

STROUD DISTRICT CANALS: FUTURE PLACE

FUTURE PLACEMAKING AND A CANALS VISION & STRATEGY


EVIDENCING THE STRATEGY




Hilton Barnfield Architects


a **TOOLKIT**
for **FUTURE**
PLACEMAKING

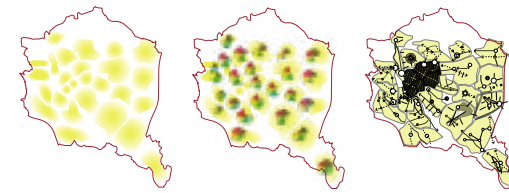


1 **Tool 1:**
Drivers for Change 




The Drivers for Change establish a thematic characterisation & build a vision of the future place. They ensure placemaking is implemented in a locally distinctive way.

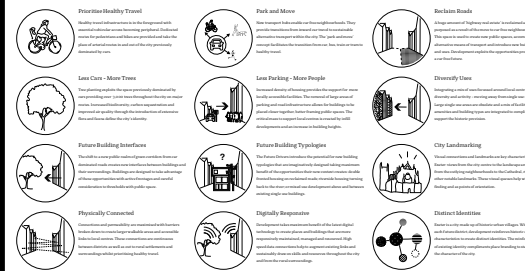
2 **Tool 2:**
One Place, Many Parts 




Define Components Score Components Placemaking Frameworks


A tool for recognising the opportunity for contrasting districts of the city which play their individual role in the overall distinctiveness and performance of the city.

3 **Tool 3:**
Ingredients of the Future Place 



A pick and mix of design principles which equip users to accelerate design towards the delivery of net zero carbon targets.

4 **Tool 4:**
Pilot Demonstration of Application 



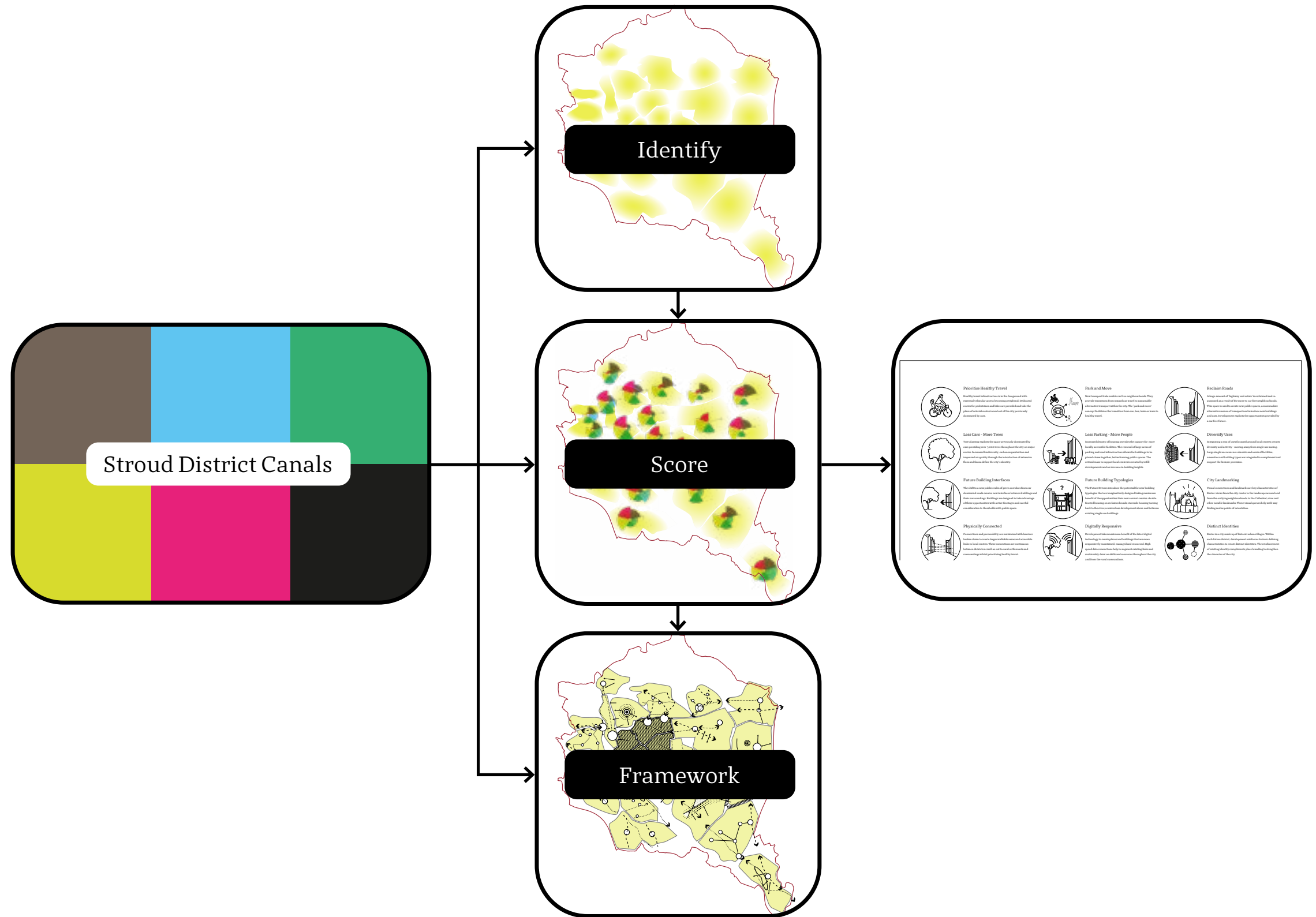
The Toolkit has been piloted in a number of locations to test its application and demonstrate its correct use and relevance. Details of these pilot studies will be available through a variety of Toolkit outputs.



1. Drivers of Future Change

2. Districts

3. Future Placemaking Ingredients

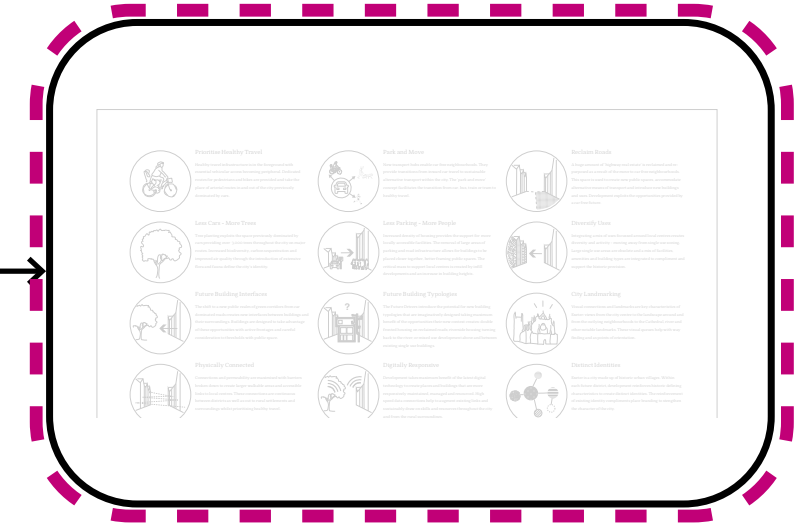
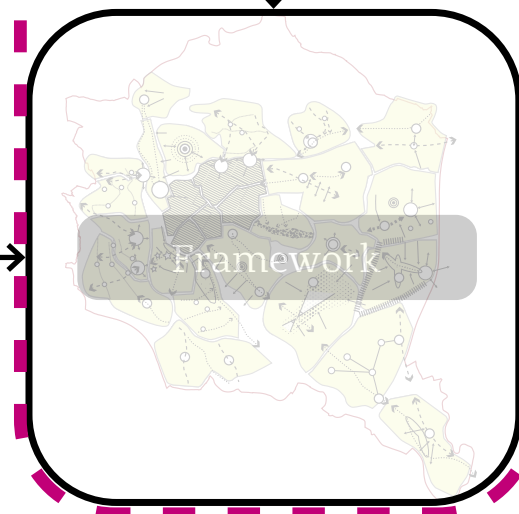
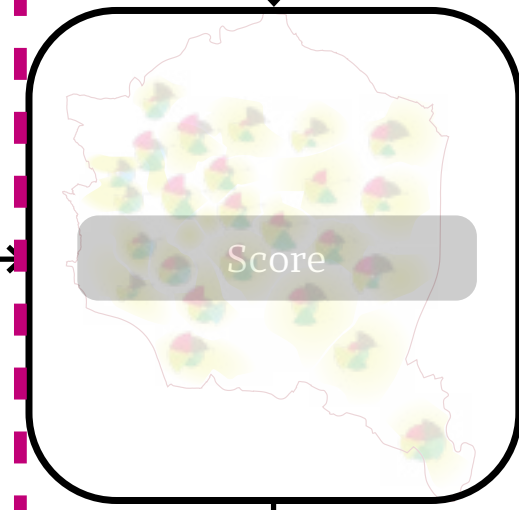
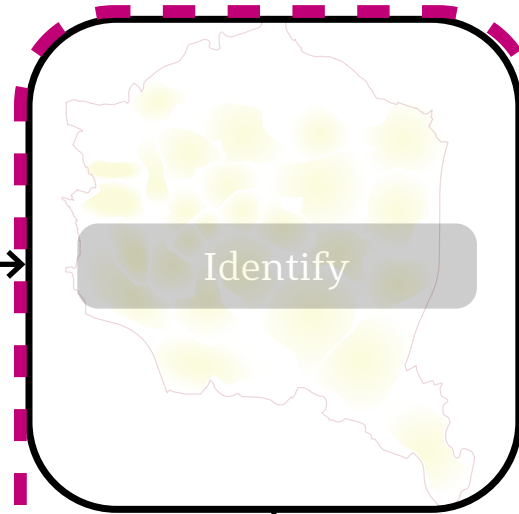
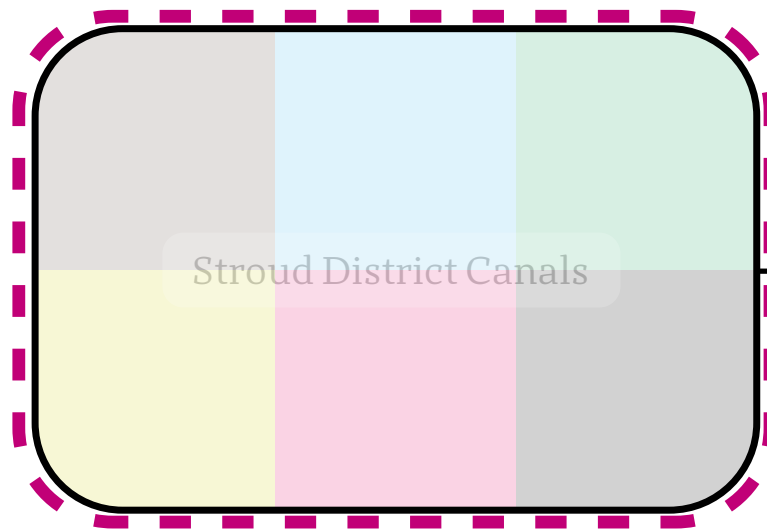


0. Evidence

1. Drivers of Future Change

2. Districts

3. Future Placemaking Ingredients









Officers & Members

Stakeholders

Public

Training for Application

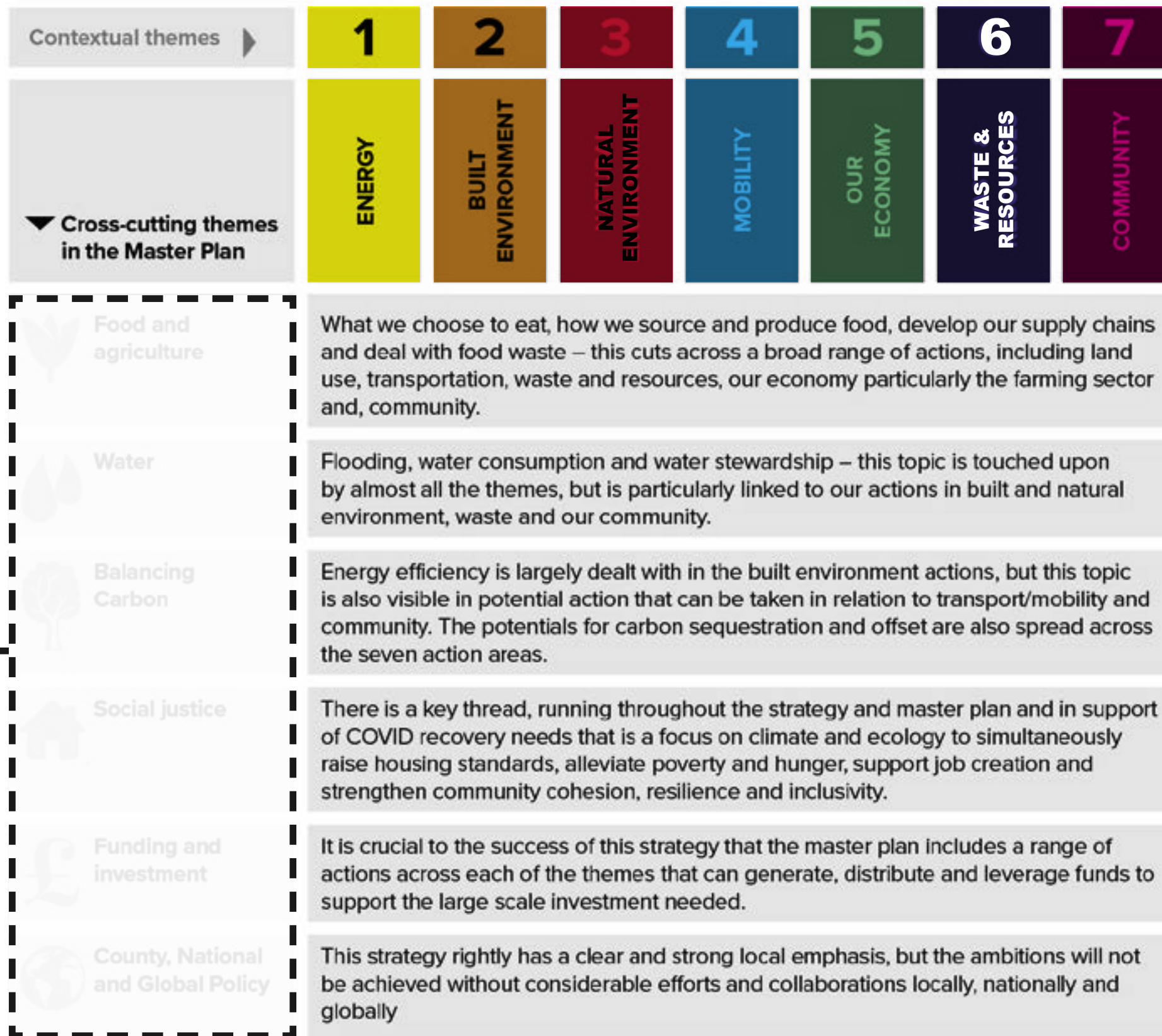


Contextual themes ▶	1	2	3	4	5	6	7
▼ Cross-cutting themes in the Master Plan	ENERGY	BUILT ENVIRONMENT	NATURAL ENVIRONMENT	MOBILITY	OUR ECONOMY	WASTE & RESOURCES	COMMUNITY
 Food and agriculture	What we choose to eat, how we source and produce food, develop our supply chains and deal with food waste – this cuts across a broad range of actions, including land use, transportation, waste and resources, our economy particularly the farming sector and, community.						
 Water	Flooding, water consumption and water stewardship – this topic is touched upon by almost all the themes, but is particularly linked to our actions in built and natural environment, waste and our community.						
 Balancing Carbon	Energy efficiency is largely dealt with in the built environment actions, but this topic is also visible in potential action that can be taken in relation to transport/mobility and community. The potentials for carbon sequestration and offset are also spread across the seven action areas.						
 Social justice	There is a key thread, running throughout the strategy and master plan and in support of COVID recovery needs that is a focus on climate and ecology to simultaneously raise housing standards, alleviate poverty and hunger, support job creation and strengthen community cohesion, resilience and inclusivity.						
 Funding and investment	It is crucial to the success of this strategy that the master plan includes a range of actions across each of the themes that can generate, distribute and leverage funds to support the large scale investment needed.						
 County, National and Global Policy	This strategy rightly has a clear and strong local emphasis, but the ambitions will not be achieved without considerable efforts and collaborations locally, nationally and globally						

(Stroud 2030 Climate Strategy (2020))



Emerging Themes



(Stroud 2030 Climate Strategy (2020))



G1. CANAL & RIVER TRUST - THE VALUES AND BENEFITS OF WATERWAYS

Departmental responsibility/origin:

The Canal & River Trust are the owners and managers of the Gloucester & Severn canal. Specialist teams identified within the organisation include Planning and Design (Planning Policy) whose vision is: living waterways transform places and enrich lives. Social Wellbeing is one of the 4 Values and Benefits identified through Planning Policy: Economic, Environmental, Social Wellbeing and Infrastructure provision.

Key Document Themes:

Waterways provide multiple economic, social and environmental benefits. In addition to being a form of green and blue infrastructure, important for leisure, recreation and tourism uses, they can provide local and strategic sustainable transport routes.

Economic: tourism, urban renaissance, rural development, regeneration and diversification, improvement of waterway infrastructure in support of small and medium-sized enterprises and jobs, promoting innovation (e.g. telecomms on towpaths), new waterway links

Environment: protection, conservation and enhancement of the biodiversity, green infrastructure and open space network, transfer of freight from roads to waterborne transport, managing flood risk, promoting waterways as a renewable energy resource (urban cooling, hydropower, air quality)

Social Wellbeing: place-making, living afloat contributes towards increasing choice in housing types and lifestyle, and conservation/enhancement of waterways' heritage, 'natural health service', acting as 'blue gyms' and supporting physical and healthy outdoor activity, an educational resource

Infrastructure provision: waterway infrastructure provides a public resource for walking and cycling and provides access to green infrastructure, both of which can benefit the wellbeing of communities.

Emerging Canal Vision Themes:

a. Dispersed Clusters - Mills, settlements joined by river and canal

d. Continuity & Contrast, mixed personalities of the canal

g. Topography of the District but the flat bottom of the valley

j. Heritage: industrial 'back corridor' vs fronting and rediscovering recreation

m. Jobs, lifestyle & innovation; social well being; contrasting use of the canal

b. Settlement Hierarchy: sustainable locations and targeted growth/improvement

e. Canal as a cross cutting catalyst

h. Reconnecting (E-W): Thames to Severn; social groups/district

k. Living Heritage but assets at risk

n. Diversity & uniqueness; culture & arts

c. Localising as a way of decarbonising

f. Local distinctiveness: Parish Clusters

i. Connecting (N-S): town/canal relationship

l. Engineering restoration and nature restoration

o. Tourism and community pride

Cross referenced other Documents:

<https://canalrivertrust.org.uk/> - C&RT website

<https://tcpa.org.uk/resources/> - Town & Country Planning Assoc.



Open Document



G2. BUILDING WITH NATURE

Departmental responsibility/origin:

The Building with Nature initiative came out of a collaboration between Gloucestershire Wildlife Trust and the University of the West of England. It was born out of a desire to have a proactive approach to nature-friendly development, sensitive to location and context, that cares about long-term maintenance and management. Our Standards are underpinned by evidence and good practice, having been co-developed with local authorities, private sector developers, people and communities

Key Document Themes:

Accredited scheme meeting Building Quality Standards for new developments designed around Core, Wellbeing, Water and Wildlife.

Wildlife and habitat biodiversity within planning guidance and policy decisions

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Cross referenced other Documents:

Vicki Pettigrew, SDC Biodiversity Officer - re Biodiversity Net Gain:
"Canal Corridor limited by it not being solely a 'natural' habitat but opportunities could lie within" and "Ecology is at the forefront of Developers' minds."



Open Document



R1. ACTIVE GLOUCESTERSHIRE 2017-2021 BUSINESS PLAN SUMMARY

Departmental responsibility/origin:

Active Gloucestershire's 2017-2021 Business Plan is primarily an internal document. It provides focus and motivation for our people to increase physical activity levels in the county through the 'whole system' approach, Gloucestershire Moves, which we will pilot for three years.

Key Document Themes:

1. Introduction: It provides focus and motivation for our people to increase physical activity levels in the county through our 'whole system' approach, Gloucestershire Moves, which we will pilot for three years.

2. About Active Gloucestershire: unite organisations and people around our vision and enable them to make it a reality

3. Context: focus groups identified include Older Adults, Children and Young People, Disabled People and those with Life-limiting Conditions, People living in low socio-economic areas, Women, BME communities. External and internal themes to govern this focus have been identified.

4. Strategy: Vision, Mission, Aims and objectives, Delivery and approach, brand

5. Delivery: 'whole system' change, building the circles of support and motivation' required for lasting behaviour change.

Also...

Encouraging motivational initiatives for active lives, active travel, infrastructure change, multiply local travel options, cultural changes to normalise physical activity, and mobilise funding for projects.

'Whole System' focus for change which requires Active Gloucestershire to become a 'backbone organisation' to instigate and govern the Gloucestershire Moves initiative forward.

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Cross referenced other Documents:

Canal and River Trust - Social Wellbeing: "Encouraging the use of waterways and towpaths for leisure, recreation and sporting activities as part of the 'natural health service', acting as 'blue gyms' and supporting physical and healthy outdoor activity"



Open Document



R2. GLOUCESTERSHIRE LOCAL NATURE PARTNERSHIP: NATURE RECOVERY NETWORK & MAPS

Departmental responsibility/origin:

The Gloucestershire Local Nature Partnership (GLNP) is formed of over 30 organisations from public, private and third sector bodies from across the county, all working together to recognise the importance of embedding nature's value in local decisions for the benefit of nature, people and the economy. Our partnership provides a strong and innovative voice for the environment sector and Local Nature Partnerships are seen by Defra as the key figure in the local delivery of the Government's 25 Year Environment Plan.

Key Document Themes:

5 areas have been identified as key:

- Nature's Recovery
- Climate Resilience
- Green Growth
- Naturally Healthy
- People and Nature

Gloucestershire's Nature Recovery Network will:

- Be mapped locally and in partnership — but respond to emerging national frameworks
- Be based on the best available evidence
- Reflect that nature does not recognise boundaries
- Reflect that nature's life support systems are foundational
- Start from all our existing terrestrial and marine habitats
- Be designed to thrive and not just survive
- Promote resilience and adaptability to a changing climate

- Acknowledge that nature works at all scales and everywhere
- Reflect that nature's recovery is relevant to everyone
- Influence decision making and ensure long term investment for nature's recovery

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Cross referenced other Documents:

GWT is the main partner whose work forms the basis of work carried out by GLNP



Open Document



R3. DRAFT GLOUCESTERSHIRE LOCAL INDUSTRIAL STRATEGY

Departmental responsibility/origin:

G First LEP

Key Document Themes:

A county of contrasts.

- Rolling hills to urban centres.
- Market towns and villages to relative wilderness.
- Large national employers to vibrant SME community.
- Ageing population to net exporter of 18-24 year olds.
- Prosperous and resilient economy to areas of unemployment and deprivation.
- Strong reputation for innovation to need to improve productivity.

Desire to become a 'magnet county'.

Cyber-tech and Green business opportunities.

Innovation and agri-tech potential.

Create a flexible place to work.

Future proofing business environments - physical and digital.

A mass-transit transport solution.

Better cycle links and rail projects.

Tourism potential balanced with inclusive economic growth and 2025 City of Culture Bid.

Track record of innovation (GCHQ).

Relevant sites at Sharpness/Berkeley Business Park, Stroudwater Business Park and Farm 491 Agri-Tech Centre (page 21).

'A natural capital approach to growth.'

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Cross referenced other Documents:

Government's Grand Challenges for AI and the Data Economy and Ageing Society.

Strategic Economic Plan for Gloucestershire

Western Gateway Sub-National Transport Body Regional Evidence Base

Gloucestershire Wildlife Trust Manifesto for a Wilder Gloucestershire

Gloucestershire Sustainable Energy Strategy

Gloucestershire Vision 2050

Gloucestershire Local Transport Plan (emerging draft)



Open Document



R4. GLOUCESTERSHIRE SUSTAINABLE ENERGY STRATEGY

Departmental responsibility/origin:

G First LEP
Centre for Sustainable Energy

Key Document Themes:

Shift to very low or zero carbon electricity generation - renewable and decentralised.

