

13 May 2020

STRATEGY AND RESOURCES COMMITTEE

A remote meeting of the Strategy and Resources Committee will be held on **THURSDAY 21 MAY 2020** at **7.00pm**.



Kathy O'Leary
Chief Executive

Venue

This meeting will be conducted using Zoom and a separate invitation with the link to access the meeting will be sent to Members, relevant officers and members of the public who have submitted a question.

Members of the public are invited to access the meeting streamed live via Stroud District Council's [YouTube channel](#).

A recording of the meeting will be published onto the Council's website (www.stroud.gov.uk). The whole of the meeting will be recorded except where there are confidential or exempt items, which may need to be considered in the absence of press and public.

AGENDA

1 APOLOGIES

To receive apologies for absence.

2 DECLARATIONS OF INTEREST

To receive declarations of interest.

3 MINUTES

To approve the Minutes of the meeting held on 30 January 2020.

4 PUBLIC QUESTION TIME

The Chair of the Committee will answer any questions from members of the public, submitted in accordance with the Council's procedures

DEADLINE FOR RECEIPT OF QUESTIONS

Noon on MONDAY 18 May 2020

Questions must be submitted in writing to the Chief Executive, Democratic Services, Ebley Mill, Ebley Wharf, Stroud, and sent by Email: democratic.services@stroud.gov.uk.

- 5 **AUTHORISATION TO USE COMPULSORY PURCHASE POWERS TO ACQUIRE LAND FOR COTSWOLD CANALS CONNECTED (PHASE 1B)**
To consider the use of Compulsory Purchase Powers to acquire land to deliver the Cotswold Canals Connected (Phase 1b) project.
- 6 **WORK PROGRAMME**
To consider a work programme for the new civic year.
- 7 **MEMBERS' QUESTIONS**
See Agenda Item 4 for deadline for submission.

Members of Strategy and Resources Committee 2020/21

Councillor Doina Cornell (Chair)

Councillor Martin Whiteside (Vice-Chair)

Councillor Nigel Cooper

Councillor Stephen Davies

Councillor Nick Hurst

Councillor Keith Pearson

Councillor Simon Pickering

Councillor Steve Robinson

Councillor Mattie Ross

Councillor Tom Skinner

Councillor Chas Townley

Councillor Ken Tucker

Councillor Debbie Young



STROUD DISTRICT COUNCIL

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STRATEGY AND RESOURCES COMMITTEE

3

30 January 2020

7.02 pm – 9.35 pm

Council Chamber, Ebley Mill, Stroud

Minutes

Membership:

Councillor Doina Cornell (Chair)	P	Councillor Steve Robinson	P
Councillor Martin Whiteside (Vice-Chair)	P	Councillor Mattie Ross	P
Councillor Nigel Cooper	P	Councillor Tom Skinner	A
Councillor Stephen Davies	P	Councillor Chas Townley	P
Councillor Nick Hurst	P	Councillor Ken Tucker	P
Councillor Keith Pearson	P	Councillor Debbie Young	A
Councillor Simon Pickering	P		
P = Present	A = Absent		

Officers in Attendance:

Chief Executive	Strategic Director of Resources
Interim Head of Legal Services and Monitoring Officer	Interim Accountancy Manager
	Democratic Services and Elections

SRC.060

APOLOGIES

Apologies for absence were received from Councillors Skinner and Young.

SRC.061

DECLARATIONS OF INTEREST

There were none.

SRC.062

MINUTES

RESOLVED

To approve as a correct record the Minutes of the meeting held on 17 December 2019.

SRC.063

PUBLIC QUESTION TIME

There were none.

SRC.064**THE FAIR PAY AND SENIOR PAY POLICY STATEMENT**

The Interim Head of Legal Services and Monitoring Officer outlined the annual policy statement. In response to a question he explained that in some instances staff worked part-time and in two different roles and were paid on two different salary scales.

On being put to the vote, the Motion was unanimously carried.

RECOMMENDED **That the statement is approved.**
TO COUNCIL

SRC.065**STROUD DISTRICT COUNCIL CAPITAL STRATEGY**

The Strategic Director of Resources outlined the Capital Strategy which was reviewed annually. There was very little change from last year but more detail around leasing and how this would be accounted for. Clarification was given regarding the allocation of monies from Capital Receipts. Councillor Townley congratulated the Finance Team on their very comprehensive report.

On being put to the vote, the Motion was unanimously carried.

RECOMMENDED **To approve the Capital Strategy at Appendix A.**
TO COUNCIL

SRC.066**THE GENERAL FUND BUDGET 2020/21, CAPITAL PROGRAMME AND MEDIUM TERM FINANCIAL PLAN**

The Strategic Director of Resources outlined the above report that requested Members to consider the Council's financial position over the medium term and set a budget and the level of council tax for 2020/21.

