from the sett should be incorporated into the design.

Dormouse

3.3.6 The boundary features, namely the hedgerows, provide suitable habitat for dormice. If the hedgerows are protected from development the impacts will be minimal.

Breeding Birds

3.3.7 Breeding bird habitat is present within the site in the form of the hedgerows, trees and arable field. The site whilst relatively small in area and limited in habitat diversity is likely to offer foraging opportunities to a range of farmland birds as part of the wider landscape.

Reptiles

3.3.8 The site interior is sub-optimal for reptile species due to its arable nature. The boundary features including the drystone walls and hedgerows are likely to offer sheltering and foraging opportunities for common reptile species. The site is considered to be of some value for this species group.

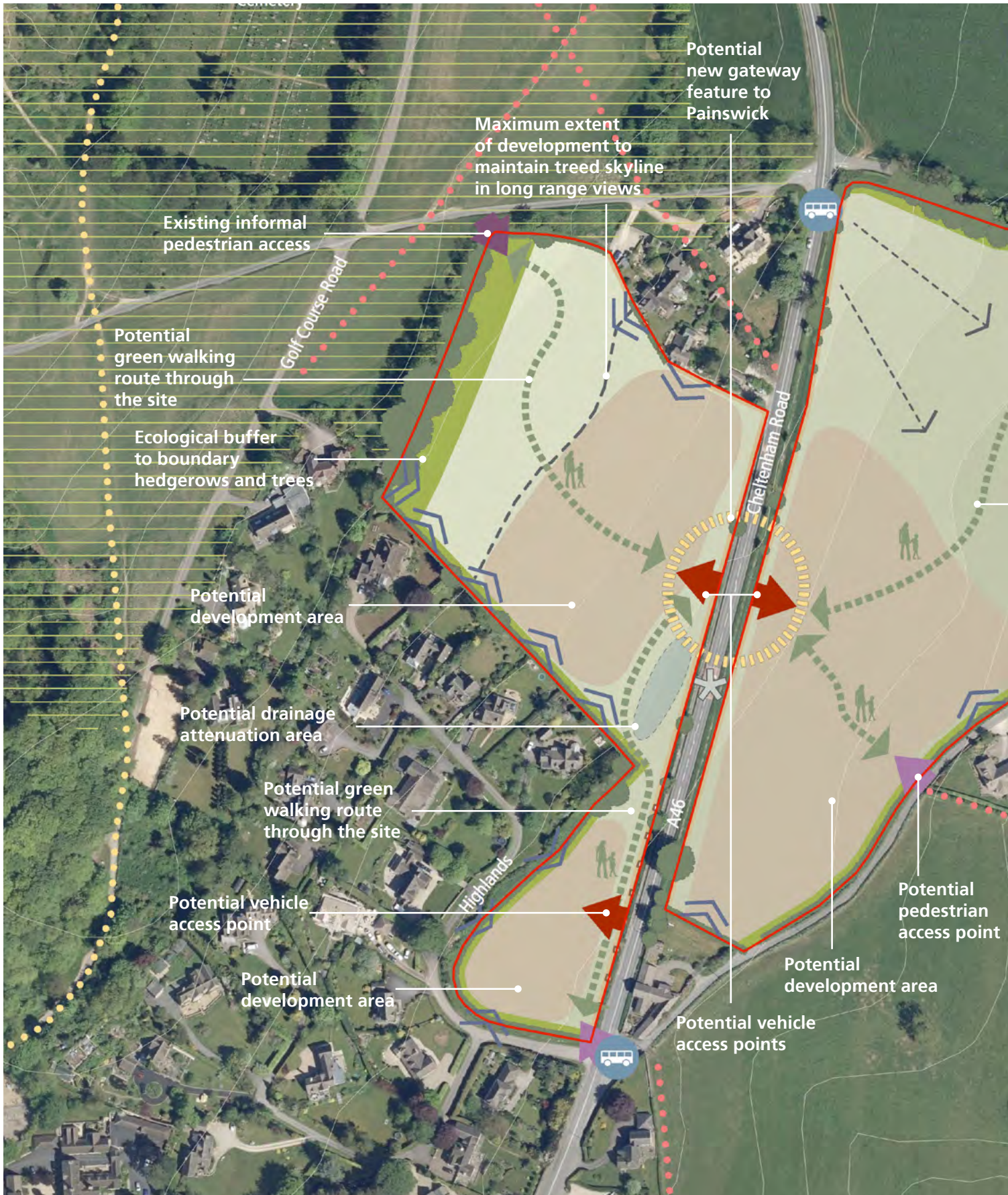
Great Crested Newts

3.3.9 There is no suitable amphibian breeding habitat within the site. There is, however, a waterbody within 500 m and anecdotal records for Great Crested Newts (GCN) in proximity. The site offers some limited opportunities for amphibians in their terrestrial phase though, for reasons of spatial separation, the potential for GCN to occur on site is considered to be low.

Biodiversity Net Gain














3.3.10 The site has potential to deliver biodiversity net gain. It is recognised that the proposed development will result in a net loss of arable/improved grassland habitat. Using the Defra Biodiversity Metric 2.0 an initial calculation provides that the loss of 1 hectare of arable land could be mitigated for (with a 10 % net gain) by 0.4 hectares of moderate condition grassland with wildflowers. An appropriate area of open space should be provided and maintained as wildflower meadow within the development design.