43% of county CO₂ emissions in transport.

Only 11% of renewable energy used in Gloucestershire was generated 'within county'.

Carbon emission standards in policies for new developments not strong enough to curb emissions or drive zero carbon exemplars.

Transport planning and other policy areas not fully integrated with carbon emission targets.

Decarbonising heat - canal as a source for water source heat pumps?

1. Distributing strategic leadership and creating 'branding' for action.
2. Establishing county-wide leadership and meaningful public consent.
3. Enabling business sector productivity gains.
4. Taking the lead on decarbonising heat.
5. Developing stronger planning policies.
6. Creating a 'Renewable Energy Leadership Group'.
7. Accelerating low carbon housing retrofit.
8. Tackling fuel poverty at its roots
9. Co-ordinating the growth of electric vehicles.

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Cross referenced other Documents:

Government's Clean Growth Strategy



Open Document



R5. GLOUCESTERSHIRE LOCAL TRANSPORT PLAN LTP4 (2021)

Departmental responsibility/origin:

Gloucestershire County Council

This LTP (adopted in March 2020) considers a more sustainable transport model. The plan seeks to optimise the existing transport network, support innovation and low carbon infrastructure.

Key Document Themes:

Strategic Context & Overarching Strategy:
Reducing Transport Carbon Emissions and Adapting to Climate Change
Local Environmental Protection
Maximising Investment in a Sustainable Transport Network
Integration with Land Use Planning and New Development
Community Health & Wellbeing
Thinktravel - Influencing Travel Behaviour Change

Walking and Cycling:
Cycling policy supports the cycling strategy and encourages safer cycling for more journeys by bike.
Gloucestershire's Cycle Network; Cycle Asset Management; Active Travel: Safety, Awareness & Confidence

Pedestrian policy supports the walking strategy and encourages more walking and mobility user friendly places.
Gloucestershire's Pedestrian Network; Rights of Way; Pedestrian Asset Management; Pedestrian Safety

Rail and Public Transport:
Bus policy supports the public transport strategy and encourages interchange between bus, rail, community transport and demand responsive transport.
Gloucestershire's Bus Network; Improving the Quality of Road Based; Public Transport; Bus Priority; Coach Travel; Community Transport including; Voluntary Car Schemes; Transport Interchange Hubs; Communicating Travel Information

Rail policy supports the rail strategy and aims to increase the potential of stations in Gloucestershire to encourage more rail journeys.
Rail Infrastructure Improvements; Rail Service Capacity Improvements; Rail Station Improvements

Highways and Freight:
Managing Domestic Deliveries in Urban or other Sensitive Locations; Rail and Water Freight.

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Cross referenced other Documents:



Open Document



D1. DRAFT STROUD DISTRICT 2030 STRATEGY (LIMITING, ADAPTING, RECOVERING AND RESPONDING TO A CHANGING CLIMATE) (2020)

Departmental responsibility/origin:

Stroud District Council

The 2030 Strategy and Master Plan is set out to frame a 'one council' approach to delivering our part in the climate and ecological emergency response and to leading others to join us.

Key Document Themes:

Built Environment	Energy	Natural Environment	Mobility	Economy	Waste & Resources	Community	Cross cutting themes:
Key Priority: Retrofit	Key Priority: Mainstream Renewables	Key Priority: Embed holistic approach	Key Priority: accelerate modal shift	Key Priority: Detail the vision	Key Priority: Communicate Waste Hierarchy	Key Priority: A District Dialogue	Food & Agriculture
Carbon Neutral Planning Policy	12%-45% renewable energy and offset	20% woodland coverage	90% of 5km commutes public/active	Improve council investment & procurement, local suppliers	5% reduction office waste	Collaborative community climate response	Water
+ energy performance of 6000 houses	Decentralised/smart energy networks and alternative renewables	100% 'positive condition' bio/geo diversity sites	Main town centres to be car free	Green business credentials, evidence green business growth	2% reduction kerbside waste	Embedded climate response across council & partnership activity	Balancing Carbon
70% CO2 reduction by retrofit	Future energy infrastructure address grid constraints and decarbonised gas	Complete nature corridors and 22% of land as 'natural'	Rail use 50% up on 2010/11	Support training, secure future skills for young and unemployed	90% recycling of kerbside waste	Review & Improve cycle	Social Justice
Retrofit scheme in place with capacity for 54000 dwellings & 6000 businesses		Min 40% Frome catchment flood managed +Suds	Promote staycations, alternative tourism and business solutions to reduce air travel		Increase waste facilities	Widespread sign up to climate & recovery pledge	Funding & Investments
							County, National & Global Policy

Emerging Canal Vision Themes:

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d. Continuity & Contrast, mixed personalities of the canal	e. Canal as a cross cutting catalyst	f. Local distinctiveness: Parish Clusters
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Cross referenced other Documents:



Open Document



D2. STROUD DISTRICT LOCAL PLAN (2015)

Departmental responsibility/origin:

Stroud District Council

On 19th November 2015, the Council adopted a new Local Plan for the Stroud District. This Plan replaces the 2005 Local Plan entirely, and now provides a positive planning policy framework for the District for the period up to 2031.

Key Document Themes:

Planning: create a predictable level playing field

Communities: bring democracy forward

Stewardship: incentivise responsibility to the future

Regeneration: end the scandal of 'left-behind' places

Neighbourhoods: create places not just houses

Nature: re-green our towns & cities

Education and Skills: promote a wider understanding of placemaking

Management: value planning, count happiness, procure properly

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Cross referenced other Documents:



Open Document



D3. DRAFT LOCAL PLAN REVIEW (2021)

Departmental responsibility/origin:

Stroud District Council

The District Council started the process of reviewing the current Local Plan in 2017, even though it was approved as recently as November 2015. The Government wants all local authorities to review their local plans every 5 years. New plans can take 5 or more years to finalise and so it is important that we make progress now, to ensure Stroud District continues to have an up-to-date local plan.

Key Document Themes:

Strategic locations for future growth with canal relevance: Sharpness, Stonehouse, Hardwicke

Additional locations for growth to meet local need: Stroud, Brimscombe, Stonehouse, Whitminster, Frampton on Severn.

Employment: Stonehouse as a net importer of workers. 7000 jobs employment hub.

Settlement Hierarchy establishes levels of services provision in given settlements -varied settlement sizes have relationship with the canal.

Making Places -Mini-visions for parish clusters:

Stroud Valleys: large local sites, but no strategic sites; high number of conservation areas; Stroud Gateway -canal to town links at Wallbridge; Creative and Green industries; brownfield sites; enhance community self

sufficiency in major suburbs; industrial valley bottom and river corridor; allocations on brownfield post-industrial sites, eg. Brimscombe Mill & Port;

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Cross referenced other Documents:



Open Document



D4. STROUD VALLEYS CANAL COMPANY - 25 YEAR MANAGEMENT AND MAINTENANCE PLAN

Departmental responsibility/origin:

The SVCC owns or leases the 'Stroudwater Navigation' from Whitminster Lock in the West through to just past Bourne Lock, Brimscombe in the East. The Stroud Valleys Canal Company 25 year Maintenance and Management Plan supports a National Lottery Heritage Fund bid for grants to complete the canal passage between Stroud and the Gloucestershire and Sharpness Canal. It demonstrates that the connection is financially viable from the day navigation recommences for the foreseeable future, covering all the operating and maintenance expenditure from forecast operating year revenues. The Plan also identifies feasible future projects that would increase the revenue and support future maintenance and operating costs.

Key Document Themes:

Sustainable management of the canal, community involvement as well as voluntary contributions to developing the canal as a community resource for well-being

The Natural Environment: heritage and the built environment alongside the natural environment assets

Stroudwater Navigation Archive Company and its role in providing an action plan towards reaching the objectives of reconnection of the canal to the national network

Deliverables and management of assets, funding and foreseeable costs / revenues

Emerging Canal Vision Themes:

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Cross referenced other Documents:

www.gloucestershirewildlifetrust.co.uk



D5. 2018 SETTLEMENT ROLE AND FUNCTION STUDY UPDATE

Departmental responsibility/origin:

Stroud District Council
- Development Services

<https://www.stroud.gov.uk/media/1032745/settlement-role-and-function-update-2018.pdf>

https://www.stroud.gov.uk/media/2816/final-settlement-role-and-function-study_december2014.pdf

Key Document Themes:

Understanding of how towns and villages currently work and function to inform future development.

53 settlements with a defined boundary ('development limit').

Current Local Plan focuses on identifying settlements that offer the best opportunities for sustainable development.

Settlement hierarchy with five distinct tiers: largest towns and villages (with most facilities) to smallest (with least facilities).

Statistical analysis within four main topic areas (Population and housing; Employment role; Travel to work and access to services and facilities; Retail and community facilities/services) to produce a 'profile' of settlements, identifying their main roles, how they function now and how this might change in the future.

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j. Heritage: industrial 'back corridor' vs fronting and rediscovering recreation

k. Living Heritage but assets at risk

l. Engineering restoration and nature restoration

m. Jobs, lifestyle & innovation; social well being; contrasting use of the canal

n. Diversity & uniqueness; culture & arts

o. Tourism and community pride

Cross referenced other Documents:

2014 Settlement Role and Function Study
Stroud District Housing Land Availability reports
Stroud District Employment Assessment Review

Stroud District Rural Settlement Classification Study
Stroud District Town Centres and Retailing Study

MAIDeN (source of data about the county)
Inform Gloucestershire (source of data about the county)



Open Document



D6. A HERITAGE STRATEGY FOR STROUD DISTRICT (2018)

Departmental responsibility/origin:

Stroud District Council

Key Document Themes:

Heritage 'at risk'.

Local distinctiveness.

Historic environment as a stimulus and inspiration to high quality development.

Objectives:

To maximise the contribution that the historic environment makes to the character of the District, its economic well-being, and the quality of life of its communities;

To identify ways to positively address the issues and pressures that are facing our heritage assets;

To maximise opportunities for the historic environment to help deliver

the District Council's wider corporate objectives, including those of the Local Plan.

Location at a strategic pinch-point between the Cotswold Hills and the River Severn.

Ancient wool trade.

Topography: steep valleys and fast-flowing watercourses.

Ingenuity, nonconformity and philanthropy.

Nurturing creative and cultural industries.

Heritage as a positive driving force for Stroud District.

Emerging Canal Vision Themes:

a. Dispersed Clusters - Mills, settlements joined by river and canal

d. Continuity & Contrast, mixed personalities of the canal

g. Topography of the District but the flat bottom of the valley

j. Heritage: industrial 'back corridor' vs fronting and rediscovering recreation

m. Jobs, lifestyle & innovation; social well being; contrasting use of the canal

b. Settlement Hierarchy: sustainable locations and targeted growth/improvement

e. Canal as a cross cutting catalyst

h. Reconnecting (E-W): Thames to Severn; social groups/district

k. Living Heritage but assets at risk

n. Diversity & uniqueness; culture & arts

c. Localising as a way of decarbonising

f. Local distinctiveness: Parish Clusters

i. Connecting (N-S): town/canal relationship

l. Engineering restoration and nature restoration

o. Tourism and community pride

Cross referenced other Documents:

Historic England's Conservation Areas At Risk Survey (CAARS) 2017
and Heritage at Risk Register (HAR) 2017



Open Document



D7. THE STROUD INDUSTRIAL HERITAGE DESIGN GUIDE (SPA)

Departmental responsibility/origin:

Stroud District Council

Key Document Themes:

Character and local distinctiveness

- A place with its own identity

Diversity

- A place with variety and choice

Continuity and enclosure

- A place where public and private spaces are clearly distinguished

Ease of movement

- A place that is easy to get to and move to

Legibility

A place that has a clear image and is easy to understand

Adaptability

- A place that can change easily

Quality of the public realm

- A place with attractive and successful outdoor areas

Largely concerned with detail of layout and design rather than broader placemaking strategies.

Some useful guidance on layout, frontages etc. for different site locations.

Emerging Canal Vision Themes:

a. Dispersed Clusters - Mills, settlements joined by river and canal

b. Settlement Hierarchy: sustainable locations and targeted growth/improvement

c. Localising as a way of decarbonising

d. Continuity & Contrast, mixed personalities of the canal

e. Canal as a cross cutting catalyst

f. Local distinctiveness: Parish Clusters

g. Topography of the District but the flat bottom of the valley

h. Reconnecting (E-W): Thames to Severn; social groups/district

i. Connecting (N-S): town/canal relationship

j. Heritage: industrial 'back corridor' vs fronting and rediscovering recreation

k. Living Heritage but assets at risk

l. Engineering restoration and nature restoration

m. Jobs, lifestyle & innovation; social well being; contrasting use of the canal

n. Diversity & uniqueness; culture & arts

o. Tourism and community pride

Cross referenced other Documents:



Open Document



D8. GLOUCESTERSHIRE WILDLIFE TRUST - "COTSWOLD CANALS CONNECTED"

Departmental responsibility/origin:

GWT is lead partner with Cotswold Canal Trust, Environment Agency, Stroud District Council, Gloucestershire County Council, Canal and Rivers Trust

Key Document Themes:

Cotswolds Canals Connected: Little information about who is responsible or with whom the project is being run.

Benefits: - biodiversity contributions in the area from "The Ocean" to Saul Junction, incorporating the missing mile project.

- diverse habitats will link the western river system with the valley tributaries in the east

- link and enhance the fragmented landscape of the area to Saul Junction

- "Working with Nature" strategy will aim to:

- Making the most of the project's location in a wildlife corridor

- Keeping knowledge of the state of local wildlife up-to-date

- Minimising disturbance to wildlife areas

- Creating new habitats

- Building best practice in wildlife protection into canal restoration

- Ensuring wildlife and biodiversity are woven into all project themes

- Embedding wildlife features in canal design

- Joining adjacent land to the canal wildlife corridor

- Partnership working with landowners

Emerging Canal Vision Themes:

a. Dispersed Clusters - Mills, settlements joined by river and canal

d. Continuity & Contrast, mixed personalities of the canal

g. Topography of the District but the flat bottom of the valley

j. Heritage: industrial 'back corridor' vs fronting and rediscovering recreation

m. Jobs, lifestyle & innovation; social well being; contrasting use of the canal

b. Settlement Hierarchy: sustainable locations and targeted growth/improvement

e. Canal as a cross cutting catalyst

h. Reconnecting (E-W): Thames to Severn; social groups/district

k. Living Heritage but assets at risk

n. Diversity & uniqueness; culture & arts

c. Localising as a way of decarbonising

f. Local distinctiveness: Parish Clusters

i. Connecting (N-S): town/canal relationship

l. Engineering restoration and nature restoration

o. Tourism and community pride

Cross referenced other Documents:

Missing Mile Heritage Lottery Bid (2020) – Activity Plan:

- section 6. Cotswold Canals Connected Outputs

SVCC 25 year Business Plan (M&M Plan 2020, 2nd edition)

- page 9: GWT's Working with Nature Programme Plan as part of the ongoing maintenance of the Stroudwater canal



Open Document



L1. MISSING MILE HERITAGE LOTTERY BID (2020)

Departmental responsibility/origin:

Cotswolds Canals Connected
- with Cotswold Canals Trust and Stroud District Council

Key Document Themes:

Reconnecting England's two main greatest rivers.

Revive lost heritage, strengthen communities, and offer immense potential for local regeneration.

Create a sense of place through renovating and enhancing built and natural heritage.

Build prosperous communities by connecting towns, railways, and waterways.

Broader opportunities for all and improved inclusivity.

Create and strengthen pathways for heritage learning.

Conserve, protect and enhance wildlife.

Community engagement and consultation.

Fairly statistical and quantitative resource of public engagement.

Developing Community Hubs.

- Creating Places
- Prosperous and Connected Communities
- Inclusive and Cohesive Communities
- Pathways for Heritage Learning
- Working with Nature

Emerging Canal Vision Themes:

a. Dispersed Clusters - Mills, settlements joined by river and canal

d. Continuity & Contrast, mixed personalities of the canal

g. Topography of the District but the flat bottom of the valley

j. Heritage: industrial 'back corridor' vs fronting and rediscovering recreation

m. Jobs, lifestyle & innovation; social well being; contrasting use of the canal

b. Settlement Hierarchy: sustainable locations and targeted growth/improvement

e. Canal as a cross cutting catalyst

h. Reconnecting (E-W): Thames to Severn; social groups/district

k. Living Heritage but assets at risk

n. Diversity & uniqueness; culture & arts

c. Localising as a way of decarbonising

f. Local distinctiveness: Parish Clusters

i. Connecting (N-S): town/canal relationship

l. Engineering restoration and nature restoration

o. Tourism and community pride

Cross referenced other Documents:

NLHF Document 'Learning - Good Practice Guide'
Stroud Valleys Project



Open Document



L2. HARDWICKE NEIGHBOURHOOD DEVELOPMENT PLAN

Departmental responsibility/origin:

Hardwicke Parish Council

The Plan's policies that will supplement the Stroud District Local Plan to guide the evolution of the Parish during the plan period (up to 2031). This NDP forms part of the Development Plan, thus enabling the views of the Hardwicke community to be taken into account by Stroud District Council (SDC) when it considers applications within the Parish.

Key Document Themes:

The Hardwicke Parish is 6.5 miles north-northwest of Stroud and 4 miles southwest of Gloucester City centre; close to the River Severn with the Gloucester-Sharpness canal passing North-South through the Parish.

The vision is for Hardwicke to retain its diverse identity, which comprises rural and urban fringe characteristics. The housing, employment, services and facilities needs of the community during the Plan period will be met through the development of the Hunts Grove Local Service Centre in the eastern area of the Parish. The traditional areas of Hardwicke will retain their rural identity through the preservation of the valued landscape and historic character.

During the consultation exercises carried out to inform the Plan, the following key themes were identified:

- i. Housing to Meet Local Needs
- ii. Improved Services and Facilities
- iii. Maintaining the Community
- iv. Protecting the Environment
- v. Communication and Transport
- vi. Enhancing the Local Economy

Emerging Canal Vision Themes:

a. Dispersed Clusters - Mills, settlements joined by river and canal

d. Continuity & Contrast, mixed personalities of the canal

g. Topography of the District but the flat bottom of the valley

j. Heritage: industrial 'back corridor' vs fronting and rediscovering recreation

m. Jobs, lifestyle & innovation; social well being; contrasting use of the canal

b. Settlement Hierarchy: sustainable locations and targeted growth/improvement

e. Canal as a cross cutting catalyst

h. Reconnecting (E-W): Thames to Severn; social groups/district

k. Living Heritage but assets at risk

n. Diversity & uniqueness; culture & arts

c. Localising as a way of decarbonising

f. Local distinctiveness: Parish Clusters

i. Connecting (N-S): town/canal relationship

l. Engineering restoration and nature restoration

o. Tourism and community pride

Cross referenced other Documents:

Stroud Local Plan



Open Document



L3. EASTINGTON 2018 NEIGHBOURHOOD PLAN

Departmental responsibility/origin:

Eastington Parish Council

The Eastington Neighbourhood Development Plan covers the period 2015-2031. The end date of the NDP aligns with that of the Stroud District Local Plan adopted in 2015.

Key Document Themes:

In 2031 the parish now has a population of over 5,000 people and more than 2,000 houses. There are two centres; one at Oldbury End with a range of new shops and services, and the original centre at Alkerton where we have thriving shops and services including a butchers, post office, public houses, and a small supermarket.

The NDP looks at the current development of Eastington and the most desirable course for its future as determined by our community. There are four main themes:

- Environment
- Housing
- Employment
- Infrastructure, including Getting Around, Public Rights of Way and renewable energy.

Policy EP2, protect and enhance biodiversity and the natural Environment:

Where appropriate, development proposals should include information that:

- demonstrates the means of mitigating, preserving and where appropriate, recreating
- wildlife habitats and net gains in natural flora;
- provides corridors of land within which public footpaths and bridleways of significant local
- recreational and amenity value are provided; and
- incorporates Sustainable Drainage Solutions (SuDS).

Development will not be supported:

- within 8m of all watercourses within the Parish
- within flood zone 3, unless exceptional circumstances indicate otherwise.

Policy EP3: restoration and development of the canal corridor

The continued restoration of the canal, including the development of canal-side land for tourist and recreational uses and activities, will be encouraged. Development of a marina or smaller mooring basins and canal/waterside related facilities will be permitted provided that:

- Footpaths linking villages to canal proposals are of a scale and appearance that relate to the
- existing canal and surrounding development
- Green recreational space and landscaping is provided as part of the development; and
- Satisfactory and safe vehicular access and adequate car parking is provided.

Emerging Canal Vision Themes:

a. Dispersed Clusters - Mills, settlements joined by river and canal

d. Continuity & Contrast, mixed personalities of the canal

g. Topography of the District but the flat bottom of the valley

j. Heritage: industrial 'back corridor' vs fronting and rediscovering recreation

m. Jobs, lifestyle & innovation; social well being; contrasting use of the canal

b. Settlement Hierarchy: sustainable locations and targeted growth/improvement

e. Canal as a cross cutting catalyst

h. Reconnecting (E-W): Thames to Severn; social groups/district

k. Living Heritage but assets at risk

n. Diversity & uniqueness; culture & arts

c. Localising as a way of decarbonising

f. Local distinctiveness: Parish Clusters

i. Connecting (N-S): town/canal relationship

l. Engineering restoration and nature restoration

o. Tourism and community pride

Cross referenced other Documents:



Open Document



L4. STONEHOUSE NEIGHBOURHOOD PLAN

Departmental responsibility/origin:

Stonehouse Town Council

The Plan is based on extensive public consultation; it was prepared by the Stonehouse Neighbourhood Plan Working Group, an independent group of volunteers including both residents and town councillors.

Key Document Themes:

1: Amenities and facilities

Aim: To meet the recreational aspirations, the health and wellbeing and the practical needs of the community, whilst retaining the distinctive character of Stonehouse.

2: Travel and transport

Aim: To ensure Stonehouse is accessible and people can get around easily and conveniently by foot, mobility scooter, bicycle, public transport and private motorised transport, encouraging more sustainable travel and a consequent reduction in traffic congestion.

3: Housing

Aim: To retain strong family and community ties, a mix of housing types will be supported to meet future requirements and the needs of all ages, income and varied needs.

4: Employment

Aim: To support employment opportunities and secure a prosperous economic future for Stonehouse.

Emerging Canal Visions Themes:

a. Dispersed Clusters - Mills, settlements joined by river and canal

d. Continuity & Contrast, mixed personalities of the canal

g. Topography of the District but the flat bottom of the valley

j. Heritage: industrial 'back corridor' vs fronting and rediscovering recreation

m. Jobs, lifestyle & innovation; social well being; contrasting use of the canal

b. Settlement Hierarchy: sustainable locations and targeted growth/improvement

e. Canal as a cross cutting catalyst

h. Reconnecting (E-W): Thames to Severn; social groups/district

k. Living Heritage but assets at risk

n. Diversity & uniqueness; culture & arts

c. Localising as a way of decarbonising

f. Local distinctiveness: Parish Clusters

i. Connecting (N-S): town/canal relationship

l. Engineering restoration and nature restoration

o. Tourism and community pride

Cross referenced other Documents:



Open Document



L5. SHAPING THE HEART OF STROUD – THE NEIGHBOURHOOD DEVELOPMENT PLAN

Departmental responsibility/origin:

Stroud Town Council

The Plan emerged from extensive public consultation; it was prepared by an independently chaired steering group of volunteers representing a range of interests in the town centre. The steering group set up thematic groups involving other volunteers who helped with identifying issues and developing ideas for the Plan.

Key Document Themes:

Town Centre Zone 2 :Canal

Includes the river valley, the Fromside Industrial Estate. Opportunities exist to make more effective use of land; make better use of the canal frontage; create improved access to the canal from the town centre; enhance the biodiversity and accessibility of the river valley; significantly improve the Wallbridge area which is an important 'gateway' into the town centre.