All of the service committees had already agreed their budgets at their recent Committee meetings with recommendations to Strategy and Resources Committee who would make recommendations to full Council.

The estimates of major funding sources from the Government's one year spending review were highlighted, including the Government deferring its major reviews of Local Government funding until 2021/22. Funding from the New Homes Bonus had been rapidly declining and was expected to cease from 2023/24.

Reports on both the canal and Brimscombe Port projects would be presented at April's Committee meeting. The Fees and Charges Policy set out a comprehensive list of all fees and charges for clarity. It was anticipated that this would bring in additional income of £126k.

In response to Members' questions the following points were clarified:-

- Reference paragraph 3.14 the £106k was an addition to the budget for property maintenance. These budgets had previously remained fixed for many years and in the meantime inflation had considerably reduced their value.
- General fund to HRA – a business case for insourcing the day to day repair and maintenance of our Council houses had been made. There were no savings included within the MTFP but the service would be closely monitored and savings considered in future budget rounds should they materialise.

- Reference paragraphs 3.23 (£100k) and 3.24 (£50k); these were both growth items for the new Strategic Leadership Team to have the resources to (a) bring sites within the district that are currently empty or disused into use and (b) for the Council's Health and Wellbeing team to work with outside organisations to develop projects to assist community groups. Both of these sums of money were estimates for the resources needed to bring projects forward.
- Reference page 61, the Environment Committee's budget for Carbon Management was mostly made up of salaries. More information about the breakdown of that budget would be sent to Members by the Strategic Director of Resources. At the present time there is work underway to produce an action plan. Updates are provided at the Environment Committee.
- The naming of new streets was usually undertaken by the Parish/Town Council at the request of the developer.
- Reference paragraph 3.17, the current lease expires in September 2020 and dialogue with the College is taking place.
- The cost for Car Parks (Other) on page 59 referred to enforcement.
- Some fees and charges for e.g. gambling were statutory.
- The Government's final settlement was expected in February 2020.

During debate Councillor Cooper raised concerns regarding the Council investing a considerable sum of money into one investment and not being able to call on the money quickly if required. Liquidity must remain a primary concern.

It was commented that the Audit and Standards Committee performed their function very well. Where possible investments should be made within the District. The local plan review should recognise the use of brownfield sites.

It was suggested that an opportunity had been missed regarding the climate emergency in terms of the budget; an Officer/Member Group would be reviewing this. Funding had been identified for carbon reduction projects within the reserves and the Officer/Member Group would be considering which projects could be funded or facilitated. Budgets could be further reviewed as workstreams develop.

Councillor Whiteside commented that the Council needed to be more creative to reduce the risk of flooding, not only on individual sites but on a whole valley scale. Community building and working in partnerships with others would reduce costs.

Councillor Pickering stated that not only the Council's existing housing stock but also the energy performance of privately owned homes needed to be improved. The Council could spend some money on providing guidance. People needed to be trained in retrofitting if this is to be deliverable and improving the energy performance of housing within the district would help reduce carbon emissions. It was possible for Grade II listed buildings to add internal insulation.

Councillor Townley had carried out research that had been based on energy certificates dating back from 2014. He estimated that a baseline figure of £30k may need to be spent on average per household and would circulate his research.

Councillor Cornell confirmed that there was a budget of £200k in the reserves for climate change. Discussions would be taking place with Group Leaders on projects working towards carbon neutrality next week.

On being put to the vote, the Motion was carried, with one abstention.

RECOMMENDED TO COUNCIL (Subject to the Government's final settlement announcements):

1. To approve the updated Medium Term Financial Plan as set out in Appendices A-E;
2. To increase the council tax by £5 to £212.52 at Band D, an increase of less than 10p per week for the services provided by Stroud District Council;
3. To note the uncertainty around the impact of changes to local government funding in 2021/22;
4. To approve the Capital Programme, as set out in Appendix E;
5. To approve the planned changes to the reserves as set out in Section 4 of the report and Appendix F;
6. To approve the fees and charges policy and list of Council fees and charges as set out in Appendices G and H.

SRC.067

HOUSING REVENUE ACCOUNT (HRA) – REVISED 2019/20 AND ORIGINAL 2020/21 MEDIUM TERM FINANCIAL PLAN 2019/20 – 2023/24

The Interim Accountancy Manager presented the above report which outlined the revised estimates for 2019/20 and the original estimates for 2020/21. It was anticipated that there would be a saving of £40k next year. For 2020/21 there was the sum of £181k in reserves. The increases were set out within the report. The charges for gas had been reduced and the savings would be passed on to our tenants.

It was not anticipated that there would be any savings made in 2021 for the in-house housing repairs and maintenance service. Reports would be presented to future meetings of both Housing Committee and Strategy and Resources Committee outlining costs against the business case.

There were changes to the capital programme because both the green and amber schemes are expected to be completed. HRA properties could be used for temporary accommodation which would enable tenants to remain within their local area.