4. Site Features






4.3.1 The adjacent plan provides a summary of the opportunities and constraints of the site, drawn from the preceding technical work and plans. The plan sets a brief for the development and has informed the design of the following development concept.

-  Site boundary
-  Cotswold Way
-  Existing local footpaths
-  Existing trees
-  Existing hedgerows
-  Existing walls (some in disrepair)
-  Existing fenced boundaries
-  5m contours (the site slopes downwards to the east)
-  Adjacent common land
-  Existing welcome to Painswick sign and speed limit change
-  View across valley on approach to town
-  Sensitive boundary with neighbouring houses
-  Existing bus stop

5. Development Concept

-  Site boundary
-  Proposed all modes access
-  Proposed pedestrian access
-  Local footpaths
-  Proposed new footpaths
-  Proposed relocated welcome signs and speed limit change
-  Proposed relocated bus stop
-  Proposed realigned A46
-  Proposed street
-  Proposed shared surface
-  Proposed pavement / private drive
-  Residential development
-  Public Open Space
-  Proposed play area + offset
-  Existing trees retained
-  Proposed new tree planting
-  Existing hedgerows retained and enhanced
-  Existing walls repaired
-  Proposed new walls
-  Surface water attenuation area





5.3.1 The development concept plan has been developed in response to the technical studies and site appraisal outlined in the previous sections.

5.3.2 Site access for all modes will be from the A46. The road will be realigned with a curve introduced to slow traffic and create a new arrival space for Painswick. The welcome signs and reduction in speed limit will be moved further north, and the speed limit could be reduced to 30mph (rather than the existing decrease to 40mph) which will benefit the existing houses on Cheltenham Road.

5.3.3 The development of the site has the opportunity to provide an enhanced pedestrian environment. New pedestrian access points are able to facilitate connections to the wider footpath network. The existing footpath along the A46 will be brought within the site into a new green walk along the frontage of the upper parcel, which will provide a safer, more attractive route.

5.3.4 The existing bus stops to the north and south of the site would be relocated to one central stop, to take advantage of the effects of the new traffic calming measures. New, more easily accessible stops with safe footway access will be created, which will benefit new and existing residents.

5.3.5 The new dwellings within the upper parcel are located close to the A46, with open space to the west to maintain the treed skyline in long range views across the valley. Open space is also found in the northern half of the lower parcel, which will maintain views across the valley when travelling along the A46. These open spaces will provide a new resource for residents and the local community.

5.3.6 The proposed frontage treatment varies along the A46 with some new development fronting directly on to the road, some set behind open space and some houses siding on to the street. This approach reflects the varied nature of frontage treatment within Painswick.

5.3.7 The main road in the upper parcel heads up the slope, with shared surface streets and private drives following the contours. This road will have trees along one side, separating the footway from the carriageway, to create an attractive green walking route towards the golf course and common land which lies to the north of the site. These bands of planting along the roads, and within back gardens, will help to soften and enhance the development in long range views.

5.3.8 Drainage attenuation will be provided within the open spaces of the site. There is the possibility to provide smaller linked attenuation areas within the open space, or one larger area at the lowest part of each of the parcels.

6. Conclusion

There is an opportunity for sensitive residential development, which will reflect the character of the local area, within the site at Clattergrove, Painswick.

6.3.1 The scheme will create a new arrival space for the town, with traffic calming measures, new welcome signs, and a new bus stop, which will be central to the scheme.

The site will provide a choice and mix of sizes of new homes, including affordable homes.

6.3.2 The development concept plan shows low density development of approximately 90 dwellings, with a substantial area of public open space, which is greater than policy requirements.

6.3.3 The open spaces within the scheme maintain the characteristic views into and out of the site and would be accessible to both new and existing residents.

6.3.4 Development of the site at Clattergrove, Painswick, will foster access to, and the long term viability and vitality of, local facilities and services, through financial contributions, including contributions to sustainable movement and communications infrastructure. The development proposed aligns with the Local Plan's identified future role and function of Painswick as the Queen of the Cotswolds.



above: Existing welcome to Painswick signs along the A46, with the upper parcel to the right and the lower parcel to the left.

7. Key Benefits

The development proposed will provide key benefits to Painswick and Stroud District as a whole:



Access to new open spaces for leisure and recreation, including children's play space and natural green space



New footpaths created to link the development to the existing footpath network



The protection and enhancement of existing landscape features and biodiversity habitats



Mix of family homes, including affordable properties, increasing opportunities for home ownership and rental in the local area



Good links and support for the facilities and services in Painswick and the surrounding area



Section 106 agreement, CIL and New Homes Bonus opportunities to benefit Painswick and Stroud District



The team are committed to the provision of high standard of design and construction enabling an enhanced residential amenity



Employment opportunities including full time and supply chain jobs during the construction period



Economic support for Painswick businesses and services arising from new residents



A new arrival space for the town will be created, with traffic calming measures and welcome signs



Increased use of existing bus routes as a result of new residents travelling in the area



Highway and public transport improvements including realigning the A46 and a new bus stop

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