The vision for Stroud town centre is that it should be 'a welcoming, healthy, thriving place'. It should be attractive and make the most of its heritage and its diverse cultural character; it should be accessible to all and have a vibrant feel; and it should be an economically, socially and environmentally sustainable place which reflects its bohemian and 'green' personality.

To achieve the vision the Plan focuses on five cross-cutting themes and 15 objectives:

1. Sustaining the economy of the town centre.
2. Improving access to the Town Centre
3. Strengthening the social and cultural fabric of the town centre
4. Enhancing the environment of the town centre
5. Creating a healthier town centre

Emerging Canal Vision Themes:

a. Dispersed Clusters - Mills, settlements joined by river and canal

d. Continuity & Contrast, mixed personalities of the canal

g. Topography of the District but the flat bottom of the valley

j. Heritage: industrial 'back corridor' vs fronting and rediscovering recreation

m. Jobs, lifestyle & innovation; social well being; contrasting use of the canal

b. Settlement Hierarchy: sustainable locations and targeted growth/improvement

e. Canal as a cross cutting catalyst

h. Reconnecting (E-W): Thames to Severn; social groups/district

k. Living Heritage but assets at risk

n. Diversity & uniqueness; culture & arts

c. Localising as a way of decarbonising

f. Local distinctiveness: Parish Clusters

i. Connecting (N-S): town/canal relationship

l. Engineering restoration and nature restoration

o. Tourism and community pride

Cross referenced other Documents:



Open Document



STAKEHOLDER AND OFFICER EVIDENCE-GATHERING CLINICS

[Active Gloucestershire](#)

[Barnwood Trust](#)

[Canal and River Trust](#)

[Cotswold Canal Trust](#)

[Eastington Parish Council](#)

[GFirst LEP](#)

[Gloucestershire Archaeology](#)

[Gloucestershire County Council](#)

[Gloucestershire Wildlife Trust](#)

[Historic England](#)

[Museum in the Park](#)

[Natural England](#)

[Slimbridge Parish Council](#)

[Stonehouse Town Council](#)

[Stroud District Council - Biodiversity](#)

[Stroud District Council - Conservation](#)

[Stroud District Council - Council Leader](#)

[Stroud District Council - Flood Management](#)

[Stroud District Council - Health and Well-being](#)

[Stroud District Council - Planning](#)

[Stroud District Council - Property Services](#)

[Stroud Town Council](#)

[Visit Gloucestershire](#)



Name, Organisation & Title:	
Richard Fishlock / Active Gloucestershire / Lead for Facilities & Active Environments	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
<p>Active Gloucestershire is a charity dedicated to enhancing opportunities for people to get active.</p> <p>We inspire We unite people and organisations behind a common vision, guide strategy and run campaigns that inspire people to be active. We help people and organisations to advocate for county policies that promote physical activity.</p> <p>Connect We bring people together to support each other, collaborate and share what they have learnt in working to bring about change. We encourage the building of shared measures that help us all see the difference we are making to our systems and environment to increase physical activity.</p> <p>Enable We provide insight into what our county looks like in terms of physical activity – key data, statistics and facts that can help shape what we do to bring about our vision. We provide training, workshops and consultancy which stimulate debate and provide ideas on how to get people active.</p> <p>We are part of a national network of Active Partnerships operating across England.</p> <p>DH: previous involvement at Gloucester Docks, and getting people active.</p> <p>DH: working across 5 Districts, Stroud as one.</p>	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
The whole of the network	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
<p>https://www.activegloucestershire.org/cms/resources/active-gloucestershire-we-can-move-annual-report-2020-1.pdf</p> <p>https://www.activegloucestershire.org/cms/resources/resources/our-strategy-2017-2021.pdf</p> <p>DH: New 10year strategy as a high level document, being drafted. DH: involvement in other green infrastructure groups relevant to GCC. DH: Active Glos a reactive organisation, not resources to initiate programmes.</p>	



4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
<p>We don't directly deliver work within the canal corridor, but we do from time to time support programmes and groups who do, or who neighbour the network and are impacted by it (eg Rush Skate Park). DH: Rush Skate Park supported by Active Gloucestershire at Brimscombe Park.</p> <p>DH: No Local Plan consultation input by Richard, but colleagues possibly dealt with this.</p> <p>DH: Indicated a lack of connection to the waterways as corridors.</p>	



5 The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.

Broadly speaking we are aligned with the 10 principles of Active Design, as promoted by Sport England, . These have been developed to inspire and inform the layout of cities, towns, villages, neighbourhoods, buildings, streets and open spaces, to promote sport and active lifestyles. They are as follows:

1. Activity for all neighbourhoods

Enabling those who want to be active, whilst encouraging those who are inactive to become active.

2. Walkable communities

Creating the conditions for active travel between all locations.

3. Connected walking and cycling routes

Prioritising active travel through safe, integrated walking and cycling routes.

4. Co-location of community facilities

Creating multiple reasons to visit a destination, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity.

5. Network of multifunctional open space

Providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits.

6. High quality streets and spaces

Well designed streets and spaces support and sustain a broader variety of users and community activities.

7. Appropriate infrastructure

Providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity.

8. Active buildings

Providing opportunities for activity inside and around buildings.

9. Management, maintenance, monitoring & evaluation

A high standard of management, maintenance, monitoring and evaluation is essential to ensure the long-term desired functionality of all spaces.

10. Activity promotion & local champions

Physical measures need to be matched by community and stakeholder ambition, leadership and engagement.

DH: Move away from traditional sports as active lifestyles. Active Travel as a more insidious approach to healthy lifestyles. eg. Tow path use, running, kayaking, disability access.

DH: mixed approach to activating people’s lifestyles: cultural, engagement with the environment, addressing overlooked spaces and their potential.

DH: conflicts between users -commuters, recreation, probably resolves naturally, shared spaces made safe for everyone to use.



6	The Stroud 2030 Strategy, to address the climate and ecological emergency, https://www.stroud.gov.uk/environment/2030-strategy-limiting-adapting-recovering-and-responding-in-a-changing-climate considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.
All three.	
7	Preferred dates for meeting from Wed 12th May onwards:
I have good availability, just let me know some dates/times.	



Name, Organisation & Title:	
Ismail Kholwaida, Barnwood Trust, Strategic Development Manager	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
<p>Working for a disability and mental organisation and especially with my focus around inclusion and access in recreational and outdoor spaces for people with mental health and disability</p> <p>DH adds: Grant giver to mental and disability support. Barnwood includes development managers for operational. Improving life in Glos for those with mental and physical disabilities.</p> <p>Positioned in between public sector, private sector and third sector. Convening between these bodies for holistic and long term change.</p>	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
I know there is very little that could be done around existing canal pathways and spaces but especially all new development or scope to improve old parts of the canal I would be interested in.	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
In connection and conversation with creative sustainability who have been given the work around community participation and involvement.	



<p>4</p>	<p>Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.</p> <p>Accessible design which is best or good practice not just legal requirement. Really giving the community an authentic voice to share and voice opinions rather than doing it at some points due to legal or funder requirements, which feels like a tick box activity.</p> <p>IK view: Community voice for affordable and community led development felt to be missed. Canal promoted as an engineering project and not harnessing the social outcomes.</p> <p>RH: how do we identify the boundaries to ethnicity and mental health (physical boundaries fairly obvious to identify) -outdoor and public space accessibility. Perception of open space accessibility sometimes small considerations, sometimes more structural and strategic.</p> <p>Funding objectives include green space objectives which as funder involvement</p> <p>Simple social measure: how many people use it now, how many people are able to use it. Barnwood also considering social outcome with quantitative metric. Post covid, success metric more quantitative to support previous story telling and personal change (qualitative) of the charity previously. Other Director of Barnwood involvement in stakeholder workshops.</p>
<p>5</p>	<p>The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.</p> <p>Not my area of experience or expertise. Ecotricity may be better placed for this who are very local</p> <p>DH adds: Community recreation grants, funding spaces along the canal. Current Cotswolds Canals Connected project offers opportunities for disability access. Canal restoration can be exclusive to those with able bodies. Barnwood representing a wider group of engineering requirement facilitating accessibility.</p> <p>Brimscombe Port. Barnwood vision for green and blue outdoor spaces to become accessible and inclusive. More accessibility through the project than currently proposed to a conventional development proposal.</p> <p>Co-production essential in increasing and encouraging racial diversification.</p>



6	The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.
I couldn't really identify, as its still a concept, its only when there is a reality and physical operation in place that I personally could give feedback	
7	Preferred dates for meeting from Wed 12th May onwards:
Between Monday and Wednesdays	



Name, Organisation & Title:	
Canal & River Trust: Anna Finn, Strategic Programme Delivery Manager	
1	<p>Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).</p> <ul style="list-style-type: none"> • Management of the Gloucester & Sharpness Canal and River Severn Navigation • Key partner and funder of the Cotswold Canal Connected restoration project • Delivery of waterways and wellbeing agenda along the navigation to benefit the surrounding local communities and visitors <p>DH adds: Navigation authority. Shipping Canal (Sharpness). As well as a Charity. 'Waterways & Well Being'.</p>
2	<p>Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?</p> <p>The Gloucester & Sharpness Canal (our navigation) and the Stroudwater.</p>
3	<p>Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.</p> <p>https://canalrivertrust.org.uk/refresh/media/thumbnail/38060-simetrica-report.pdf https://canalrivertrust.org.uk/specialist-teams/planning-and-design/planning-policy/the-values-and-benefits-of-waterways/waterway-benefits https://canalrivertrust.org.uk/refresh/media/original/42266-youth-engagement-strategy-2020.pdf https://canalrivertrust.org.uk/media/original/42580-annual-report-and-accounts-2019-20.pdf https://canalrivertrust.org.uk/specialist-teams/planning-and-design/planning-policy/the-values-and-benefits-of-waterways/social-wellbeing https://canalrivertrust.org.uk/specialist-teams/restoration</p> <p>DH asks: Outline of the measurement tool for outcomes of the objectives. Call & Rivers Trust has a community engagement team -contributing to the Activity Plan. Board presence on the CCC.</p>



4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
<p>Challenges to community engagement and well being -getting people to the canal and access to it and its spaces. Practical challenge.</p> <p>Funding is a considerable constraint. In Stroud, funding of towpaths surfaces etc.</p> <p>Maintaining visitor presence is difficult with limited infrastructure and facilities. prevents access etc.</p> <p>Not so many constraints relating to water use because the breadth of responsibility for other/all users.</p>	
5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
<ul style="list-style-type: none"> • Restoration and conservation of our history • Reopening of the canal network -DH adds: Active travel objective has to be balanced with recreational users -family use. • Impact on local communities – providing a space for / source of wellbeing • Growing our youth engagement and education work along the Stroudwater • Partnership working and volunteering opportunities to improve and secure the care of our shared waterways • Supporting our environmental ambitions <p>DH adds: Planing offers opportunities to bring greater awareness of wider patronage of the canals. And to promote the canal to benefit funding of necessary improvements.</p>	
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, https://www.stroud.gov.uk/environment/2030-strategy-limiting-adapting-recovering-and-responding-in-a-changing-climate considers the role of the authority as ‘Exemplar’, ‘Enabler’ or ‘Encourager’ in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an ‘Exemplar’, ‘Enabler’ or ‘Encourager’.
Enabler	
7	Preferred dates for meeting:
10 th July 2021	



Name, Organisation & Title:	
David Groom, Risk and Resilience Director, Stroud Valleys Canal Company (SVCC) and John Twydell, Chairman, SVCC	
1	<p>Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).</p> <p>1. The Company’s objectives are ‘to promote for the benefit of the public the operation, preservation, maintenance and improvement of the Cotswold Canals and their surrounding areas’. The term “Cotswold Canals” means the Stroudwater Navigation and the Thames and Severn Canal. In 2009, at SDC behest, SVCC was designated to become the Navigation Authority for the restored 6 mile Phase 1A of the Stroudwater and Thames and Severn canals. The 999 lease from CoPSN was also vested with SVCC. SVCC is both a registered company and charity. It is also registered for VAT.</p> <p>2. In the immediate future, it is intended that SVCC will become the designated Navigation Authority for the complete 10 mile Phase 1A and 1B sections. It has established a joint boat licensing agreement with C&RT and has fostered a strong working relationship with that body.</p> <p>DH: 2 parts of canals: IA western IB eastern. Ownership, Company of proprietors SVCC 999 lease. Remaining canal to Stroud-Brimscombe owned by SVCC in the eastern. SDC acquisitions, then passes ownership to SVCC. CCT the volunteer bases organisation, do own part soo canals -whole corridor interest, include parts to Lechdale.</p>



SVCC to manage to canal into the Future, sustainability. Mixed director skills.

DH: Jim White, CCT 50yrs old. Working with SDC for years. Phase 1 started by SDC, 2004/2008. Part funders. SDC drifted away a little 2012-2014 from anything more than Phase 1A. 2015 renewed interest from SDC and agreed to support HLF bid and when successful offered funding £3m. CCT Lead partner on canal restoration as a charity -doers & fundraisers. SVCC just the navigation authority with some funding from SDC and CCT but does not cover costs to SVCC who generate own lines of income, energy generation, discharge licensing , other sources etc. SVCC need to cover the £400k operational costs -licensing and close working with C&RT. SDC utilised SWRDA methodology of valuing benefits of canal restoration -scoring against tangible measures against relatively small capital investment, not including social and health benefits, eg, SDC investment of £4m, with inwards investment of £22m.

DH: DG study on voluntary value from HLF figures suggest SDC understated value.

DH: Tow path survey: 95% feedback on value of the canal to local population. Recovery of mental health post-covid and as an asset its value 'comes cheap'.

DH: Phase 1B, 3 aspects: construction; biodiversity (Anna Tarbet) 21ha; Community engagement (CS). SVCC to take a holistic view on management of one term and seeking longer term benefit, community hubs, moorings, facilities. Linking into wider networks, integrate bridleways, Cotswold way... national walking trail. Green Lib Den Labour coalition, Lead counsellors live away from the Canal. How to consider all issues gloablally, linking across the district and county etc. Digitising the canal archive

2 Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?

1. SVCC is effectively "the client" for the delivery of the 10 miles of canal restoration between Hope Mill and Saul Junction. Following connection to the national network at Saul, SVCC then has a vested interest in the clearance of the canal blockages between Hope Mill and Brimscombe Port and the redevelopment of Port itself with a substantial boat mooring basin. SVCC until recently held title to most of the Port which it has now passed to SDC to facilitate redevelopment.

2. In the longer term SVCC supports the restoration of the entire 32 miles of canal between Saul and the River Thames at Lechlade. Two of the SVCC directors are involved in discussion at a national strategic planning level on the possibility of using the canal as a conduit for water transfer from the River Severn to the River Thames.



<p>3</p>	<p>Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.</p>
	<ol style="list-style-type: none"> 1. The Board comprises 4 “member Directors” appointed by SDC, GCC, CCT and CoPSN respectively and an unlimited number of “independent Directors” whose appointment is agreed by the “member Directors”. No Director receives any remuneration from SVCC. There is one paid employee, a professional part-time Company Secretary. SVCC’s Head Office is now at CCT’s Office at Bell House in Stroud although Directors normally work from home. Board meetings are held once per month, 2. SVCC has established a strong and comprehensive Board membership of 10 “independent directors” composed entirely of volunteer directors who, whilst very experienced in their field of expertise are nonetheless in the “older age” bracket. There is no succession management plan. 3. The “member Director” appointments by SDC and GCC have been vacant for a long period although these two organisations do send an “observer” to some meetings; the Chairman of CCT also attends regularly as an “observer”. Permanent appointments to the four “member Director” posts would strengthen the Board and its effectiveness. 4. Currently, SVCC holds title to about twenty pieces of land adjoining the canal with a book value of over £100k. It also owns 8 canal based workboats, a large amount of earth/silt moving equipment and three vehicles which together carry a book value of almost £200k.
<p>4</p>	<p>Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.</p>
	<ol style="list-style-type: none"> 1. In support of the NLHF Bid for Phase 1B, SVCC developed and published a 25 year Business Plan (M&M Plan) showing that financial sustainability should be achieved within a few years of the reconnection of the canals with the inland national network at Saul. On the current Project Plan for Phase 1B, navigation should be available mid to late 2024, although other works will still be on-going. This does not allow any programme slippage. It would be prudent to assume for planning purposes that financial sustainability will not be achieved before the year 2030. 2. SVCC’s financial viability during the next decade will be highly dependent on on-going grant donations from SDC and CCT; totally reliant on volunteer work effort from CCT, SDC and IWA/WRG sources; and totally reliant on direction from an SVCC Board of volunteers who are all retired. The same ‘age group’ factor also applies to the cohorts of volunteers on which SVCC relies for essential maintenance work, who in their turn rely on CCT’s invaluable asset, the ‘western depot’.



3. SVCC's Business Plan shows that a minimum income of c.£400k p.a. is required for financial breakeven once awareness and attraction of the canal is established and all the necessary infrastructure has been capitalised. Income from 85% occupancy of No. 106 permanent moorings and from associated navigation licence fees should contribute about £210k p.a. (55% of the essential income stream). Income from hydro-generation and surface water discharge licences should contribute a further £50k p.a. However, great reliance is placed on the £90k p.a. (25% of the income stream) that has been assumed will come from continuous, on-going grant funding by SDC and CCT. No firm commitments to this on-going funding exist. It should be noted that the C&RT budget for an equivalent 10 mile stretch of well developed canal would be approx. £800k p.a., about twice the SVCC amount. This shows the cost effectiveness of all the current volunteer input.

4. However, the vital source of c. £0.5 million funding for the capital investment still needed to develop the necessary permanent moorings and enhance the amenities and attractiveness of Phase 1A Section over the next 3 years is currently unknown. It is also assumed that the Phase 1B restoration programme will provide all the necessary infrastructure and attractions to support its assumed 60% contribution towards the essential total of £210k p.a from mooring and licence fees assumed in the Business Plan. This has yet to be firmly established.

- 5** The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.

SVCC is currently in discussion with leading team members from the Community Engagement and Environmental/Biodiversity aspects of the Phase 1B Project to develop an holistic appreciation of possible future ways in which the canal corridor could be further developed to act as a magnet to attract visitors from wider afield across the District and beyond. Community based hubs linked to visitor moorings; walking and bike trails linked to established national bike routes and the Cotswold Way; water based sports and recreational activities including fishing linked to commercial manufacturing/hire businesses; boating experiences for the disabled and socially deprived sector using electric driven boats; bird watching hides and environmental information facilities linked to the 21 hectares of newly developed habitat; environmental education programmes for schools; etc. etc. the list is long!

Note: we currently generate c.£20k p.a. of hydro-electricity on the canal at Dudbridge.



6	The Stroud 2030 Strategy, to address the climate and ecological emergency, https://www.stroud.gov.uk/environment/2030-strategy-limiting-adapting-recovering-and-responding-in-a-changing-climate considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.
6.1 SVCC could be viewed as the vehicle to enable each one of those roles to be delivered. It depends on how you dress –up the package on offer and the source of funding to allow it to happen.	
7	Preferred dates for meeting from Wed 12th May onwards:
7.1 The meeting arranged for Thursday 27 May at 1130h should still be held as planned. It is only scheduled for 30 mins so is clearly only a first, scoping meeting A second more considered meeting involving John Newton could then usefully take place on Thurs. 10 June. TBC.	



Name, Organisation & Title:	
John Newton, Vice Chair & Project Director, CCT	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
CCC Project Board member representing CCT; main CCT contact point with SDC & representing SVCC; author for major sections of the HF Phase 1B bid (key document for you to familiarize yourself with, detailing overall benefits for the District, County & Country)	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
Mainly restoring the Stroudwater Navigation + Thames & Severn Canal, but a general interest in all canals, including the G&S, where we live close-by.	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
HF bid document, especially the Exec. Summary, but also sections A-O which details the community involvement & overall benefits major opportunities related to economic inward investment, volunteering and inclusion, biodiversity gains, archive digitisation & dissemination, health & well-being opportunities	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
Covid-19 has impacted on most areas of work & timescales, but emphasized the need to maximise the multitude of health & other benefits associated with the local canals. Main recent constraints have been timescales to achieve landowner agreements and planning permissions. SDC need to devote more resources and funding and take a more holistic approach to ensure the myriad community opportunities are realised around the canals, which act as catalysts. CCT, SVCC and other volunteer-led organisations would provide very cost-efficient ongoing resources to maintain & extend the canals but SDC should step up & take the future lead role, as the District community is the main beneficiary in terms of both well-being and economic inward investment. SDC must also secure the unrestored canal route to Brimscombe Port – a key requirement.	
5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.



Opportunities for increasing commuter routes both on & beside the canals, encouraging electric vessel propulsion (CCT has recently launched a fully electric trip boat)
Using the water for more hydro schemes and water-source heat pumps; further improving environmental biodiversity over and above the already planned additional 21 hectares within Phase 1B

6 The Stroud 2030 Strategy, to address the climate and ecological emergency, <https://www.stroud.gov.uk/environment/2030-strategy-limiting-adapting-recovering-and-responding-in-a-changing-climate> considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.

The CCC canal restoration is already a recognized exemplar, recognized nationally and politically, attracting many enquiries and visits; it should be a small step to extend this to carbon reduction, particularly if SDC encourage the right sort of canal-side housing & business developments.

7 Preferred dates for meeting from Wed 12th May onwards:



Name, Organisation & Title:	
Jim White, CCT Chair of Trustees & Engineering Director	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
Co-lead with SDC for Phase 1B of canal restoration that connects Stroud and beyond to 2500 miles of inland waterway. This is a NHLF grant funded project, CCT being major source of cash contribution, fundraising to cover any shortfall. CCT provide almost all the voluntary labour and professional project management and design for the project.. CCT, which has already restored 6 miles of canal to navigation, in partnership with SDC, has the mission to restore the whole 34 mile canal corridor from the Thames to the Severn putting the Stroud valleys firmly on the national canal network	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
As above—the restoration to full navigation of the Thames/Severn historic link. Currently, though, concentrating on full restoration of the link to the Glos and Sharpness at Saul Junction	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
Current and previous grant application bids to NLHF. Numerous technical studies on specific restoration areas e.g Design for restoring the canal under the M5; Engineering report “Restoring Balance Beams, Lock Gates and Paddle gear’ Jan 2011 and update Feb 2021’ J.A.P. White: Various Flood modeling studies by specialist contractors: Conservation reports for the corridor –Glos Wildlife Trust	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
Restoration timescales are constrained and timescales set by land owner agreements, planning permissions, environmental and ecological regulations, say, on disturbing water voles, badgers, otters etc.	
Not necessarily a constraint but a major challenge—There are two major requirements for a navigable canal 1) a constant, reliable water supply for lock operation- controlled by the EA, and 2) financial income to cover the ongoing maintenance costs. The canal is currently owned, restored and maintained by 3 charitable trusts, and staffed by volunteers, most of whom are retired. SDC and GCC have made a limited financial and staff commitment with some volunteer support towards the current restoration phase targeted at 2025 completion. The future ownership and voluntary partnership support structure needs to be developed to maintain this public asset beyond 2025.	



5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
The current restoration project will deliver 21Ha of new biodiversity rich landscape, the full digitized archive of the canal since 1740 made available for schools and learned study and connect Stroud and beyond to the very active national canal network. This brings a nearly completely DDA towpath enhancing the health and wellbeing of the area as well as countless visitors. Carbon emission targets are built into the method of restoration adopted for each sub-project.	
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, https://www.stroud.gov.uk/environment/2030-strategy-limiting-adapting-recovering-and-responding-in-a-changing-climate considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.
The previous and current restoration project are nationally recognized as exemplar by many including the national Canal and River Trust, who are partners with us.	
7	Preferred dates for meeting:



Name, Organisation & Title:	
Eastington Parish Council	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
<p>Eastington hosts the ‘missing mile’. Not well used because its not there. Access along to Stroud is good, and the opportunity for Eastington in connecting to the west . Conservation are includes Eastington. Signed up to assist the HLF process, offer volunteer help. PC involved in assessing benefit to the public of canal restoration work. Supportive of the HLF project but not leading.</p>	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
Eastington Parish and connections made to adjacent neighbourhoods.	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
<p>2018 Neighbourhood Plan. In response to West of Stonehouse proposals. Preserving green routes Supporting the Canal Supporting home working Small development around the canal. Individuality of hamlets and their reason for existence. Maintaining Eastington as a rural place. Community Land Trust, built 23 houses, with proposals or additional 30 units. Land secured with local landowners. Exception site. Social housing with Eastington connections.</p>	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
<p>Land owner aspirations for large developments, allocated land with proposals for development which has certain impacts. Horse riding provision along the towpath.</p>	



5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
Canal opens up a walking route/physical exercise. Connected to inaccessible space to the west of the Motorway. Creating different contrasting connections with nature and a different face of settlements which relate to the canal. Biodiversity increase.	
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, https://www.stroud.gov.uk/environment/2030-strategy-limiting-adapting-recovering-and-responding-in-a-changing-climate considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.
7	Preferred dates for meeting:



Name, Organisation & Title:	
Elizabeth Weaver, Business Group Manager, Gfirst LEP	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
I look after 10 business groups which are made up of private sector businesses, local authorities and the third sector. We have membership representation on our tourism & visitor economy group from the Cotswold Canals Trust.	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
<p>The vision for a canal strategy which encompasses a ‘whole corridor’ vision would be of interest to the LEP as this will further support the past and future technical projects and help to create a holistic vision for the county.</p> <p>DH: High Level, strategic approach to jobs and economy. Representation from Canals Trust on Tourism Group (10 group boards comprising the LEP). Canals Trust reporting compatibility of local use and visitor use of the Canal. Reflecting on the mobility of the voluntary workforce who may not return o work yet -impacts use of the canals and tourism... Visit Gloucestershire Strategy links. Greater level of detail on implementing access and using the canal to promote the county and the area. Tourism and Economy input.</p> <p>LEP: voice of business elevated to government and to feedback business needs.</p>	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
DH: Local Industrial Strategy, and evidence report.	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
Post Covid work arrangements, flexible but linked to health and well being	



5	<p>The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.</p> <p>It's important that the vision of the canal is an all-encompassing one; identifying opportunities for visitors, small businesses and other opportunities which may not immediately come to mind with canal development such as education and job creation – all of which will add value to the local and county's economy</p> <p>DH: Retail and High Street sector stand to gain. '5 best places to visit'. Use of Energy -sustainable tourism. Well Being integration. LEP has a separate education team, student placement, local tourism.</p> <p>Distinctive businesses and industries of Stroud: Ecotricity, Cirencester Fabrications (steel) -local supply chain; Flagship shopping centre-5 Valleys shopping centre. Dransfield Estates (Sheffield based) -aimed to uphold start ups and local businesses. Dion Moore. Hannah McDonnell. Stroud Farmers Market.</p> <p>LEP and Housing, not involved other than to promote the economy. Shortage of employment land. Funding Streams redirected through County Councils. Communication with developers limited to inward investment discussion relating to non-EU businesses relocating. Changes post covid in businesses, larger organisations 'back to work, back to normal', smaller businesses more adaptable.</p>
6	<p>The Stroud 2030 Strategy, to address the climate and ecological emergency, https://www.stroud.gov.uk/environment/2030-strategy-limiting-adapting-recovering-and-responding-in-a-changing-climate considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.</p> <p>The county's Sustainable Energy Strategy, launched in 2019 identifies the key building blocks required for our county to become net zero by 2030. Supported by all Local Authorities and the county council, this can be used as an enabler to meet these targets. Supporting local authorities strategies are more place-based, which compliment the county strategy very well. Working collaboratively, it's important that the work being undertaken with the canal for example is seen as an exemplar and is an enabler in reaching these goals.</p>
7	<p>Preferred dates for meeting from Wed 12th May onwards:</p> <p>We will make every effort to ensure a LEP representative is available to attend. The LEP offices close at 12noon on Fridays.</p>



Name, Organisation & Title:	
Dr Ray Wilson, GSIA, Honorary Secretary	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
<p>The Gloucestershire Society for Industrial Archaeology (GSIA) is interested in all aspects of the County's industrial past and this obviously includes canals (in their various aspects).</p> <p>We have had regular 'visits' to the canals since our formation in 1964 which continue today and supported HLF bids (see below). Currently we have been steadily digitising and making available online the Letter Books and Minute Books of the Thames and Severn Canal Company with a long term intention of crowd-sourcing a project to summarise the documents. This should greatly increase our understanding of the operation of the canal (both industrial and social history)</p> <p>DH adds: RW feedback: intention to summarise the photographed archive which GSIA have amassed. GSIA has a much wider remit than just the canal as well.</p> <p>RW comments on Brimscombe Port in 'bluesky thinking' -this and other developments could do better to be less proximate to the canal.</p> <p>Bowbridge lock -Chalford -proximity of development to the canal a major constraint to experience and accessing the canal.</p> <p>Thames & Severn Archive owned by Glos CC.</p>	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
The whole network	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
<p>In 2007 GSIA members carried out projects to support an (unsuccessful) HLF bid. These attracted match funding for the volunteer time of £21,000. Most of the reports are online at https://gsia.org.uk/canals/projects/</p> <p>The new T&S material is at https://glosdocs.org.uk/tsc_records</p>	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
Like a lot of groups we have very limited resources which is why we are investigating crowd-sourcing the project. [This will need a clear specification and adequate moderation of output but in principle could involve interested parties from anywhere in the world.]	



5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
As our area is 'research' rather than "hands on" so I don't really have much to say on this point.	
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, https://www.stroud.gov.uk/environment/2030-strategy-limiting-adapting-recovering-and-responding-in-a-changing-climate considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.
Our role can only be 'Encourager'	
7	Preferred dates for meeting:



Name, Organisation & Title:	
Dave Simmons, Gloucestershire County Council, Principal Transport Planner	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
<p>The county council has encouraged the development and improvement of the canal towpaths as walking and cycling corridors. Improvements to the surface along a section of the Gloucester & Sharpness canal near to Gloucester being a most recent example. The county understands how the canal networks can be reinstated and reconnected to help form part of a wider strategic cycle desire line from Tewkesbury through the core urban areas to Stroud. The reinstatement of the Stroud Water Navigation has also helped this and non-motorised user infrastructure improvements have been encouraged along with it and have been identified in the Local Transport Plan. This ultimately allows the County Council to achieve its ambitions of provided better accessibility and connectivity as well as transport choice for those who live, work and visit here.</p> <p>DH: conflict between leisure and commuter use. Possible two paths more suitable to leisure use. Access to the tow path also restricts the use of the towpath as larger cycles/ cargo bikes etc accessing .</p>	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
The county council would be interested in the canal network as a whole.	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.



The recently adopted Local Transport Plan 2020 – 2041 discusses the benefits of the canal network for walking and cycling purposes.
<https://www.gloucestershire.gov.uk/media/2105626/ltp-policy-document-final-v131.pdf>

DH: within LTP Canal corridor is identified as a route for active travel. Not designated but highlighted. Funding availability determines where feasibility is explored.

DH: Mark DJ -County Council a joint owner of the Canal navigation company and support/partner in the HLF bid. Highway Authority aspect of the canal restoration -bridges etc, civil engineering perspective as well. A38 bridge, Bow Bridge. Engineering of delivery. Recognition of leisure use, but acknowledgement of constraints to commuting infrastructure. County interest in the health and well being outcomes. Housing and Tourist opportunities as well as economic interest.

DH: GCC as land owner, particularly to the east of Brimscombe: Brimscombe Port as a go between between the two canal companies. GCC assumed assets of the Canal Company to the east. Various GCC and SDC land arrangements in lieu of opportunities. Trialing of business rates to Local Authority, rather than to County Council, has led to LEP relationship.

DH: Social outcome opportunity varies along the Canal corridor, from Urban to Rural.

DH: Coordination of Canal use and opportunity described as part of the Levelling up bid.

KT: Provision of cycle facilities to a choice of audiences. Requirements of different groups can to some extent tailor infrastructure.

DH: Water borne transport not

4 Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.

Although we have identified a desire to utilise the canals as walking and cycling corridors, it does come with issues. In terms of using them for high volume commuting, the towpaths may be less suitable due to their restrictive widths and the potential inability to make them compliant with LTN 1/20.



5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
<p>The aim for GCC is to encourage modal shift to sustainable means in order to help achieve climate change and emission targets and associated health and wellbeing benefits. This means providing a range of transport modes that are connected to one another at Interchange Hubs, this can incorporate future Mobility as a Service technologies and also in future become a place of community focus and connectivity both physically and digitally. To do this GCC are starting work on a Local Cycling and Walking Infrastructure Plan for Stroud, a carbon reduction pathway, a bus strategy and an interchange strategy as well as developing a multi-modal model to assess future land uses from a sustainable perspective. These are all in their infancy with nothing to share at this stage but future engagement with relevant stakeholders is and will be important.</p>	
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, https://www.stroud.gov.uk/environment/2030-strategy-limiting-adapting-recovering-and-responding-in-a-changing-climate considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.
<p>The LTP is a document that encourages a way forward as its sets out the long term ambitions for transport in the county. It also provides evidence that could enable projects to progress from an initial concept onwards.</p>	
7	Preferred dates for meeting from Wed 12th May onwards:
<p>Wednesday 19th May (PM) Tuesday 25th May all day except 12:00-12:30pm Wednesday 26th May PM Thursday 27th May all day</p>	



Name, Organisation & Title:	
Gareth Parry, Gloucestershire Wildlife Trust, Director for Nature's Recovery	
1	<p>Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).</p> <ul style="list-style-type: none"> • Host the Environment Project Manager for Phase 1b NHLF project • Prospective long-term land managers for biodiversity offsetting sites created through Phase 1b • Some sections of the disused canal in phase 3 restoration fall within nature reserves owned and/or managed by GWT. • GWT maintains and updates Gloucestershire's Nature Recovery Network. This is likely to be the baseline for Gloucestershire's Local Nature Recovery Strategy, which will be mandated by the Environment Bill. • Phase 1b and Phase 3 sections fall within two of GWT's Priority Landscape Areas (PLA). These are focus areas for GWT's land management work, aiming to protect, enhance and strengthen Gloucestershire's Nature Recovery Network • Phase three passes through GWT's Golden Valley PLA, which is the subject of a current Defra Green Recovery Fund project for landscape-scale ecological enhancement. • GWT both hosts intervention sites for Stroud District Council's Rural SuDS scheme along land adjacent the canal basin and delivers interventions for other landowners in this area. • GWT hosts the Gloucestershire Centre for Environmental Records (GCER), which is the repository for ecological and Natural Capital spatial data in the county. • GWT manages the database of designated Local Wildlife Sites and is one of the primary champions for protecting these sites. There are multiple designated LWS's next to the canal corridor, including the canal itself in the phase three stretch. • GWT created the (now national) Building with Nature Benchmark for Green Infrastructure in development. <p>KT adds: more information on the GCER database, integration of information available through the database with our ongoing work. Nature recovery, does phase 3 lack of opportunity to mitigate further development along the canal reflect principles of restoration along the whole corridor. Management of water courses within its own catchment should be a basic requirement.</p> <p>GCER central record of species which have been surveyed. Subject to requests for data -eg list of species, subject to a fee for information.</p>



	<p>Nature Recovery network of Natural capital elements. https://naturalcapital.gcerdata.com/ maps these qualities, go/no go zones. Local Nature partnership (GWT and SDC partners) produced the natural capital maps. Difficulty in these partnerships expressing views on project, rather chair a consensus of opinion as individual organisations differ.</p>
<p>2</p>	<p>Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?</p>
	<p>GWT has an overall interest in the ecological impacts and opportunities along the entire network within Gloucestershire. There is particular interest in Phase 1 b and Phase 3 because these sections directly impact GWT activities and land.</p>
<p>3</p>	<p>Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.</p>
	<p>Gloucestershire’s Nature Recovery Network and natural capital maps can be viewed here https://naturalcapital.gcerdata.com/ .</p> <p>A data request to GCER will be required for information relating to protected species and designated biodiversity sites along the canal route.</p> <p>Management Plans or briefs are in place for GWT’s nature reserves that would be affected by phase 3.</p> <p>We assume that all of the relevant environmental documents for phase 1b have already been provided by the Project Manager.</p> <p>A link to a map of GWT’s PLA’s can be found here https://www.gloucestershirowildlifetrust.co.uk/estate-review-2020</p> <p>Information about Building with Nature can be found here https://www.buildingwithnature.org.uk/</p>
<p>4</p>	<p>Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.</p>
	<p>The canal corridor and adjacent land is a core part of the Gloucestershire Nature Recovery Network. This is especially the case in the phase three section, where the canal corridor passes through GWT nature reserves. The canal corridor and Sapperton tunnel is particularly important roost for bat populations, including Habitats Directive Annex II species. GWT’s current view is that the ecological impact of a phase 3 restoration would be significantly adverse.</p> <p>There are also some concerns relating to the proposed Severn-Thames transfer of water because this is not a sustainable way to manage water resources.</p>



DH adds: SDC and GWT in Carbon Neutral Strategy, tree planting a collaborative effort but land is constraint, not tree planting cost. Progress in farming and incentives to farmers/landowners to stimulate action.

GP: highly designated sites which are trending to disappear, SANGS required to mitigate impact of recreation on other protected areas with housing growth considered. Canal functions more as a corridor to access to SANGS, dog walking provision the main requirement.

KT adds: does Building With Nature provide a real opportunity for greening and provision and green infrastructure? GP: at the moment it provides a way of nudging greening and making more attractive the housing environment.

GWT partners with members of LNP, Natural England, Nations Trust, Local Authority,. Land owners also important to have real progress.

Broader partnerships are required for multifunctional land uses but incentives to farmers still key. Payments to farmers less post Brexit.

Landowners, larger estate ownership and small landowners good and bad practice. Most profitable land use currently grow wheat. No direct payment for tree planting or water attenuation for instance.

Risk for Stroud is land being purchased by developers, where no strategy for land abandonment or transition from farming to post BPS era.

GWT as a conduit for cooperation on wildlife strategic concern. Good relationships with landowners. Mapping of priority landscape area due in next year to create 'wildlife cities' to repopulate the Gloms landscape longer term.

Environment bill includes a statutory requirement deliver a Local Nature Recovery Strategy, duty to identify protect and restore wildlife. Canal restoration and general development pressure threatens compliance with these new legislations.



5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
<p>A programme to enhance, create and connect an extensive mosaic of high-quality wetland, open and woodland habitats along the canal corridor and adjacent land would be beneficial for the Nature Recovery Network, Local Nature Recovery Strategy and GWT’s Golden Valley PLA. This habitat creation would moderately increase the carbon sequestration capability of this land; however, it probably wouldn’t offset the carbon footprint of a phase 3 canal restoration. GWT wishes to be clear that some ecological impacts of a phase 3 restoration are significant and that even with extensive offsetting and Biodiversity Net Gain some critical impacts may not be mitigated.</p>	
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, https://www.stroud.gov.uk/environment/2030-strategy-limiting-adapting-recovering-and-responding-in-a-changing-climate considers the role of the authority as ‘Exemplar’, ‘Enabler’ or ‘Encourager’ in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an ‘Exemplar’, ‘Enabler’ or ‘Encourager’.
<p>There are opportunities for work within the canal corridor to be an encourager and exemplar but these may not be commensurate with a phase 3 restoration, which could result in a biodiversity and environmental net loss.</p>	
7	Preferred dates for meeting from Wed 12th May onwards:
<p>I’m afraid my diary is normally full a few weeks in advance and I have some leave booked in May. Here are the next gaps.</p> <p>Friday 21st -11:-12 Monday May 24th - 2-5pm Monday June 5th - 2-3:30 Tuesday June 6th - 9:30-3</p>	



Name, Organisation & Title:	
Simon Hickman, Historic England, Principle Inspector of Historic Buildings and Areas	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
<p>Historic England is the government’s advisor on the Historic Environment. We strongly support the restoration of the Stroudwater Canal, which has brought and will bring considerable environmental, economic and social benefits to the Stroud area. We have a tightly defined role in the planning system which restricts our comments on development and restoration proposals to those affecting Grade I or II* listed buildings, Scheduled Monuments, and development sites of over 1000sq m within a Conservation Area. Much of the canal corridor as it passes through Stroud is part of the Stroud Industrial Heritage Conservation Area. For a number of reasons this conservation area is deemed “at risk” and vulnerable to decline and adverse change. A strategy, which we hope would be adopted by the council as a Supplementary Planning Document, could set out the proactive strategy the canal corridor needs to ensure its appropriate management and development.</p>	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
<p>We are interested in ensuring that restoration and development of the canal corridor respects its heritage and responds positively to local distinctiveness, character, and appearance. We have supported planning proposals for restoration of the canal, but have been concerned by previous and current proposals for development around Brinscombe Port and Stonehouse in particular, which we feel may adversely affect historic character.</p>	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
<p>Some recent planning applications which have the potential to impact on the canal include S.19/1502/FUL (Brimscombe Port) S.20/0684/FUL (Cheap Street residential development) S.20/1256/FUL (change of use of land by canal by site of new football stadium) All of the above are accessible on the Stroud Planning website. The Stroud Industrial Heritage Conservation Area appraisal and management plan is a good, sound, document. https://www.stroud.gov.uk/environment/planning-and-building-control/conservation-biodiversity-listed-buildings-trees-and-hedgerows/conservation-areas/conservation-area-no29-stroud-industrial-heritage However it was last updated in 2008 and would benefit from a further update to reflect progress in canal restoration and the consider development pressure in the area. Conservation Area entry on the at risk register: https://historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/7699</p>	



4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
Development pressure – proposals which fail to respond to local character and appearance. The Conservation Area is “at risk” and a future strategy should seek to put in place measures to address that. It is ‘at risk’ due to deterioration of historic fabric and development pressure.	
5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
Historic England strongly supports measures to combat climate change and increase sustainability. Much guidance can be found on our website: https://historicengland.org.uk/whats-new/statements/statement-on-climate-change-and-sustainability/ We are very keen to better align the historic environment with themes of sustainability – keeping heritage assets in use sometimes centuries after their construction is one of the purest forms of recycling there is, but we often fail to capitalize on this.	
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as ‘Exemplar’, ‘Enabler’ or ‘Encourager’ in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an ‘Exemplar’, ‘Enabler’ or ‘Encourager’.
Enabler and encourager.	
7	Preferred dates for meeting from Wed 12th May onwards:
I am presently available all Friday 14 th , Tuesday 18 th and Friday 21 st . Diary availability may change as commitments are booked in. However it may also be advantageous to engage with my colleague David Stuart who has oversight of our conservation areas at risk strategy. David is on leave 14 th -21 st May but we are both available the morning of Weds 12 th and again after 3pm.	



Name, Organisation & Title:	
Kevin Ward, Museum Development Manager, Museum in the Park	
1	<p>Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).</p> <p>Collecting, safeguarding and making accessible artefacts and related information about the landscape and people of the Stroud District for present and future generations.</p> <p>Creating cultural opportunities for everyone that stimulate and act as a catalyst to explore the past, understand the present and imagine the future.</p> <p>DH adds: Social History Museum more holistic consideration of all things Stroud, not just canals. Good location, physical/geographic can trigger wider interest in the canal. Not the responsibility of the Museum to go 'out' to locations since the canal is not their only considerations. Online coordination offers opportunity to 'pop-up' more widely than just within the confines of the museum building. Content to function as a signposting service to other activities and be involved through other initiatives, eg SWNA and education initiatives.</p> <p>Comments from David Thackery: outlines quality of the archive with intention that all materials are available and accessible to information on the canal online via a new website. Stroudwater Water Navigation Archive, also inputting to the community engagement and outreach as part of the HLF restoration -ensuring the canal storytelling is accurate and factually responsibility. Opportunities to work with the Museum in the Park, as well as promoting the need for venues alongside the canal where story telling can be undertaken, and things like school groups to gather and experience and learn eg. Salthouse at Brimscombe Port a fantastic place to house school groups in a small space alongside the canal.</p> <p>KW: trigger points along the canal, even humble info points offer the opportunity to delve deeper into detail and wider online information.</p> <p>DT: a lot of detail to uncover in creative ways.</p> <p>DT: Work underway on the HLF project creates itself a colossal body of information. Making this accessible to an ongoing audience</p>
2	<p>Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?</p> <p>The whole network that resides within the Stroud District, whilst understanding its connections to the wider national network.</p>



3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
<p>Refer to Museum website for manifesto, Mission Statement and Forward Plan (bottom right of home page): https://museuminthepark.org.uk/</p> <p>A link to the short version of our Collections Development Policy: https://museuminthepark.org.uk/s/Collections-Development.pdf</p>	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
<p>Not a constraint as such, but the number of bodies involved in the canal delivery makes it confusing from a user perspective or an organisation engaging with those involved with delivery. In imagining the future who allows that imagination to become reality?</p>	
5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
<p>Wide community involvement and allowing them to utilise the canal corridor to undertake activities which help support or deliver the vision – be enabling.</p>	
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as ‘Exemplar’, ‘Enabler’ or ‘Encourager’ in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an ‘Exemplar’, ‘Enabler’ or ‘Encourager’.
<p>In regards to the canal only – I would suggest that we are an Encourager (activities and events we run should encourage people to value and explore the district highlighting why addressing climate is important).</p>	
7	Preferred dates for meeting from Wed 12th May onwards:
<p>13th May 2pm-3pm 18th May 9.30am-10.30am 25th May 11am-midday 26th May 1pm-2pm</p>	



Name, Organisation & Title:	
Antony Muller – Lead Adviser - West Midlands planning for a better environment team - Natural England	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
Local plan making and development management consultations with scope for hydrological linkages to the canal corridor	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
Whole network in relation to migratory fish designated as part of the Severn Estuary Special Area of Conservation (SAC) and Ramsar Site	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
<p>SAC conservation objectives and supporting documents: http://publications.naturalengland.org.uk/publication/6081105098702848</p> <p>Further context/examples of relevant work available via the ‘Unlocking the Severn’ project website: https://www.unlockingthesevern.co.uk/</p> <p>KT: EA role in Natural England achieving its objectives. Sac and migratory fish. Overlapping role with the EA. Natural England role in influence local plan and planning applications. Current input to Brimscombe Port. No role regard to flooding, but may change with the Nature Recovery initiative, looking fo opportunities for nature based solutions delivering benefits for the community. Eg. Stourd Natural Flood management, welcomed by Natural England. Strictly Flooding is double act between EA and local flood authority. Natural England more about delivering the biodiversity benefits, and benefits to people, nature capital and environmental services, and with Covid, spotlight on tangible benefits for people in physical and mental well being. Initiating 2 social prescribing roles taking steps towards the health care use of the natural resources. 2 year pilot for social prescribing nationally. 2 roles: East Midlands and West Midlands.</p>	



<p>KT: Dots to be joined up across Stroud District: Estuary and influence. Natural England, nature recovery mapping underway, available from Glous (GCER) as first iteration. Natural Capital mapping project -Mat Whitney, overseeing. These two together are separate but interlinked -baseline mapping for the county. SDC have written a mitigation strategy for recreation impacts on Severn Estuary. Better different and more access for poeple to enjoy and access. Local Plan indicates review of Estuary mitigation of recreation owing to larger development near to the Estuary. Natural England strategy doesnt consider SANGS, SDC does include SANG at the Sharpness Development. Recent detailed review of the working SANGS model -subject of detail consideration od which aspects of SANG could work best, and lessons for the future. Thames Basin Haethlands SPA Thames area -SANG origins.</p> <p>ANGST -National Team working to revise Green Infrsatructue standards -available in draft. Varied opportunities for delivery of mixed open space -includes considering cross border opportunities.</p>	
4	<p>Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.</p>
<p>Not aware of any at this point in time</p>	
5	<p>The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.</p>
<p>Holistic approach to restoring migratory fish passage which integrates habitat enhancement, restoration and creation as part of the wider nature recovery theme (25 year Environment Plan context)</p>	
6	<p>The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.</p>
<p>Scope for e.g, wetland habitat enhancement, restoration and creation = long term exemplar with respect to carbon capture.</p>	
7	<p>Preferred dates for meeting from Wed 12th May onwards:</p>
<p>17.5.21 (14:00-15:00 or 16:00-17:00) 21.5.21 (Available for up t one hour between 14:00-16:00)</p>	



Name, Organisation & Title:	
Slimbridge Parish Council members	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
<p><i>(Submitted as an accompanying document):</i> The below information describes Slimbridge canal sections and the impact within the parish. The activities the Parish Council are alerted / involved about the most with regards to the canal are the very heavy traffic, parking and tourism within this area. Parishioners will alert the Cllrs to the concerns they have and Cllrs do their best to liaise this with Highways and CaRT to resolve / act upon. This information should fit within the questions you have asked in the questionnaire</p>	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
<p>Gloucester and Sharpness canal of primary concern. WWT largest visitor attraction in the district, and regionally.</p> <p>Slimbridge Parish has two sections along the canal that are located in the parish. One is at The Patch and the other is at the bridge at the end of Ryalls Lane.</p>	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
<p>Neighbourhood Plan, data and evidence base. Data collecting underway. Place Studio: Georgina. Jeff Bishop. Stourbridge Canal Basin as a precedent demonstrator for good moorings management and maintenance.</p>	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.



The Patch.

This section of the canal is at the end of the parish accessible mainly via the main road of St Johns Road, coming off the A38 and directly through the village of Slimbridge. The road ends at one of Gloucestershire's most popular tourist attraction – the WWT. This is located the other side of the bridge and is destined to have up to 300,00 visitors per year. St Johns Road, leading to Churchend and Kingston Road is a rural road with many parts with only one pavement or none at all. The roads are windy and narrow as they get nearer the canal, and the roads have a mixed traffic usage from commercial trucks, farming vehicles, pedestrians, cyclists, caravans / motorhomes and horse riders.

This location is also very popular due to the canal and the walks it provides, along with the recent activities that have become more in demand such as Paddleboarding and cycle hire, fishing competitions. The canal at this section is also part of the **Sustrans Cycle route (no 42)**. This section of the canal also has a **large mooring population** living on their boats, which adds to the network. We would like this whole stretch to be audited by CaRT including any leased areas, so it can be ascertained exactly what is allowed with regards to moorings etc, as it is unclear at present and it is felt certain criteria is being ignored by some users.

On top of all the canal activities, the area also has a **pub, a café, youth hostel and a caravan park** with 75 pitches. The infrastructure within this locality is very limited and struggles to manage this. This has an impact on local wildlife on the canal with some elements seeming to have disappeared with the ever increasing visitors.

The Parish Council built a car park recently, and whilst this is used, we are still waiting for double yellow lines to go down so as to stop parking on the verges of the road, which makes the network a single road instead of two way. This has numerous issues such as backlog of traffic (especially at busy times at WWT and holiday periods), difficulty in local residents being able to access their properties and high concerns that emergency vehicles will not be able to get through if needed. The car park is supported at SDC within the Severn mitigation document.

The concerns for the Parish at this destination is the **management of the volume of traffic and parking**, especially for the users of the canal and boaters which contribute to the often chaotic nature of parking and traffic concerns in this location. By promoting the canal further for its usage, SDC and CaRT need to recognise the impact this has on the communities either side of the canal, and not just down the towpath. The infrastructure has to be there and managed in a safe, sustainable and useable way which does not impact on local residents going about their everyday lives but can accommodate all users. The rural roads in the area are struggling to accommodate the amount of traffic usage coming through.



Ryall Lane canal access.

The canal here is also accessed by canal users for their boats or various activities, and this often results in cars parking on the verges. There are a number of **make shift verges** that have been made from cars parking. This causes issues in the winter especially, with mud being brought onto the roads, making them hazardous for the many users – which includes cyclists, runners, horse riders, farm vehicles etc.

The Parish Council have briefly looked at this and to make official parking bays in a couple of locations, would cost a potential £30,000 (after an on site meeting with Highways giving an idea of costs). Whilst not a high priority for Highways, it does cause disruption and hazards for local residents and the Parish Council are often asked to request for road sweeps.

The concerns for the Parish at this destination is the **management of traffic and parking**, especially of the users of the canal and boaters which contribute to the often chaotic nature of parking and traffic concerns in this location. By promoting the canal further for its usage, SDC and CaRT need to recognise the **impact this has on the communities** either side of the canal, and not just down the towpath. The infrastructure has to be there and managed in a safe and useable way which does not impact on local residents going about their everyday lives but can accommodate all users.

DH adds:

Moorings use, WWT access and visitorship: 300,000 aspiration.

Communication with CaRT is challenging eg. information access on moorings numbers etc. investment in infrastructure.

Enforcement of regulations along the canal according to regulations.

Individuals activity can exclude broader enjoyment and involvement.

Relationship with WWT and their responsibility to traffic impacts could be improved with regards to regular engagement between the parish and the WWT.

Narrow lanes etc limit cycle route improvement. Footway improvements also limited.

Ryalls Lane access is equally constrained in parking and narrow lanes.

Clarity over extent of resident

- 5** The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.



<p>Accessible and safe for use by local communities. An inclusive resource, beautiful. Control of use to maintain inclusiveness -involvement of the CaRT in engaging with connected canal issues. A wilder landscape, sustaining the setting of this more rural and open character. Aspiration for 20mph limit through the village with support with WWT. Wider benefits of increased footfall at the WWT to the parish and local businesses. Rural aspiration reflecting the character including agricultural. Use control and management to conspire. Sustain the pro-active farming community. Lifestyles and community life to support continuing character of the local area. Opening up of Saul Junction to Stroudwater Navigation may lessen the load of access to</p>	
6	<p>The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.</p> <p>Due to time restrictions I haven't had much opportunity to consider the points of Exemplar, Enabler or Encourager. However it is disappointing that the first correspondence on the canal strategy came out to us at the beginning of April, and Slimbridge responded straight away to say we wanted to be involved from the beginning, yet we had heard nothing since until we chase this up in September. We were copied in to a letter that Frampton on Severn wrote to the District Council, but we haven't heard anything from this either.</p>
7	<p>Preferred dates for meeting:</p> <p>It was disappointing that we had not been contacted when you had a cycle round without involving the local communities that are along the canal; a parish representative would have been happy to meet with you to show you just off the canal path into the communities that live by it. The Parish Councillors are closest to its electorate and often are the people that residents come to first. We can feed this information to other authorities to try and get action done, and feedback we get back can be put back to the community to keep everyone updated.</p>



Name, Organisation & Title:	
Stonehouse Town Council	
1	<p>Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).</p> <p>Stonehouse Town Council supports projects which will bring environmental, economic and social benefits to the town and believe the Cotswold Canals Connected project could bring many benefits to Stonehouse if a canal side facility can be provided to attract canal users to the town centre and Stonehouse residents to the canal'</p> <p>The Town Council has a Canal Rejuvenation Working Group. Its Terms of Reference are: "To scope all potential options relating to obtaining community benefit from the planned canal rejuvenation project in Stonehouse."</p> <p>The Town Council has declared a climate emergency and works with Stonehouse Community Climate Action Forum to take action in Stonehouse to become a carbon neutral community by 2030.</p> <p>The Town Council has agreed to contribute £5000 towards the cost of a Tourism Officer shared between contributing towns in the Stroud District; it is envisaged that promoting the canal to visitors and encouraging trips which include a group of towns and attractions, including Stonehouse would be part of the work of the Tourism Officer.</p> <p>The Town Council <u>promotes the re-opening of a station</u> on the Bristol to Birmingham line, Stroudwater Bristol Road station. The station site is perfectly situated to be a gateway to the canal. Stroud District Council support this ambition which has also supported by a many local organisations and businesses including the Cotswold Canals Trust, Stroudwater Navigation Company and Ecotricity.</p> <p>Stonehouse Town Council is a strategic partner in the Gloucestershire Wildlife Trust's Wild Towns Project which has carried out biodiversity improvements to District Council owned canal side sites at Wharfedale Way and Boakes Drive as well as at the developer owned Court View Newt Ponds, a Key Wildlife Site. On line walking maps for each town including Stonehouse, are currently being developed as part of the Wild Towns Project.</p> <p>DH adds: Canal 'bypasses' the town, in not passing through the centre of the town. SPC would like to attract people to the town but using the Canal access point and Stonehouse to become a stopping off point.</p> <p>Signage along the canal to feature Stonehouse in order to promote.</p> <p>Link to Cotswolds Way at Stonehouse is a key opportunity. Crosses the Canal east of Stonehouse, Stonehouse offers train access to the Cotswolds Way and the Canal.</p> <p>Historically Stonehouse was more prominent along the canal. Stonehouse as a hub and information and gateway to the whole district.</p>



2	<p>Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?</p> <p>Stonehouse Town Council is interested in the whole network but particularly the section of canal which runs through the town.</p>
3	<p>Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.</p> <p><u>Stonehouse Neighborhood Plan</u> <u>https://www.stroud.gov.uk/media/356555/snp-referendum-10-17-web.pdf</u></p> <p>The Neighbourhood Development Plan includes aims, objectives and policies which relate to the canal restoration project. For example: Objective 2.8 Support improvements to the links between the town and the canal. POLICY T1: PEDESTRIAN ROUTES</p> <p>“The Stroudwater canal is being restored and is increasingly providing both a leisure facility and a sustainable transport route to the south of Stonehouse. As the restoration progresses, walking routes that link the town centre to the canal will become increasingly important to facilitate both access to the canal for residents and access to the town centre for canal users.” P.28</p> <p>“It is also possible to cycle along the canal towpath as far as Ocean Bridge. It is hoped that the regeneration of the canal will result in this cyclable section of the towpath being extended to the west.” P.32 POLICY T8: IMPROVING KEY PEDESTRIAN AND CYCLE LINKS</p> <p>“The station is an important link for Stonehouse, taking traffic off the road and potentially contributing to economic development. It has the potential to provide a link to the Cotswold Way and, when it is restored, to the canal, so contributing to the development of leisure and tourism in and around Stonehouse.”P.38</p> <p>“The area near the canal is part of the Stroud Industrial heritage Conservation Area and is particularly rich in listed heritage assets. The natural and historic environment of the parish is an inspiration and attraction to those who live, work in and visit Stonehouse and contributes significantly to local residents’ quality of life.” P.55</p> <p>Objective 5.2 Support improvements to the links between the canal and Stonehouse town centre.</p> <p>POLICY ENV1: MAINTAINING AND PROTECTING THE NATURAL ENVIRONMENT</p> <p>POLICY ENV2: GREEN INFRASTRUCTURE NETWORK</p>

3



“As the canal restoration project continues it is likely to attract more visitors; good, attractive connections from the canal to the rest of the town may encourage visitors to use facilities and businesses within the town, thus enhancing its prosperity”p.57

POLICY ENV4: IMPORTANT CHARACTER BUILDINGS

Five buildings were identified in the Canal Zone.

POLICY ENV5: PROTECTING AND ENHANCING STROUDWATER CANAL

“However, there is a lack of facilities for canal users, including canoeists, and the provision of amenity space beside the canal with facilities for canal users, visitors and residents was supported by consultation respondents who were in favour of enhancing the canal and would appreciate more places to sit and enjoy the views.”P.64

POLICY ENV6: PROTECTING VIEWS AND VISTAS

Renovation of Stroudwater Navigation Canal with visitor and canal user facilities is identified as a priority environmental project for Stonehouse. P.70

“7. Canal related facilities The proposed restoration of the Stroudwater canal to meet the Gloucester Sharpness canal at Saul junction presents significant opportunities for Stonehouse, both recreationally and economically. But those opportunities will only be fully realised if canal side facilities can be provided at a suitable site near the town centre.” P.71

Map 9: Environment Natural habitat areas and open space and Key (p82-24)
Show natural environment features around canal and river including Key Wildlife Sites.

Stonehouse Town Character Assessment, 2016

Character Area Summary 6 Canal Zone

This was carried out as part of the evidence base for the Stonehouse Neighbourhood Plan

https://www.stonehousetowncouncil.gov.uk/wp-content/uploads/2019/10/Stonehouse_TCA_Character_Area_summary_6_Canal_Zone_FINAL.pdf

Map to show character zones

https://www.stonehousetowncouncil.gov.uk/wp-content/uploads/2019/10/Map_to_show_Stonehouse_Town_Character_Assessment_Zones_1.jpg

Summary report

https://www.stonehousetowncouncil.gov.uk/wp-content/uploads/2019/10/Stonehouse_Town_Character_Assessment_FINALa-1.pdf



4 Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.

Stonehouse Town Council have expressed a preference for the District Council owned Ship Inn site to be developed as an amenity site for the canal; Stroud District Council have considered using the site for housing and it is currently held as an asset in the Housing Revenue Account.

See Town Council decisions below:

Business Committee 11 January 2021

B/175 To receive an update from the Canal Rejuvenation working group and consider its recommendations Cllr Pam Swain presented an overview of the Canal Rejuvenation Working Group's meeting of the 11th December 2020 and its recommendation to Business Committee. Committee Members felt that it was imperative that the Ship Inn site be considered as a landing point for access to Stonehouse within the strategic work being undertaken by Stroud District Council; it has been recognised by Creative Sustainability as an ideal location through various past consultations and as such is critical to Stonehouse being able to secure a viable connection with the town centre. For this reason, it was felt that the recommendation be strengthened to reflect the site's level of importance.

Committee therefore RECOMMENDS the following:

'that Stonehouse Town Council write to Stroud District Council asking for the removal of the SHIP INN site from the Housing Revenue Account and transfer it to SDC's General Fund so that it can be openly considered with other identified sites as a community hub and strategic link between the canal and the town centre'.

Town Council 25 Jan 2021

(TC2543) The Chair was asked to bring forward discussion on this agenda item – 'To resolve to send an official response to Stroud District Council in connection with the 'SHIP INN' site (B/175)'

It was felt that the recommended course of action was justified bearing in mind the importance of the site to the town

Town Council 15 Feb 2021

TC2563 To receive and consider Stroud District Council's official response to the town council's request in relation to the SHIP INN site.

Council NOTED the district council's response to its resolution and hoped that the District Council took advantage of the alternative available land at Bridgend for its Housing commitments and would as a result allocate the SHIPS INN site for community use.



- 5 The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.

The Town Council would like to see, and is working with others to facilitate, a canal side facility linked to the town centre and the Cotswold Way by pleasant well signposted walking routes. The facility could contain some or all of the following:

- picnic tables
- takeaway coffee booth powered by solar panels
- cycle hire
- canoe/paddle board hire
- local information
- environmental enhancements

The attached sketch shows what a facility might look like.

Stonehouse Town Council support a diversion of the Cotswold Way so it passes through the town and close to the canal; this is identified as a priority project in the Stonehouse Neighbourhood Plan (see map attached) :

“2. Cotswold Way

The existing route of the Cotswold Way passes through the eastern end of the parish as can be seen on Map 14. An alternative route along the northern edge of the railway line, down Queens Road into the town centre and down Regent Street to join the canal would provide cafe, toilet and shopping facilities for walkers as well as contributing to the vitality of the town centre. In addition, Burdett Road station provides easy access to the Cotswold Way, facilitating Stonehouse as the beginning/ end of a section of the walk. Hence, the introduction of an additional loop to the Cotswold Way through Stonehouse will be encouraged and supported. Better signposting to and from the Cotswold Way should also be encouraged.” (Priority Projects, p.68)



There is potential for a wide array of facilities on the site both targeted at boaters and the general public. Some examples would be practical recycling facilities, water supply and toilet pump-out for narrowboats (this would guarantee boaters would stop in Stonehouse and potentially avail themselves of other facilities. There is also potential for other commercial enterprises; Stand-up Paddleboard hire, canoe hire, etc.

There may be scope for a canal side hydro power project.

DH adds: Stonehouse important as an employment centre for the District. Many historic buildings still in use Stonehouse as a working town.

Availability of land as alternative housing sites is limited. Infill development is possible but other larger open areas are in open space use and in college ownership.

Neighbourhood Plan doesnt identify housing sites for these reasons.

But at time of developing NP SDC were also promoting the

- 6** The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.

Stonehouse Town Council has declared a climate emergency and aims to support carbon reduction projects whether as an enabler, encourager or by setting examples.

- 7** Preferred dates for meeting from Wed 12th May onwards:

Please contact Rachel Russell on deputyclerk@stonehousetowncouncil.gov.uk. Cllrs. Rachel Armstrong, Carol Kambites, Pam Swain and Keith Terry are interested in attending a meeting.



Name, Organisation & Title:	
Victoria Pettigrew, SDC, Senior Biodiversity Officer	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
<p>I am the Senior Biodiversity Officer currently involved in planning decisions on the canal projects such as the missing mile and Brimscombe Port re development. I am also involved in mitigation projects along the Severn Estuary where developer contributions are taken to mitigate recreational pressure on the Severn Way with regards to over wintering birds.</p> <p>DH: Consideration of ecological responses has become more pro-active moving towards incorporation of natural features.</p>	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
The whole canal network but most focused on development projects along the canal	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
<p>Documents are related to planning applications</p> <p>DH adds: Konrad Moore -Local Plan coordinator. Environmental/Ecology issues. Vision for development locations with an environmental input.</p>	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
<p>Ecological constraints, bats use the canal and River Frome for foraging and commuting through the district. Reductions in tall vegetation and introduction of artificial lighting has major implications for bats using the canal. Water-voles are also found to use the River Frome and the canal to a point, however, hard canal edges are unsuitable for water-vole. The River Frome is also a tributary to the Severn Estuary and it is used by qualifying species of the SAC designation therefore classing it as functionally linked habitat for migratory fish species such as eels. Pollution, obstructions such as weirs and channel changes can adversely impact migratory fish using the River Frome, the canal has the potential to further degrade the River.</p> <p>DH adds: Developer contributions could provide funding to the canal as a part of the Severn SAC System.</p> <p>Opportunities to match fund ecological projects alongside other identified project opportunities.</p> <p>Bat species survey indicated impact from lighting, certain species prefer large vegetation.</p>	



5	<p>The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.</p>
<p>I think bank habitats should be enhanced for biodiversity in the form of larger vegetation such as native trees to allow bats to navigate the canal. Grasslands should be improved for pollinators and managed to promote species diversity, scrapes to create small ponds can act as very good carbon sinks but also offer habitat for many species. The canal should aim to have as many soft edges as possible to allow water-voles to be able to burrow and utilize the canal. Longer vegetation along the canal also provides habitat for otters. Healthy habitats and ecosystems act as very good carbon sinks, it's not just about tree planting.</p> <p>DH: Biodiversity net gain. Partnering with Local Nature Partnership to identify sites for BioDiversity.</p> <p>Biodiversity net gain has limitations in regard to qualifying habitats.</p> <p>Integration of building/heritage and ecological (eg Building with Nature). Opportunity within Canal Corridor.</p> <p>Native planting preferable and qualifying against DEFRA Biodiversity Net Gain calculator and can be easily substituted where ornamental planting would not contribute as much value.</p>	
6	<p>The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.</p>
<p>Yes I believe that they do, if SDC produces an exemplar habitat creation and restoration program along the canal route it will also encourage other developers to follow.</p>	
7	<p>Preferred dates for meeting from Wed 12th May onwards:</p>
<p>I work school hours on Tuesdays, Wednesdays and Fridays</p>	



Name, Organisation & Title:	
Natalie Whalley, Senior Planning Strategy Officer, Stroud District Council (Contributing on Conservation)	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
<p>Stroud Settlement role and function study.</p> <p>Local Plan Reg 19 stage, submission at the end of Summer.</p> <p>Lodge Moor Mills site, public consultation. Land owner unwillingness -lack of cooperation, introduction of Lidl etc.</p> <p>Ham Mill, Thrupp. -Award winning at planning/design. not built out. Possibility not viable.</p> <p>Lower Brimscombe Port, accessibility prevent promotion of the site as inaccessible.</p> <p>Dependency on car/vehicle across the district presents heavy constraints, necessary if net zero carbon is addressed in a new way.</p> <p>Brimscombe Port proposals fall short owing to highway dominance of the layout and design.</p>	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
<p>A rural canal. Mill sites. Pressure from primarily housing development which threatens employment space availability and therefore the character of site's layout and built form etc.</p> <p>Diversity of canal corridor as a maker, employment innovation, small unit host. People's livelihoods.</p> <p>Avoiding canyonisation - it would fail the character of the canal as it progresses through the rural to town transition. Regularity of nodes/centres of activities. Reflection on rhythm and defining walkable/suitable catchment in defining new settlement form/canal relationship and role within the corridor. Availability of sites along the canal are heavily constrained</p>	



5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
Canal as a linking thread along valley bottom with employment space	
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.
7	Preferred dates for meeting from Wed 12th May onwards:



Name, Organisation & Title:	
Kate Russell. Conservation Officer, Stroud District Council	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
<p>I am the Specialist Conservation Officer at Stroud District Council. I advise on all aspects of development in the historic environment, including the design of new build schemes in Conservation Areas.</p> <p>The Cotswold Canals fall within the Industrial Heritage Conservation Area. I was involved in the production of the Industrial Heritage Conservation Area appraisal, and the related design guidance and supplementary planning policy document, and have been closely involved in all aspects relating to the heritage of the Stroudwater Navigation and Thames and Severn canal, and adjacent sites since then.</p>	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
The whole network, though I haven't had much involvement with the Gloucester-Sharpness Canal, other than the proposed development at Sharpness.	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
The Industrial Heritage Conservation Area appraisal, the IHCA Design Guide, and Supplementary Planning policy document, all available on the Council's web site.	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
<p>There are many heritage constraints, as outlined in the Council's SPD. The Industrial Heritage Conservation Area is on the Historic England Conservation Areas at Risk register because on the ongoing erosion of the conservation area's character and appearance through cumulative harm of inappropriate development.</p> <p>Sites along the length of the canals are among the most difficult to develop. For the myriad planning constraints, I suggest that you contact my colleagues in Development Management.</p>	
5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
The IHCA design guide highlights opportunities for sustainable design that would preserve and enhance the character of the conservation area and the settings of the listed buildings along the length of the waterways.	



6	The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.
All the above.	
7	Preferred dates for meeting from Wed 12th May onwards:



Name, Organisation & Title:	
Doina Cornell, Leader	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
<p>Overview.</p> <p>Aspiration to see the whole canal, rather than Phase 1A&B</p> <p>Focus on the positive elements and outcomes.</p> <p>Functioning of the District -distinct, Cotswolds escarpment and setting with the waterway crossing the district as a band E-W.</p> <p>An overview strategy includes the SW of the District at Sharpness & Gloucester.</p> <p>Integrating the boating community and their needs on the water.</p> <p>Stonehouse has key issues in relationship with the community there</p> <p>Opportunities for strategy work to contribute to levelling up fund and one public estate funding for implementation.</p> <p>Community hubs.</p> <p>Business and business engagement. Business grants for covid have highlighted the buoyancy in the small business landscape.</p> <p>Out migrating to Bristol for work, particularly from South of the District. Living in the Stroud and surroundings an attractive relocation.</p> <p>Ageing demographic and youth retention 'small town Gloucestershire'. But family attraction and place to live.</p>	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.



	<p>Political alliance. Cooperative administration since 2012. Cross party agreement not he value of the canal. But some specific issues locally -Sitting tenants at Brimscombe Port who’s future tenancy may steer the project in one direction or another. Stonehouse, Land available but conflicting for community use or for housing. Ecotricity as land owner with stadium application has been thorny. Potential within Stroud Town for the canal to bring more vibrancy to the town in its relationship with the canal.</p> <p>Threat to employment space from land release for housing. SDC aspiration not just about housing but multifaceted and with regeneration costs to be covered -reclaiming/recreating the port. More flexibility and creativity in employment as an opportunity, diversity, collaborative and grow-on space. Brownfield site opportunities.</p>
<p>5</p>	<p>The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.</p>
	<p>Walking and Cycling opportunities -Two tier authority requires transport strategy thinking. Identifying the most profitable interventions to bring about more strategic change. Need to raise the environment up the agenda. Performance of water and its role in addressing decarbonisation. Industrial Heritage, role of the industrial past in making the place what it is now. A resource for all to use and access. Any mobility ability.</p> <p>Manufacturing and advanced manufacturing within he valley bottoms and along A roads and clustered on motorway junctions.</p>
<p>6</p>	<p>The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as ‘Exemplar’, ‘Enabler’ or ‘Encourager’ in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an ‘Exemplar’, ‘Enabler’ or ‘Encourager’.</p>
<p>7</p>	<p>Preferred dates for meeting:</p>



Name, Organisation & Title:	
Tom Barrett, SDC. Flood and Water Management Engineer	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
KT: Reactionary work to control or mitigate over-development of the River Frome catchment. There is no conflict with heritage assets along the canal network.	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
KT: Nailsworth Stream and Slad Brook are tributaries of the River Frome and worth considering in the wider valley network alongside the canals. The lower stretches of the canal alongside the River Frome are good examples of river/canal working in tandem to alleviate flood risk. More of these examples would be greatly encouraged	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
KT: There is no formal interface with Gloucestershire Wildlife Trust although a joined-up approach to flood risk is optimal in minimising flood risk. Version 2 of the Shoreline Management Plan is currently under review	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
KT: Over-development and developers “getting away with it” when it comes to flood-risk informed design and implementation (also residential patio’s next to water courses). There is currently no formal collaborative interface with Glos. Wildlife Trust which might have benefits in approaching and working with land owners to introduce and better manage flood risk in the District	
5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
KT: Opportunities to utilise the canal system as a floodwater storage reservoir would be greatly welcomed as part of a wider flood resilience scheme/s. e.g. “the missing mile” is a positive scheme that uses the canal as a floodwater repository in peak flows (R. Frome)	
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as ‘Exemplar’, ‘Enabler’ or ‘Encourager’ in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an ‘Exemplar’, ‘Enabler’ or ‘Encourager’.



KT: In terms of “Green Infrastructure” or multi-functional infrastructure: “The Noose” area near Frampton has a stretch of the canal which doubles up as a flood defence due to its position and levelling. This is not an intended use and requires careful (funded) management and maintenance to keep the canal operable for the future. This is a great exemplar to present multiple-use infrastructure and could inspire similar future projects of various scales across the catchment

7 Preferred dates for meeting from Wed 12th May onwards:



Name, Organisation & Title:	
Emma Keating Clarke. Community Team: Delivering interventions with targeted groups.	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
<p>Delivery: Working with groups, venues, leisure centres. Creating a pathway to well being. Strategic role, linking to clinical commissioners, influencing spending across the district, coordinating voluntary sector/community sector and health sector.</p> <p>Co hosting a network called Know Your Patch. Community Hub, partnership working.</p> <p>Other contacts: Will Chapman, strengthening community/ Longer term health prevention. GP network connections have more clinical pathway knowledge, less specific to the canal facility and infrastructure. Nelson Trust, Addictions treatment, facility at Brimscombe Port. Cycle access. Volunteering involvement, legacy of their visiting the canal to a changed life.</p>	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
Creative Sustainability may have carried out further wide reaching study considering the whole canal corridor.	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
EKC suggests the canal is a decisive issue where there are other deprived areas and areas of need which are not served but the canal and resentment of the canal project and the funding that is conducted to it.	
5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.



Well Being Assessment. At an individual level -well being questionnaire. This can lead to exercise on prescription assessments. Canal projects could contribute to the suite of opportunities of exercise prescription.

Long Covid project. Assessment and referral to eg canal volunteering.

Community Hub development, includes staff, and physical manifestation. Self selecting process of those communities who have stepped up to promote their community hub.

'All Pulling Together' as an established community hub.

Inclusiveness and minority groups gaining access to the canal. Rebranding of 'canal activities' as not restricted to limited demographic.

6 The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.

7 Preferred dates for meeting:



Name, Organisation & Title:	
Mark Russell, Head of Planning Strategy, Stroud District Council	
1	<p>Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).</p> <p>The current adopted Local Plan provides the planning policy framework for development in the vicinity of the canals network and allocates sites for development. There is also a range of SPD relating to the Industrial Heritage Conservation Area that will also be of relevance. The Council has recently approved a Draft Local Plan for submission to Government later in 2021.</p> <p>The Council operates a number of budgets which will of relevance when considering potential funding of infrastructure: In addition to the funding associated with the Heritage Lottery Fund for the missing mile restoration project, the Council has a capital budget for walking and cycling infrastructure improvements and operates a Community Infrastructure Levy with an annual bidding process for strategic infrastructure. Some strategic scale development will be subject to S106 agreements to enhance canal towpaths etc. particularly at the Local Plan allocation West of Stonehouse (Great Oldbury) and at Sharpness Docks.</p> <p>SDC would like to utilise the Canals Strategy to coordinate future regeneration activities and to underpin funding bids. The Strategy needs to be clear which parts are supporting current planning policies and which are proposing changes.</p> <p>DH: Awareness not to cross cut existing proposals/projects/programmes etc -reflect/respect as baseline, but consider innovation. Local Plan as a hybrid of various statutory requirements. Canal Strategy to be forward looking -setting a direction of travel for next plan period.</p> <p>DH Egs: Landscape Sensitivity Work -Wye consultants: Stonehouse/Stroud: Approach to the corridor from the M5, into the 5 Valleys. currently incoherent, via road, no managed to signage/approach etc -no indication of canal and activity corridor as prominent. Recommendation to have a landscape approach/strategy to the Stroud approach. overcoming/more comprehensive consideration of sporadic development. Difficult to encapsulate within the Local Plan.</p> <p>DH Egs: Specific site allocations, but not strong not the movement corridor. Walking & Cycling policy's, conservation policies... but no intact placemaking policy for corridor.</p> <p>DH: SPD convention not wholly appropriate, more above Local Plan, corporate vision. SPD not quite the right tool.</p>



<p>2</p>	<p>Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?</p>
<p>The policy framework covers the whole network. Redevelopment/regeneration proposals are mainly focused along the Stroud Valleys and at Sharpness.</p>	
<p>3</p>	<p>Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.</p>
<p>Please see documents listed in the Canals Project Brief. Additional documents are attached to the accompanying email.</p> <p>DH: (400ish current plan period -600 in new plan period) Local Plan approach summary: accommodating a lot of growth: concept settlement approach of concentrate/dissipate etc. Focus therefore in Stroud/Stonehouse is in brownfield concentration.</p> <p>Other settlements growth designations with less landscape sensitivity -uran extensions. (Cam, Stonehouse) and Gloucester fringe. This still leaves shortage of housing requirement (8000 dwellings)... potential for new settlement -who promotes, who was engaged... Sharpness & Wisloe new settlement. Strategy secondarily focussed development along wider movement corridors: A38, M5 and other A roads. Viability of brownfield sites not good in urban locations so capacity of these sites limited.</p> <p>Conservationists indicate concentration of development in clusters of dense mills focussed with rural, green gaps in-between: Necklace of contrasting clusters/dense with gaps/countryside in between.</p> <p>Stalled brownfield sites: Kingston Mills/Ham Mills. National Housing award, HE involvement for a good scheme, but neither has come forward.</p>	



4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
<p>Constraints are also opportunities, but the principal issues influencing planning work are:</p> <p>Heritage impacts Flood risk Vehicular access to sites Contamination (legacy of former industrial uses) Consequential issues of viability (latest Local Plan Viability Assessment indicates most brownfield sites are not viable).</p> <p>Other pressures include: Conflicts between users/potential uses – e.g. Walking/cycling/equestrian use of towpaths/bridleways/paths Leisure boat users/residential boat users/local residents – in terms of parking/amenity Ecology of under used/disused sites (e.g. bats) v redevelopment (lighting/disturbance/direct loss of habitat) Canal promoters seeking development of canalside facilities and enabling development v historic character of canal (i.e. built development separated by rural countryside) – leading to urbanisation of whole corridor</p> <p>Recreational pressure, particularly at tourism hotspots</p> <p>DH: Canal as a movement corridor: conflict between recreation and active movement. Tow path vs commuter provision. Modal shift may not be supported effectively by use of the Tow path. Ebley bypass dedicated cycle way as alternative example. Chalford to Stroud push for dedicated route away from canal corridor. Needs realism as to capacity.</p> <p>DH Green gaps to development, not to be underplayed, Purpose of these are mixed ecological services and resource -floodplain an important purpose -historic culvert/engineered solution now giving way to a more rural, catchment based flood plain -coping & farming, slowing the rate of run off etc. One part of strategy proposes to gap spaces along the canal form fields to flood storage, reducing flood risk and raise brownfield sites out of flood plain. Multipurpose function of land assets, including key wildlife.</p> <p>DH: Activity Plan is a response to the Heritage Lottery Funding, so that the restoration project is not just an engineering project (restricted to HLF stretch) but supported as a means to an end to create activity on the canal as it is restored.</p>	



<p>5</p>	<p>The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.</p>
<p>Exemplar net zero redevelopment schemes which provide for dense urban restoration of mill complexes (with mixed uses – housing and workspaces and café/arts/leisure uses), whilst retaining and making better more productive use of open spaces between (either for flood storage, biodiversity net gain, carbon sequestration and food production).</p> <p>Use of towpath for active travel with good signage and facilities (bike storage) at points along the corridor, whilst ensuring other more leisurely activities can continue (e.g. fishing) without conflict.</p> <p>Canalside facilities which support both tourism and local residents/businesses.</p> <p>Use of canal and river network for renewable energy and climate adaptation measures (flood storage and high quality water resource).</p> <p>How can these innovations be upheld through Local Plan Review and site allocations reflecting this?</p>	
<p>6</p>	<p>The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as ‘Exemplar’, ‘Enabler’ or ‘Encourager’ in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an ‘Exemplar’, ‘Enabler’ or ‘Encourager’.</p>
<p>The Council as landowner of sites along the canal corridor can bring forward exemplar redevelopment and renewable energy schemes.</p> <p>Working with other parties such as the canal owners, County Council, Homes England, the Council can also enable leisure and redevelopment schemes delivered by others. The Council can also use its statutory functions and budgets/bidding role to provide the policy framework and resources to accelerate activities of others.</p> <p>The Council can encourage others by supporting community initiatives and by promoting awareness and good practice.</p>	
<p>7</p>	<p>Preferred dates for meeting from Wed 12th May onwards:</p>
<p>Anytime, please email to arrange.</p>	



Name, Organisation & Title:	
Natalie Whalley, Senior Planning Strategy Officer, Stroud District Council	
1	<p>Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).</p> <ul style="list-style-type: none"> • Currently focused on the Stroud District Local Plan Review. The plan is nearing Pre-Submission stage and will be published for consultation (Reg.19) at the end of May. Plan preparation has included: planning policy development; site allocations (including sites located along the canal corridor); designation of employment sites and regeneration sites, including along the industrial valley bottoms / Stroudwater/Thames & Severn canal corridor); and localised area-specific ‘visioning’ for clusters of parishes, including The Stroud Valleys cluster, The Cotswold Cluster, The Stonehouse cluster, The Severn Vale cluster, The Gloucester Fringe and The Berkeley Cluster – one or more of the canals run through each of these ‘cluster’ areas. • Lead on the Heritage Impact Appraisals to support the Stroud District SALA (Strategic Assessment of Land Availability): 2017, 2018, 2019, 2020. Including multiple sites along the canal network (Cotswold Canals and Gloucester & Sharpness). Initial screening to identify sites with some degree of heritage sensitivity; assessment of potential impact of development on heritage significance; identification of opportunities for positive heritage gain through potential development. The SALA process has fed into the Local Plan Review, to identify strategic and local sites for allocation. But the HIA is also available as a steer for the development management of sites that were not allocated through the Plan process, for whatever reason, but which may come forward for development in the future.



	<ul style="list-style-type: none"> • Author of the Stroud District Heritage Strategy SPA (Supplementary Planning Advice), which was adopted in 2018. The intention is for the Strategy to be supported by an Action Plan, which has been put on the back burner due to focus on Local Plan Review. Actions will focus on the 4 Strategy Priorities, and some may relate to the canals network. Including, potentially, the programming of projects/actions relating to: <ul style="list-style-type: none"> ➤ Conservation Area appraisal / review (relevant conservation areas: The Stroud IHCA, Sharpness Docks CA, Saul CA, Frampton-on-Severn CA, Ebley Mills CA, Lodgemore & Fromehall Mills CA, St Marys & Belvedere CA. ➤ Annual Conservation Areas At Risk Survey (CAARS), to feed into Historic England’s Heritage at Risk register (HAR). The Stroud IHCA and Stanley Mills CA are identified as “at risk” on the national HAR. ➤ Identification of local heritage assets, including potentially the establishing of a Stroud District Local List and/or supporting and enabling communities to set up their own “local list” through the Neighbourhood Development Plan process. ➤ Stroud District Buildings at Risk (BAR) programme • Co-author (with Kate Russell, Conservation Officer) of documents relating to the Stroud Industrial Heritage Conservation Area (IHCA) appraisal (2008) – including the IHCA Management Proposals SPD, which identifies key issues affecting the conservation area’s character and significance. (The IHCA review documents are listed and linked to below).
<p>2</p>	<p>Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?</p>
	<p>Whole network, but most familiar with Cotswold Canals (Stroudwater Navigation and Thames & Severn Canal).</p>
<p>3</p>	<p>Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.</p>
	<ul style="list-style-type: none"> • A Heritage Strategy for Stroud District (SPA, 2018) • Strategic Assessment of Land Availability (SALA) Heritage Impact Appraisals (2017, 2018, 2019, 2020) • Stroud Industrial Heritage Conservation Area review (IHCA): <ul style="list-style-type: none"> ➤ IHCA Management Proposals SPD ➤ IHCA Design Guide SPA ➤ IHCA Conservation Area Statement (CAS) SPA – Part 1 Summary and Character Overview ➤ IHCA Conservation Area Statement (CAS) SPA – Part 2 Character Parts • Local Plan Review. The Pre-submission Draft will be published in late May.



4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
<p>Heritage impacts on the historic and architectural significance of the conservation areas that occur along the Cotswold Canals, particularly. Including issues relevant to development, such as:</p> <ul style="list-style-type: none"> • The historic juxtaposition of industry and agriculture along the R.Frome / canal corridor / valley bottoms (including green, open meadows and unbuilt space, which punctuates the rhythmic distribution of the historic mills along the river / canal and allows long views). • And, by contrast, the historic scarcity of housing along the canal corridor. Houses occur at canal/river crossing points such as bridges; individual functionally-related cottages, often at isolated locations such as locks and wharfs; occasional mill-workers' / mill managers dwellings, clustered within mill complexes; or grander clothiers' houses / mansions. Historically, housing tends to occur higher up on the valley slopes, or lining the main roads. There is no historic precedent for canalside (particularly canal-fronting) housing – which is of course at odds with many developer aspirations and indeed some goals of good development place-making, active frontages, surveillance, pedestrian permeability etc. <p>So a significant issue for the IHCA is the balancing of canal corridor development and brownfield regeneration with the goal of preserving the perception of the canal as a green, quiet, 'rural' channel, even where it is passing very close to urban areas and industrial sites.</p>	
5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.
Encourager? Through Local Plan policy	
7	Preferred dates for meeting from Wed 12th May onwards:



Name, Organisation & Title:	
Alison Fisk, Head of Property Services; SDC	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
Corporate Property projects including Brimscombe Port and acquisitions for Phase 1b of the CCC project. Support for submission of the phase 1b 'missing mile' planning application Regeneration/Redevelopment /acquisitions/improvements of other sites along Phase 1a. Water Source Heat Pumps installations at B Port Mill and Ebley Mill	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
As above but whole network is of interest as they inter-relate	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
Key reports and output spec for Brimscombe Port: https://www.stroud.gov.uk/environment/brimscombe-port Former Ship Inn site and Willow Farm, Wharfdale sites ate Stonehouse - plans can be made available Design brief for Wallbridge gateway site	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
Industrial Heritage Conservation Area; provision of moorings for SVCC and other income streams. Canal water supply, reinstatement of the canal and basin through Brimscombe Port; ecology -protected species	



5	<p>The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.</p> <p>DH: Dlievyr on corporate priorities: CN2030, Affordable homes. Brimscombe, output spec, exemplar sustainable, green development. Approach is somewhat piece meal and adhoc. Absence of strategy means acting reactively site by site and strategic thinking would help deliver better on these things.</p> <p>DH: Wallbridge as a gateway site, edge of town, entrance to town. Willow Farm, single opportunity for Stonehouse to connect back to the canal.</p> <p>DH Other strategic landowners along the canal -Ben Stock's land -conseration within local plan, formerly South West Water. SDC tried to acquire. Brimscombe Mills -link to Phase 1A also cuts off access to Brimscombe Mills site which limts deliverability of the Mills site which has community aspiration.</p> <p>DH: Land aquisitions/CPO possible.</p> <p>DH: Capital receipts could be used to cross subsidise development. Council role is service led, and so pressure on getting rid of surplus land. No funding for a land acquisition strategy.</p> <p>DH: Small portfolio, but most opportunity possibly in town centre carparks.</p> <p>DH: SDC most sites in use for other uses so sites not moving out of existing use. Viability constraints most impacting Affordable Housing and/or contributions.</p> <p>DH: Adhoc intervention at Wharfdale -could coordinate better provision of community open space, linking spaces together, relocated garages.</p> <p>DH: Homes England assistance in varied ways: cashflow/HIF/Major funding with One Public estate. Canal as a stimulus for funding eligibility -homes efficiency, energy efficiency, regeneration potential of the canal, wider benefits creating a story for ultimate delivery of housing.</p> <p>Wallkbridge design brief needs refreshing.</p> <p>Resisting consultation on small bits and bobs</p>
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Name, Organisation & Title:	
Cllr Kevin Cranston and Ally Rood, Project Officer, Stroud Town Council	
1	<p>Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).</p> <p>Stroud Town Council is involved in a wide variety of activities which intersect with the canal. These include</p> <ol style="list-style-type: none"> 1. Shaping the Heart of Stroud – the Neighbourhood Development Plan. Identifies specific Canal Zone (Z2) and specific policies for development sites - ZP2a Cheapside, ZP2b Canal Basin site and ZP2c Fromeside Industrial Estate. (https://www.stroudtown.gov.uk/neighbourhood-development-plan.html) 2. Golden Valley Cycle Route – a segregated cycle route along the A419 (runs parallel to the canal) between Stroud town centre and Chalford. We are working with neighboring Parish Councils and SDC to protect the route corridor from development. (https://www.stroudtown.gov.uk/golden-valley-route-a419-stroud.html) 3. Landscaping at Wallbridge, adjacent to the canal 4. Stroud Street Spaces project is focused on opportunities to improve walking and cycling within the town. This includes improving linkages to the canal/towpath as a source of recreational cycling, and walking (ongoing) 5. Active travel – As mentioned above STC is keen to improve opportunities for cycling and walking in and around Stroud. In September 2020 we ran <u>Stroud Active Travel</u> consultation which included comments relating to the canal within the town and the wider canal network (https://stroudactivetravel.commonplace.is/) 6. Air pollution monitoring. For the last 16 months the town council has been monitoring air pollution at 10 sites in the town centre. 7. STC supports the governments LTN 1/20 guidance regarding segregated routes and believes this should be applied to the canal towpath Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)



2 Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?

Our main focus is on Stroud town centre and its immediate surroundings, but we are also interested in how changes to the wider canal network may impact (both positively and negatively) on Stroud town.

Historically, the canals were the initial driver that enabled the economic development of the valleys, and the industrialization of cloth making in particular. It can be same for the economic regeneration again. It can bring direct economic benefits by boosting tourism, it can also boost health and well-being and be a haven for wildlife and nature. By creating high quality active travel connections, it can help achieve carbon reduction targets.

The canal corridor is more than just a length of water with a tow path. The canal is the central strand of a braided ribbon of the canal, towpath and separate dedicated active travel routes linking communities along its length (Sharpness to Gloucester and Saul to Chalford, with spurs to Nailsworth and Cam & Dursley). This should link the communities and workplaces both physically and visually to the canal. Any future developments must embrace the canal and not turn their back on it. If the canal corridor is the Warp then the side linkages are the Weft. For many Stroud town is the main service centre and therefore provides an important gateway to the canal network.

Although there would be a continuous physical link the project should also include economic development in communities along the length of the route.

3 Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.

Please see links provided in 1 above.

We also recommend you look at the town council website where other resources are available.

<https://www.stroudtown.gov.uk/>



4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
<ul style="list-style-type: none"> • For areas around Chalford there is little land available for a dedicated cycle route due to the constraints of the A419, the river, canal and built environment. These factors are limitations for which integrated and imaginative solutions are required. • There is limited funding to undertake works, either in a piecemeal or comprehensive manner. This severely limits both the development of schemes via feasibility studies etc and the physical development of schemes. • Issues around land ownership e.g. the footpath between Homebase and the sheltered housing at the canal basin would be an ideal route to enable access for pedestrians to the canal. Unfortunately, complications over land ownership have prevented anything from happening as yet. • Poor connectivity from the moorings beyond Dr Newtons Way (in the vicinity of Waitrose) to the town centre. 	
5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
<p>A comprehensive and co-ordinated approach to the canal network would prove beneficial to not only Stroud town, but to the wider district. The following principles should be promoted</p> <ul style="list-style-type: none"> • All canal side development should embrace its location adjacent to the canal. It should seek to incorporate the advantages of its location, not ‘turn its back on’ the canal and canal towpath. Embracing the canal will create a greater sense of ownership, increase active frontages onto the canal and the towpath and make it more welcoming to users. This could assist in encouraging modal shifts from cars to walking or cycling (if a segregated route), thus contributing to carbon reduction. • The canal corridor is used/developed/promoted as a wildlife corridor (not just pockets), helping to increase biodiversity and opportunities for residents and visitors to encounter wildlife. Following the pandemic its use as a ‘green corridor’ is even more important to maintain and promote. Any development in the canal corridor should consider in detail how it can contribute to increasing accessibility and biodiversity. • Connectivity. Bringing the canal ‘into’ the town by increasing opportunities to connect it e.g connectivity could be increased at moorings at Dr Newtons Way by creating a bridge to shorten the foot path route from Rodborough to the pelican crossing to Waitrose and the eastern end of the town centre. 	



DH: overall, aspiration is to increase connectivity between canal and town and improves its prominence and integration with adjacent development and communities. Canal not a commuter route. Substitute route known and the 'Golden Valley' route ('Inspiration Study' improvements to the A419) as a dedicated commuter cycle route -retaining the canal as a recreational facility. Brimscombe Port as an example -currently promotes cycling access along the canal towpath. STC strongly of the opinion that an off canal route is more necessary to achieve this.

'Fronting' the canal relates possibly more to a principle of opening access and awareness than direct active frontages, although active frontages to the canal could encourage a more positive and safe environment.

Future proofing the canal corridor for multi users and thinking ahead for installing infrastructure which reflects changing technologies and opportunities.

DH -lacking time to ask about the economic dimension, but Ally indicating these benefits relate back to connectivity and access and will provide more info later.

6 The Stroud 2030 Strategy, to address the climate and ecological emergency, considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.

STC is a Town Council with limited resources, we see our role very much as encouraging and enabling others to deliver projects that could be seen as exemplars.

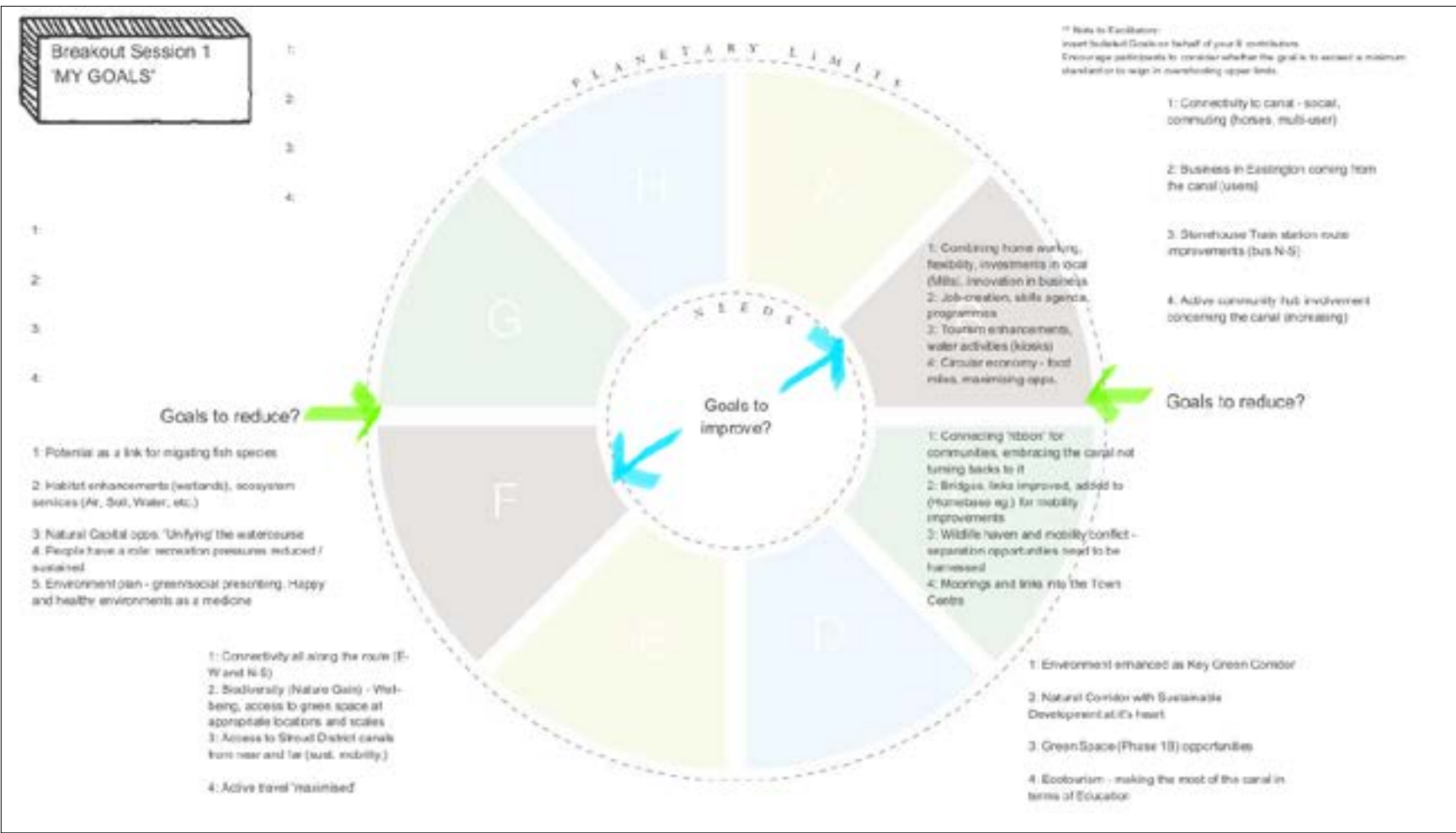
7 Preferred dates for meeting from Wed 12th May onwards:

26 May, pm 28 May (KDC only).



Name, Organisation & Title:	
Steve Gardner-Collins, Visit Gloucestershire, Director	
1	Please describe current activities you are involved in which may influence, or be influenced by, the development of a vision and strategy for the canal corridor (or the individual canals making up the corridor).
Our strategic management of the county's visitor economy as per our strategy outcome has a key aims and focus for a connected Gloucestershire, transport is a huge part of our development and activity.	
2	Please can you indicate which areas of the canal network you are primarily interested in or your activities relate to or whether you are interested in the whole network?
Gloucestershire wide canal network activities - Connectivity to get visitors form A2B C2D and onto bus, rail, weakling and cycling routes fits perfectly with the canal corridor ambitions.	
3	Please identify key reference documents or reports outlining background information to your activities. Provide links if possible.
Please download the Visitor Economy 3 year Recovery Strategy via our website: www.visit-gloucestershire.uk (see homepage)	
4	Please identify any constraints particular to the canal corridor which you are having to address in undertaking your work.
5	The Future Place programme is concerned with equipping an imagination of the future unconstrained by current systems and process. Looking beyond the constraints identified above what would innovation in the canal corridor and addressing net zero carbon targets look like for your area of work? Identifying case studies from elsewhere may be useful.
https://visit-gloucestershire.uk/uncategorized/visit-gloucestershire-is-proud-to-join-a-community-of-travel-organisations-tourism-companies-and-professionals-who-have-declared-a-climate-emergency/	
6	The Stroud 2030 Strategy, to address the climate and ecological emergency, https://www.stroud.gov.uk/environment/2030-strategy-limiting-adapting-recovering-and-responding-in-a-changing-climate considers the role of the authority as 'Exemplar', 'Enabler' or 'Encourager' in respect of addressing carbon reduction. Please indicate whether the activities and innovations you have identified above play a role in being an 'Exemplar', 'Enabler' or 'Encourager'.
7	Preferred dates for meeting from Wed 12th May onwards:
I am flexible on Mondays and Fridays. After 3.30pm on Tuesday/Wednesday/Thursday	





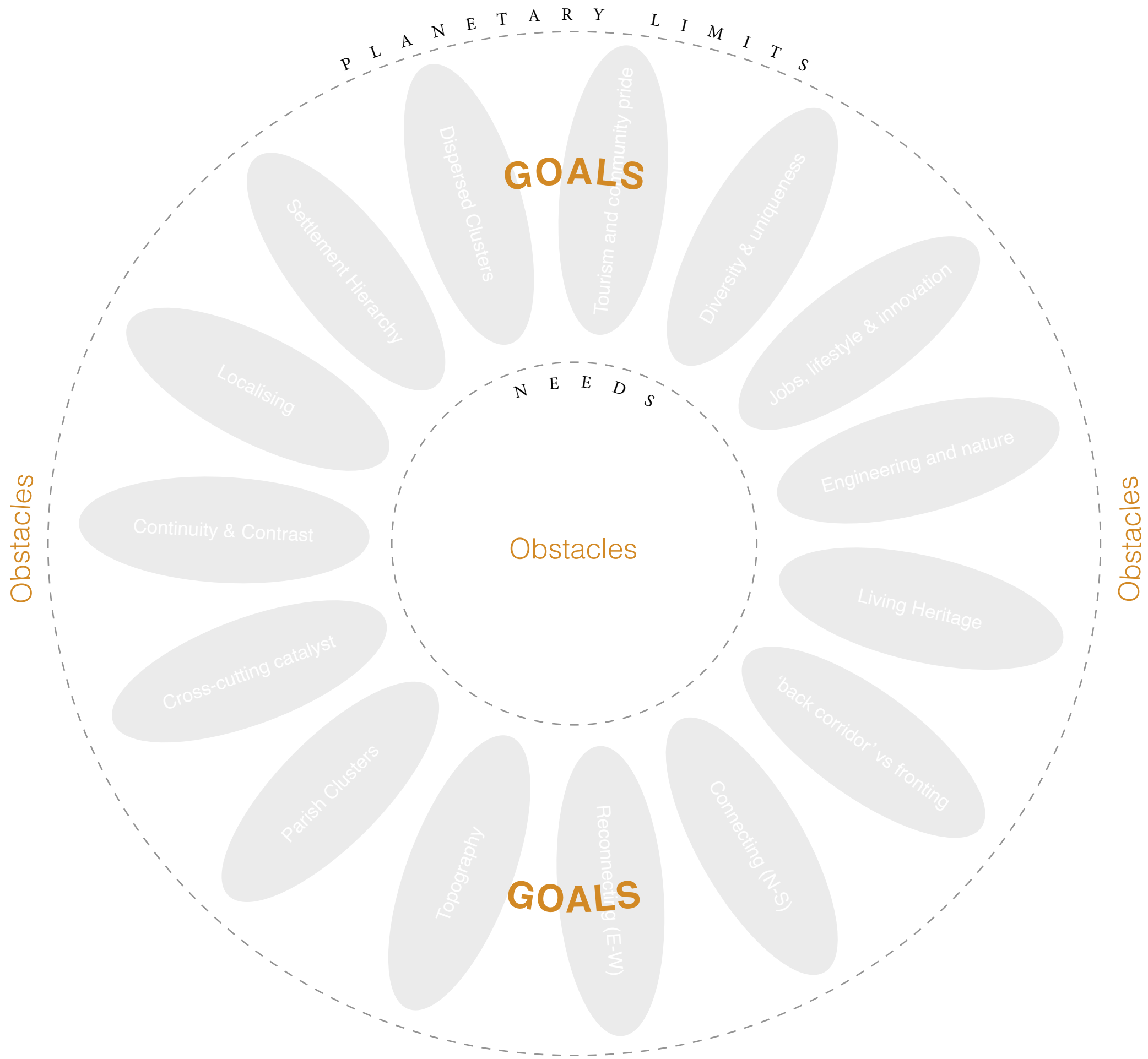
**Breakout Session 2
"YOUR GOALS"**

'Yes and...'

Notes to Facilitator:
The 'What if' question references the issues from a different breakout group during Session 1 Invite participants to describe how this opportunity can be built upon. This can be for teaching and doesn't need to be specific to respective expertise of the participants

<p>What if...</p> <p>Multiple users travel the canal every day, using Eastington and a gate village for Pubs, food and everyday items.</p> <p>People travel from Stenhouse Train Station from Eastington and embrace it.</p> <p>There is an active community but involving canal opportunities</p> <p>Young people stay in the county and thrive, the community is more connected and more proud of where they live, enterprise and entrepreneurship is rising and opportunities can be realised in Street District</p> <p>People are living along side the canal, future of fishing, fishing places like linking Stenhouse, improves access to them and nature opportunities to access facilities</p> <p>Visitors and residents will embrace the green transport revolution and encourage a sustainable community</p> <p>People can progress and better appreciate and value the industry that they're enjoying</p> <p>Yes and it becomes a very exciting place to be growing things</p>	<p>What if...</p> <p>Combining home working, flexibility, investments in local (Mills), innovation in business</p> <p>Job-creation, skills agenda, programmes</p> <p>Tourism enhancements, water activities (kiosks)</p> <p>Circular economy - food miles, maximising opps.</p> <p>The place is becoming thriving where younger people want to live and be part of. More economic opportunity, Realising the value of assets on East Foresting, supporting local economy and other business</p> <p>It becomes a go to place, people want to spend time here, spending money, enjoying walking, enhance and improve the activity</p> <p>There walking in the area are better able to make connections between the quality of the area and the enhancement it brings to their activities</p> <p>Local business are embracing better opportunities and skills which can recycle into the local and wider economy</p> <p>Provides catalyst for bringing forward local and live activities further including (for Eg) Chapel</p> <p>These business are making a positive contribution to sustainability and carbon reduction that there to be environmentally friendly means</p> <p>There will be a big increase in cultural activities and the public embracing the local and wider opportunities, for yet engaged</p>	<p>What if...</p> <p>Connecting 'libor' for communities embracing the canal not turning back to a Physical site improved</p> <p>Nature havens accessed and mobility services overcome</p> <p>Good Moorings and links into the Town Centre</p> <p>There are also other villages which don't directly border the canal so people do not need leave their cars</p> <p>Enhances the attractiveness of the areas leading to access investment, and by those both improved access, forming a more holistic appreciation of the canal quality and character of the area</p> <p>People are better connected appreciating their geographic context better so they can explore closer home, appreciate their community and have an improved health and well being</p> <p>Local area including water management communities people use them for walking, historical art etc. forming relationships to looking back into surroundings</p> <p>This forms key linkages in the county wide cycle network supporting sustainable transport all over the county</p> <p>There is a medal able increases in biodiversity and habits</p> <p>Leads to a reworking of the local transport links, using a meeting connecting to the canal and surrounding area and use of boat</p>	<p>What if...</p> <p>Environment enhanced as Key Green Corridor</p> <p>Natural Corridor with Sustainable Development at its heart</p> <p>GreenSpace (Phase 1B) opportunities</p> <p>Ecotourism - making the most of the canal in terms of Education and visiting children</p> <p>And it increases the children and people's interpretation and connection between people and their environment</p> <p>Becomes an example for others can inspire confidence and thinking protected spaces</p> <p>People connect for culture, it supports with other activities alongside increase in nature reactivity</p> <p>The green infrastructure is supported by visitors spending visitors spending outdoors - wildlife reactivity and other people</p> <p>All connections deliver a biodiversity help gain</p> <p>People are better connected appreciating their geographic context better so they can explore closer home, appreciate their community and have an improved health and well being</p> <p>Local area including water management communities people use them for walking, historical art etc. forming relationships to looking back into surroundings</p> <p>This forms key linkages in the county wide cycle network supporting sustainable transport all over the county</p> <p>There is a medal able increases in biodiversity and habits</p> <p>Leads to a reworking of the local transport links, using a meeting connecting to the canal and surrounding area and use of boat</p>
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- 3 Groups
- 2 breakout sessions:
"My Goals"
"Your Goals"



Group 1

Breakout Session 1
'MY GOALS'

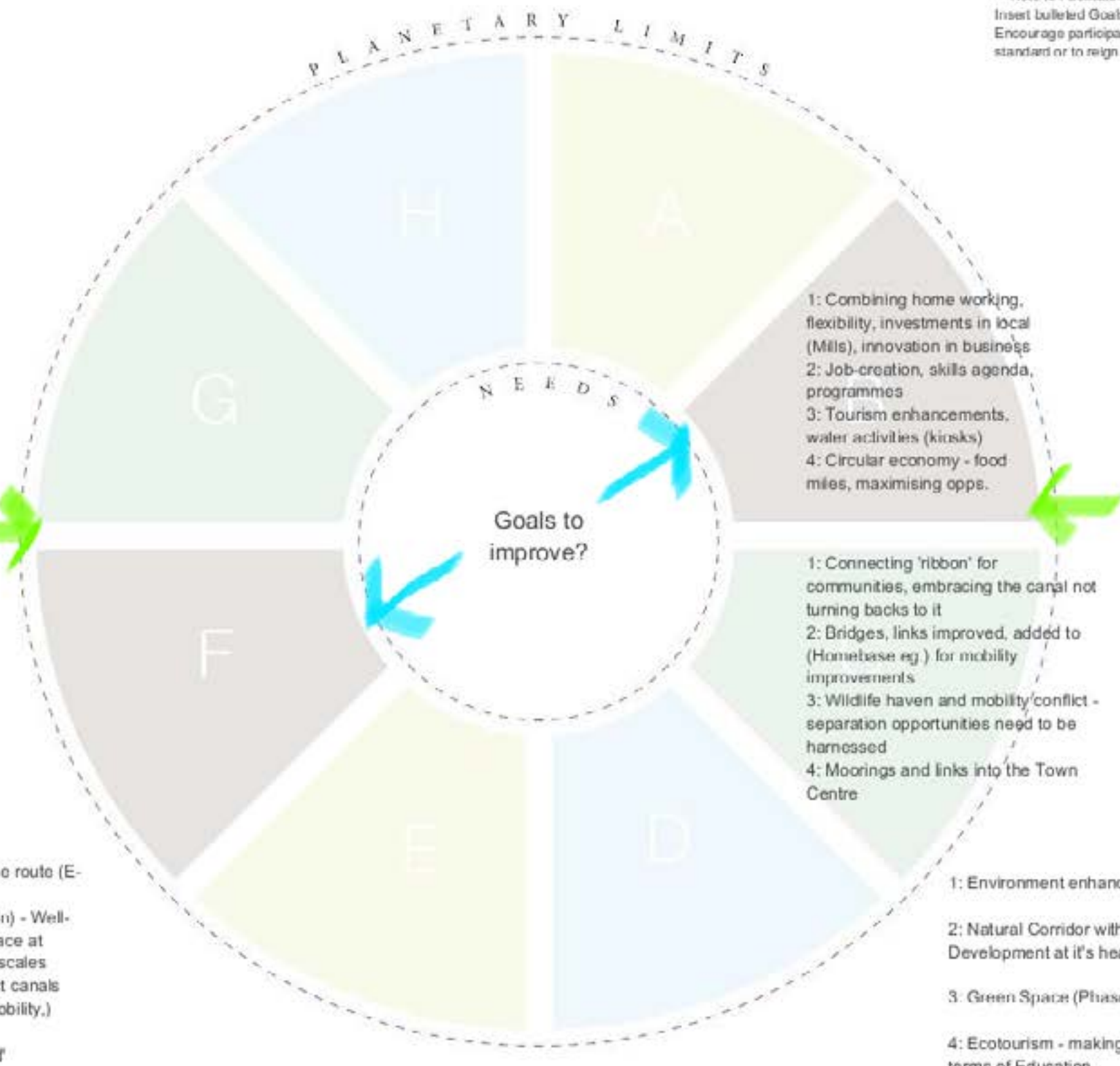
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Goals to reduce?

- 1: Potential as a link for migrating fish species
- 2: Habitat enhancements (wetlands), ecosystem services (Air, Soil, Water, etc.)
- 3: Natural Capital opps. 'Unifying' the watercourse
- 4: People have a role: recreation pressures reduced / sustained
- 5: Environment plan - green/social prescribing. Happy and healthy environments as a medicine

- 1: Connectivity all along the route (E-W and N-S)
- 2: Biodiversity (Nature Gain) - Well-being, access to green space at appropriate locations and scales
- 3: Access to Stroud District canals from near and far (sust. mobility,)
- 4: Active travel 'maximised'



** Note to Facilitators:
Insert bulleted Goals on behalf of your 8 contributors.
Encourage participants to consider whether the goal is to exceed a minimum standard or to reign in overshooting upper limits.

- 1: Connectivity to canal - social, commuting (horses, multi-user)
- 2: Business in Fastington coming from the canal (users)
- 3: Stonehouse Train station route improvements (bus N-S)
- 4: Active community hub involvement concerning the canal (increasing)

Goals to reduce?

- 1: Combining home working, flexibility, investments in local (Mills), innovation in business
- 2: Job-creation, skills agenda, programmes
- 3: Tourism enhancements, water activities (kiosks)
- 4: Circular economy - food miles, maximising opps.

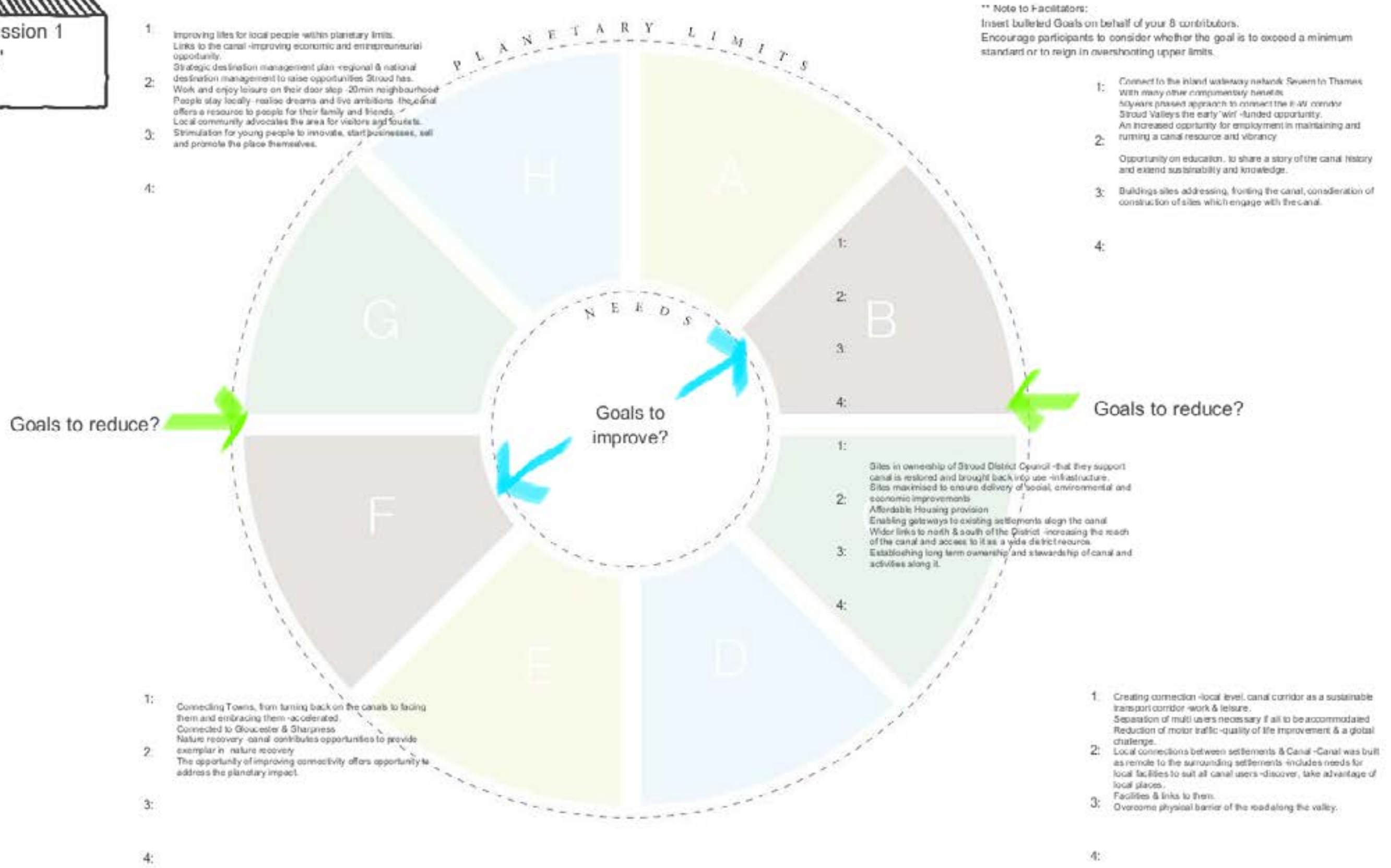
- 1: Connecting 'ribbon' for communities, embracing the canal not turning backs to it
- 2: Bridges, links improved, added to (Homebase eg.) for mobility improvements
- 3: Wildlife haven and mobility/conflict - separation opportunities need to be harnessed
- 4: Moorings and links into the Town Centre

- 1: Environment enhanced as Key Green Corridor
- 2: Natural Corridor with Sustainable Development at it's heart
- 3: Green Space (Phase 1B) opportunities
- 4: Ecotourism - making the most of the canal in terms of Education



Group 2

Breakout Session 1 'MY GOALS'



Group 3

Breakout Session 1 'MY GOALS'

1: Values and principles to create some common shared ground for the whole canal corridor. Commonality that brings together diverse communities. Buy in from communities.

2: To make this feel joined up as part of other work the council is doing around climate, inclusivity etc.

3: Fair economic development that provides for local people and enhances the existing community rather than outpricing them. Jobs and homes for local people.

4: Catching the skills knowledge and pipeline of knowledge and experience.

5: Bridge the gap between the historic environment and the new innovative growth in the district.

6: A tool that can be used to help support funding and create momentum for multiple projects on the canal.

1: Economic means to regenerate towns and settlements (including Stonehouse).

2: Mixed housing and mixed development similar to that which has been successful at Ebley.

3: Connectivity between canalside sites and nearby settlements, towns etc.

1:

2:

3:

4:

Goals to reduce?

1: Bringing to life active participation of communities. Long lasting social benefits.

2: Universal accessibility of canal. Considering design of green space as well as blue space. Mental and physical health benefits. All integrated into design rather than an afterthought. Access audit and design audit from disabled point of view.

3: Make marginalised communities feel part of the vision: tourism and participation for all.

Goals to improve?

** Note to Facilitators:
Insert bulleted Goals on behalf of your 8 contributors.
Encourage participants to consider whether the goal is to exceed a minimum standard or to reign in overshooting upper limits.

1: Connection of the canal into Brimscombe port.

2: Restoration of the complete canal from Saul to Letchlade including the Thames and Severn Canal.

3: Canal as a conduit for water transfer severn to thames.

4: Generating income of £400k per annum to sustain what we have and what we will get with the connection. Recognising the enormous volunteer cost that goes into the canal.

1:

2:

3:

4:

1:

2:

3:

4:

Goals to reduce?

1: More active participation in the canal and canal corridor from our communities. Take advantage of the resource that is the canal.

2: Safeguarding and enhancing biodiversity.

3: Supporting active travel: walking and cycling.

4: Unlocking economic development opportunities: brownfield regeneration and repurposing.

5: Supporting water based tourism. (Traditional canal uses and fishing, kayaking, paddle boarding).



Group 1

Breakout Session 2 'YOUR GOALS'

'Yes and...'

** Note to Facilitators:
The 'What if' question references the ideas from a different break-out group during Session 1. Invite participants to describe how this opportunity can be built upon. This can be far-reaching and doesn't need to be specific to respective expertise of the participants.

What if...

Multiple users travel the canal every day, using Eastington and a go-to village for Pubs, food and every-day items.
People travel from Stonehouse Train Station from Eastington and environs (N-S).
There is an active community hub involving canal opportunities.

Young people stay in the county and thrive, the community is more connected and we're proud of where we live.
enterprise and entrepreneurship is rising and opportunities can be realised in Stroud District.

People are living along side the canal. Nature is thriving, Exciting place to be.
Linking Stonehouse, improves access to town and realises opportunities to access facilities.

Visitors and residents will embrace the green transport revolution and encourage a sustainable community.

People can recognise and better appreciate and value the resource that they're enjoying

Yes and it becomes a very exciting place to live, growing, thriving

What if...

Combining home working, flexibility, investments in local (Mills), innovation in business
Job creation, skills agenda, programmes
Tourism enhancements, water activities (kiosks)
Circular economy - food miles, maximising opps.

The place is becoming thriving where younger people want to live and be part of. More economic opportunity. Realising the value of whats on their doorstep, supporting local economy and other business.

It becomes a goo to places, people want to spendtime here, spending money, enjoying eating out, enhance and improve the economy

Those working in the area are better able to make a connection between the qualities of the area and the reinforcement it brings to their activities.

It can become a magnet attracting resources and skills which can recycle into the local and wider economy.

provides catalysts for bringing forward brownfield sites attracting further investment into the District.

These business are making a positive contribution to sustainability and carbon reduction. Travel there is by environmentally friendly means.

There will be a big increase in cultural activity along the canal, stimulating new and unrecognisable opportunities. Not yet imagined.

What if...

Connecting 'ribbon' for communities, embracing the canal not turning backs to it
Physical links improved
Wildlife havens achieved and mobility conflicts overcome
4: Good Moorings and links into the Town Centre

There are also other villages which dont directly border the canal so people do not need to use their cars.

Enhances the attractiveness of the areas leading to increase investment, and for those with improved access, forming a more holistic appreciation of the overall quality and character of the area.

People are better connected appreciating their geographic context better so they can explore close to home, appreciate their community and have an improved health and well being.

These are connecting leaps into adjacent communities, people use these for walking, historical art trails etc. Moving from linear to doubling back into surroundings

This forms key linkages to the country wide cycle network supporting sustainable transport all over the county

There is a measurable increase in biodiversity and habitat.

Leads to a replanning of the local transport links -using a mooring connecting to free circular bus routes into and out of town.

What if...

Environment enhanced as Key Green Corridor
Natural Corridor with Sustainable Development at its heart
Green Space (Phase 1B) opportunities achieved
Ecotourism - making the most of the canal in terms of Education and visiting children

And it increases the children and people's interpretation and connection between people and their environment.

Becomes an exemplar for others can improve biodiversity and thriving protected species.

People coexist for culture, transport with other activities alongside increase in nature recovery

The green infrastructure is augmented by the canal extending into the surrounding countryside wildlife movements and also people.

All connections deliver a biodiversity net gain

Exemplar to biodiversity net gain and environmental impact reduction inspires national and international new best practice, building reputation, contribution to destination and best practice model.

Highlights the close a critical relationship between the natural environment and historic built environment, success breeds success in the other.



Group 2

Breakout Session 2 'YOUR GOALS'

'Yes and...'

** Note to Facilitators:
The 'What if' question references the ideas from a different break-out group during Session 1. Invite participants to describe how this opportunity can be built upon. This can be far-reaching and doesn't need to be specific to respective expertise of the participants

What if...
The Canal improves lives of local people & provides opportunity becoming a destination. People work and enjoy leisure on their door step. People stay locally - realise dreams and live ambitions.

Yes and... people have better access to more biodiversity.

Yes and... I can walk or cycle to work locally.

Yes and... there are thriving communities living along or near the canal.

Yes and... we've also managed to demonstrate the attractions of the canal to the wider audience.

Yes and... that we listen to local people who feel they have been part of the process of the regeneration of the canal corridor.

What if...
Connecting Towns is accelerated using the canal, from turning back on the canals to facing them and embracing them and this connectivity has led to more sustainable lifestyles.

Yes and... towns develop a USP to attract visitors to their unique offering and identity.

Yes and... I can visit my local town much easier by using the canal corridor.

Yes and... the potential connectivity was used to attract the required funding to complete the projects.

Yes and... we're capturing local wealth building that is kept within the area as part of a circular economy feeding back into the community and future projects.

Yes and... community hubs provide a range of facilities at future developments that help to sustain the canal now and into the future.

What if...
Sites are developed to support canal restoration and brought back into use by providing all necessary infrastructure.

Yes and... this helped to multiply the benefits of the whole canal corridor.

Yes and... important heritage assets are restored and repurposed.

Yes and... we incorporated learnings and insight from the pandemic into how this restoration and development is delivered.

What if...
The Severn links to the Thames.

Yes and... the canal can be used in part for gravity fed water transfer but also as a navigable canal.

Yes and... this was achieved using funding from the water transfer initiative and was achieved by the end of the 2030s.

Yes and... the canal became an opportunity for renewable energy generation and storage.

Yes and... the benefits extended beyond the canal to a much wider area. A cross regional gain for everyone.



Group 3

Breakout Session 2 'YOUR GOALS'

'Yes and...'

**** Note to Facilitators:**
The 'What if' question references the ideas from a different break-out group during Session 1. Invite participants to describe how this opportunity can be built upon. This can be far-reaching and doesn't need to be specific to respective expertise of the participants.

What if...

The canal strategy provided the economic means to regenerate towns and settlements along the canal (including Stonehouse).

- Have attractive green spaces
- Environmentally sustainable employment
- provide skill development and job opportunities for local people
- A catalyst for further inward investment in the area
- 'economy' included natural capital rather than just pounds and pence

What if...

We could bridge the gap between the historic environment and the new innovative growth in the district.

- protect the existing environmental assets and create new assets
- repurposing old buildings
- leaving undeveloped landscapes undeveloped (wildlife havens)
- helping future generations the history of their home area
- enhance the sustainable tourism offer around the historic environment

What if...

We could improve connectivity, not only along the canal but also between the canal and canalside sites and nearby settlements, towns etc.

- connecting the existing communities to increase local opportunities
- Maintaining a blue/green corridor through the urban area of Stroud (migrating otters)
- Eastington gains from this connectivity inwards as well as outwards for locals, supporting our village in a robust economy
- Harassing communities towards an inter-connected district of varying services
- Valuing canal proximity for the resource that it is; env., spacial, etc.

What if...

The strategy could unlock economic development opportunities along the canal: brownfield regeneration and repurposing.

- and all future development would engage with the canal rather than ignore it
- providing for active travel opportunities rather than car-dependent development
- wetlands as carbon sinks
- SUDS and nature food management for varying benefits
- Innovation for sustainable development. National exemplar



Group 3

Breakout Session 2
'YOUR GOALS'

'Yes and...'

** Note to Facilitators:
The 'What if' question references the ideas from a different break-out group during Session 1
Invite participants to describe how this opportunity can be built upon. This can be far-reaching and doesn't need to be specific to respective expertise of the participants

What if...
We made this feel joined up as part of other work the council is doing around climate, inclusivity etc.

Further diverse projects achieved across the district

practising what it preaches in terms of the declarations and producing the evidence base

What if...
We were able to create universal accessibility of the canal. Considering design of green space as well as blue space with all the related mental and physical health benefits.

Social prescribing the utility of the canal - access to all. Full range of accessibility (DDA compliance)

Fully encompassing the range of opportunities possible along the canal

What if...
We succeeded in restoring the complete canal from Saul to Letchlade including the Thames and Severn Canal.

yes and we've left a legacy for the volunteers

yes and we haven't destroyed an SSSI and bat species in the process

What if...
We could safeguard and enhance biodiversity along the canal corridor.

yes and we haven't destroyed an SSSI and bat species in the process



Longlisting “Your Goals”



Young people stay in the county and thrive, the community is more connected and we're proud of where we live. Enterprise and entrepreneurship is rising and opportunities can be realised in Stroud District
People are living along side the canal, Nature is thriving, Exciting place to be. Linking Stonehouse, improves access to town and realises opportunities to access facilities.
Visitors and residents will embrace the green transport revolution and encourage a sustainable community.
People can recognise and better appreciate and value the resource that they're enjoying
Yes and it becomes a very exciting place to live, growing, thriving.
The place is becoming thriving where younger people want to live and be part of. More economic opportunity. Realising the value of what's on their doorstep, supporting local economy and other business.
It becomes a good to places, people want to spend time here, spending money, enjoying eating out, enhance and improve the economy. Those working in the area are better able to make a connection between the qualities of the area and the enhancement it brings to their activities.
It can become a magnet attracting resources and skills which can recycle into the local and wider economy. Provides catalysts for bringing forward brownfield sites attracting further investment into the District.
Those business are making a positive contribution to sustainability and carbon reductionTravel there is by environmentally friendly means.
There will be a big increase in cultural activity along the canal, stimulating new and unrecognisable opportunities. Not yet imagined.
There's a measurable increase in biodiversity and habitat. Leads to a replanning of the local transport links -using a mooring connecting to free circular bus routes, into and out of town.
This forms key linkages to the country wide cycle network supporting sustainable transport all over the county
Connecting 'ribbon' for communities, embracing the canal not turning backs to it. Physical links improved. Wildlife havens achieved and mobility conflicts overcome. Good Moorings and links into the Town Centre
There are also other villages which don't directly border the canal so people do not need to use their cars.
Enhances the attractiveness of the areas leading to increase investment, and for those with improved access, forming a more holistic appreciation of the overall quality and character of the area.
People are better connected appreciating their geographic context better so they can explore close to home, appreciate their community and have an improved health and well being.
There are connecting loops into adjacent communities, people use those for walking, historical art trails etc. Moving from linear to doubling back into surroundings
Highlights the close a critical relationship between the natural environment and historic built environment, success breeds success in the other.
Exemplar to biodiversity net gain and environmental impact reduction inspires national and international new best practice, building reputation, contribution to destination and best practice model.
All connections deliver a biodiversity net gain
The green infrastructure is augmented by tentacles extending into the surrounding countryside -wildlife movements and also people.
People coexist for culture, transport with other activities alongside increase in nature recovery
Becomes an exemplar for others can improve biodiversity and thriving protected species.
And it increases the children and people's interpretation and connection between people and their environment.
People have better access to more biodiversity.
There are thriving communities living along or near the canal.
That we listen to local people who feel they have been part of the process of the regeneration of the canal corridor.
Towns develop a USP to attract visitors to their unique offering and identity.
I can visit my local town much easier by using the canal corridor.
The potential connectivity was used to attract the required funding to complete the projects.
We're capturing local wealth building that is kept within the area as part of a circular economy feeding back into the community and future projects.

Community hubs provide a range of facilities at future developments that help to sustain the canal now and into the future.
This helped to multiply the benefits of the whole canal corridor.
Important heritage assets are restored and repurposed.
We incorporated learnings and insight from the pandemic into how this restoration and development is delivered.
The canal can be used in part for gravity fed water transfer but also as a navigable canal.
This was achieved using funding from the water transfer initiative and was achieved by the end of the 2030's
The canal became an opportunity for renewable energy generation and storage.
The benefits extended beyond the canal to a much wider area. A cross regional gain for everyone.
We listen to local people who feel they have been part of the process of the regeneration of the canal corridor.
We've also managed to demonstrate the attractions of the canal to the wider audience.
I can walk or cycle to work locally
Further diverse projects achieved across the district
Practising what it preaches (design) in terms of the declarations and producing the evidence base
Fully encompassing the range of opportunities possible along the canal
Social prescribing the utility of the canal - access to all. Full range of accessibility (DDA compliance)
We haven't destroyed an SSSI and bat species in the process
We've left a legacy for the volunteers
Have attractive green spaces
Environmentally sustainable employment
Provide skill development and job opportunities for local people
A catalyst for further inward investment in the area
Economy' included natural capital rather than just pounds and pence
Enhance the sustainable tourism offer around the historic environment
Helping future generations the history of their home area
Leaving undeveloped landscapes undeveloped (wildlife havens)
Protect the existing envornmental assets and create new assets
Repurposing old buildings



Fifteen Emerging Themes



Shortlisting Stakeholder Goals

cross-referenced to the emerging themes

Dispersed Clusters - Mills, settlements joined by river and canal
Biodiversity (Nature Gain) - Well-being, access to green space at appropriate locations and scales
Bridges, links improved, added to (Homebase eg.) for mobility improvements
Local connections between settlements & Canal -Canal was built as remote to the surrounding settlements -includes needs for local facilities to suit all canal users -discover, take advantage of local places. Facilities & links to them
Settlement Hierarchy: sustainable locations and targeted growth/improvement
Business in Eastington coming from the canal (users)
Access to Stroud District canals from near and far (sust. mobility,)
People have a role: recreation pressures reduced / sustained
More active participation in the canal and canal corridor from our communities. Take advantage of the resource that is the canal
Economic means to regenerate towns and settlements (including Stonehouse)
Localising as a way of decarbonising
Environment plan - green/social prescribing. Happy and healthy environments as a medicine
Circular economy - food miles, maximising opps
Sites maximised to ensure delivery of social, environmental and economic improvements
Reduction of motor traffic -quality of life improvement & a global challenge
The opportunity of improving connectivity offers opportunity to address the planetary impact
Supporting active travel: walking and cycling
Continuity & Contrast, mixed personalities of the canal
Wildlife haven and mobility conflict - separation opportunities need to be harnessed
Environment enhanced as Key Green Corridor
Separation of multi users necessary if all to be accommodated
Mixed housing and mixed development similar to that which has been successful at Ebley
Unlocking economic development opportunities: brownfield regeneration and repurposing
Canal as a cross-cutting catalyst
Links to the canal -improving economic and entrepreneurial opportunity
Connect to the inland waterway network Severn to Thames with many other complimentary benefits
Strategic destination management plan -regional & national destination management to raise opportunities Stroud has
Nature recovery -canal contributes opportunities to provide exemplar in nature recovery
To make this feel joined up as part of other work the council is doing around climate, inclusivity etc.
A tool that can be used to help support funding and create momentum for multiple projects on the canal
Canal as a conduit for water transfer Severn to Thames
Local distinctiveness: Parish Clusters
Enabling gateways to existing settlements along the canal
Affordable Housing provision
Connectivity between canalside sites and nearby settlements, towns etc.
Universal accessibility of canal. Considering design of green space as well as blue space. Mental and physical health benefits. All integrated into design rather than an afterthought. Access audit and design audit from disabled point of view.
Topography of the District but the flat bottom of the valley
Active travel 'maximised'
Natural Corridor with Sustainable Development at it's heart
Connectivity to canal - social, commuting (horses, multi-user)
Overcome physical barrier of the road along the valley
Reconnecting (E-W): Thames to Severn; social groups/district
Connectivity all along the route (E-W and N-S)
50 years phased approach to connect the E-W corridor
Creating connection -local level, canal corridor as a sustainable transport corridor -work & leisure
Connected to Gloucester & Sharpness
Connection of the canal into Brimscombe port
Restoration of the complete canal from Saul to Lechlade including the Thames and Severn Canal

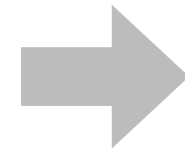
Connecting (N-S): town/canal relationship
Stonehouse Train station route improvements (bus N-S)
Wider links to north & south of the District -increasing the reach of the canal and access to it as a wide district resource.
Heritage: industrial 'back corridor' vs fronting and rediscovering recreation
Connecting 'ribbon' for communities, embracing the canal not turning backs to it
Green Space (Phase 1B) opportunities
Buildings sites addressing, fronting the canal, consideration of construction of sites which engage with the canal.
Connecting Towns, from turning back on the canals to facing them and embracing them -accelerated.
Living Heritage but assets at risk
Moorings and links into the Town Centre
Sites in ownership of Stroud District Council -that they support canal is restored and brought back into use -infrastructure.
Bridge the gap between the historic environment and the new innovative growth in the district.
Stroud Valleys the early 'win' -funded opportunity
Engineering restoration and nature restoration
Potential as a link for migrating fish species
Habitat enhancements (wetlands), ecosystem services (Air, Soil, Water, etc.)
Natural Capital opps. 'Unifying' the watercourse
Safeguarding and enhancing biodiversity.
Jobs, lifestyle & innovation; social well being; contrasting use of the canal
Combining home working, flexibility, investments in local (Mills), innovation in business
Job-creation, skills agenda, programmes
Improving lives for local people -within planetary limits.
Work and enjoy leisure on their door step -20min neighbourhood
People stay locally -realise dreams and live ambitions -the canal offers a resource to people for their family and friends.
Stimulation for young people to innovate, start businesses, sell and promote the place themselves.
An increased opportunity for employment in maintaining and running a canal resource and vibrancy
Fair economic development that provides for local people and enhances the existing community rather than outpricing them. Jobs and homes for local people.
Catching the skills knowledge and pipeline of knowledge and experience.
Generating income of £400k per annum to sustain what we have and what we will get with the connection. Recognising the enormous volunteer cost that goes into the canal.
Diversity & uniqueness; culture & arts
Opportunity on education, to share a story of the canal history and extend sustainability and knowledge.
Establishing long term ownership and stewardship of canal and activities along it.
Values and principles to create some common shared ground for the whole canal corridor. Commonality that brings together diverse communities. Buy in from communities.
Tourism and community pride
Active community hub involvement concerning the canal (increasing)
Tourism enhancements, water activities (kiosks)
Ecotourism - making the most of the canal in terms of Education
Local community advocates the area for visitors and tourists.
Bringing to life active participation of communities. Long lasting social benefits.
Make marginalised communities feel part of the vision: tourism and participation for all.
Supporting water based tourism (traditional canal uses and fishing, kayaking, paddle boarding).



UNIQUE FUTURE DRIVER: CONTINUITY *(TITLE T.B.C.)*

Key Features:

- A linear connection from east to west as a foundation for function across the district.
- Connecting communities and social groups.
- A diverse and varied condition balancing heritage/industry with nature/wildlife in a fluctuating relationship.
- A layering of journeys: different purposes, distances, means of transport, destinations.
- Potential for overarching policy continuity (planning/local plan) akin to a town or settlement policy with coherent governance and branding.



7 related Emerging Themes:

a Dispersed Clusters - Mills, settlements joined by river and canal

b Settlement Hierarchy: sustainable locations and targeted growth/improvement

c Localising as a way of decarbonising

d Continuity & Contrast, mixed personalities of the canal

e Canal as a cross cutting catalyst

f Local distinctiveness: Parish Clusters

g Topography of the District but the flat bottom of the valley

h Reconnecting (E-W): Thames to Severn; social groups/district

i Connecting (N-S): town/canal relationship

j Heritage: industrial 'back corridor' vs fronting and rediscovering recreation

k Living Heritage but assets at risk

l Engineering restoration and nature restoration

m Jobs, lifestyle & innovation; social well being; contrasting use of the canal

n Diversity & uniqueness; culture & arts

o Tourism and community pride



UNIQUE FUTURE DRIVER: CLUSTERING *(TITLE T.B.C.)*

Key Features:

Layered spheres of influences of different functions and concerns:

- Historic
- Economic
- Community
- Intersections/Access Nodes
- Built Form
- Frontages vs Backlands
- Topography



11 related Emerging Themes:

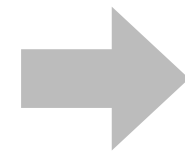
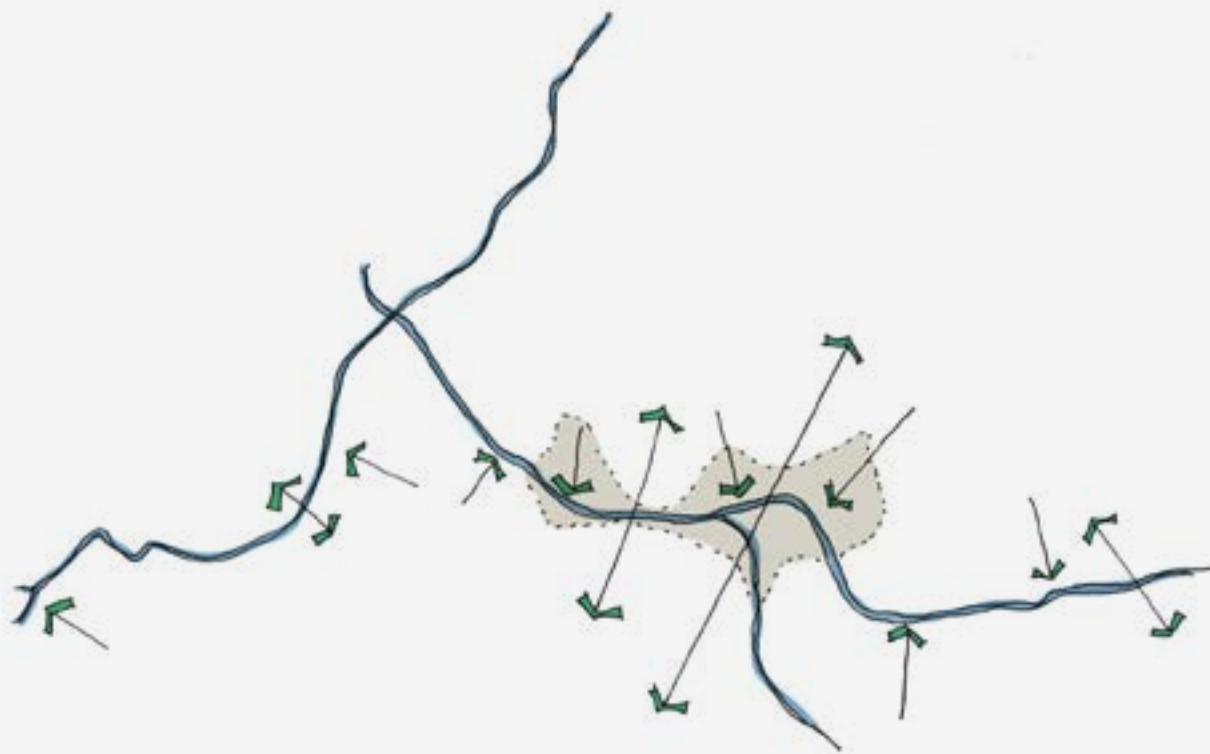
- a Dispersed Clusters - Mills, settlements joined by river and canal**
- b Settlement Hierarchy: sustainable locations and targeted growth/improvement**
- c Localising as a way of decarbonising**
- d Continuity & Contrast, mixed personalities of the canal**
- e Canal as a cross cutting catalyst
- f Local distinctiveness: Parish Clusters**
- g Topography of the District but the flat bottom of the valley
- h Reconnecting (E-W): Thames to Severn; social groups/district
- i Connecting (N-S): town/canal relationship
- j Heritage: industrial 'back corridor' vs fronting and rediscovering recreation**
- k Living Heritage but assets at risk**
- l Engineering restoration and nature restoration**
- m Jobs, lifestyle & innovation; social well being; contrasting use of the canal**
- n Diversity & uniqueness; culture & arts**
- o Tourism and community pride**



UNIQUE FUTURE DRIVER: CROSSINGS *(TITLE T.B.C.)*

Key Features:

- Connection east to west does not address all issues.
- Connecting to and across the canal, the valley and other barriers is essential to making the canal inclusive and accessible.
- With strong connections to the canal all communities and settlements can benefit fully from the canal as a catalyst for future growth.
- These connections maximise the potential of the east to west continuity and the clusters along the canal.



8 related Emerging Themes:

- a Dispersed Clusters - Mills, settlements joined by river and canal
- b Settlement Hierarchy: sustainable locations and targeted growth/improvement
- c Localising as a way of decarbonising**
- d Continuity & Contrast, mixed personalities of the canal
- e Canal as a cross cutting catalyst
- f Local distinctiveness: Parish Clusters
- g Topography of the District but the flat bottom of the valley**
- h Reconnecting (E-W): Thames to Severn; social groups/district
- i Connecting (N-S): town/canal relationship**
- j Heritage: industrial 'back corridor' vs fronting and rediscovering recreation**
- k Living Heritage but assets at risk
- l Engineering restoration and nature restoration**
- m Jobs, lifestyle & innovation; social well being; contrasting use of the canal
- n Diversity & uniqueness; culture & arts
- o Tourism and community pride