Attention was drawn to the assumption that the rate of inflation would not be higher than 2%. If the rate did rise above 2% it could cause financial pressure on the HRA.

Councillor Pearson expressed his concern that 2 years ago garage sites in Upton St Leonards were going to be redeveloped and no building works had begun. Councillor Townley confirmed that a report providing an update would be presented to Housing Committee in either March/June 2020.

A development strategy on how the HRA would be looking to purchase land would be considered by the Housing Committee. In the meantime having a land purchase budget in place would enable Officers to purchase land quickly under delegated powers, should the opportunity arise.

Councillor Hurst inquired on the deliverability of the former Ship Inn site and its future use. In response, Councillor Townley, Chair of Housing Committee confirmed that discussions were taking place with the Town Council; all options are being explored. Sometimes the deliverability of a project was outside of our control due to unforeseen factors.

Councillor Townley confirmed that the figures within the report were the best estimates that could be made given the complexities. His view was that the budget had been well constructed.

On being put to the vote, the Motion was unanimously carried.

- RECOMMENDED TO COUNCIL**
1. The revised HRA revenue budget for 2019/20 and original budget 2020/21 are approved.
 2. The movement to and from HRA balances and capital reserves as detailed in Appendix B and section Error! Reference source not found. are approved.
 3. That from 1 April 2020:
 - i) Social rents and affordable rents are increased by 2.7%, in line with national rent guidance.
 - ii) Garage rents are increased by 2.7%.
 - iii) Landlord service charges are increased by 2.7%, except district heating charges which are decreased by an average of 21%.
 As detailed in Appendix A.
 4. That the HRA Capital Programme for 2019/20 to 2023/24, as detailed in Appendix C, be included in the Council's Capital Programme.

SRC.068

CORPORATE DELIVERY PLAN PROGRESS

The Chief Executive outlined the progress that had been made since the last update in December. The Salvation Army building was no longer available to purchase but had been offered to the Council on a long lease. This option was currently being explored. The targets for CDP 3.13 would be within the next update.

On being put to the vote, the Motion was unanimously carried.

- RESOLVED** **To note the progress made on the Corporate Delivery Plan Key Actions for 2019-20, as set out in Appendix 1 and highlighted in this report.**

SRC.069

LGA CORPORATE PEER CHALLENGE ACTION PLAN PROGRESS

The Chief Executive outlined the progress that had been made. Keith Gerrard the Strategic Director of Communities would be starting on 2 March 2020. We were very close to achieving our first four objectives and would be working on the other four once all new Strategic Directors were in post. The new Corporate Policy and Governance Team would be helping to meet these objectives.

Councillor Robinson requested a list of Strategic Directors and the services that would report to them and the Chief Executive confirmed that this would be circulated at a future date.

On being put to the vote, the Motion was unanimously carried.

- RESOLVED** **To note the progress made in Quarter 3 on implementing the LGA Corporate Peer Challenge Action Plan.**

SRC.070**WORK PROGRAMME**

The Changing Future of Play Areas scheduled for 5 March 2020 needed more work to be undertaken and would be presented at a future meeting. Two additional items were added to the meeting on 16 April 2020, Water Source Heat Pumps and the Budget Monitoring Report Quarter 3.

RESOLVED To note the above update to the Work Programme.

SRC.071**MEMBER/OFFICER REPORTS****Performance Monitoring**

The notes from January's meeting had been circulated prior to the meeting. Councillor Pearson was concerned that the risk CCR.10 had been reduced from 16 to 4. The planning service had recently lost several very experienced members of staff. The perception of Town and Parish Councils was that planning was not up to speed and there were major problems with the planning portal. The Strategic Director of Resources confirmed he would look into this. The new performance monitoring template was very good and there were no other issues to report.

Leadership Gloucestershire

Councillor Cornell confirmed that the last meeting had taken place on 19 December 2019. Several agenda items had been deferred; the next meeting was due to be held in March 2020. New funding streams would be explored to bring income into the district. More information would be available for Committee's meeting in March.

The Chief Executive had recently been to the Houses of Parliament and confirmed that devolution was back on the agenda with more accountability. The message was for District Councils in Gloucestershire to work together.

SRC.072**MEMBERS' QUESTIONS**

There were none.

The meeting closed at 9.35 pm.

Chair

STROUD DISTRICT COUNCIL
STRATEGY AND RESOURCES COMMITTEE

AGENDA
ITEM NO

21 MAY 2020

5

Report Title	AUTHORISATION TO USE COMPULSORY PURCHASE POWERS TO ACQUIRE LAND FOR COTSWOLD CANALS CONNECTED (PHASE 1B)
Purpose of Report	To consider the use of Compulsory Purchase Powers to acquire land to deliver the Cotswold Canals Connected (Phase 1b) project.
Decision(s)	<p>The Committee RESOLVES that:</p> <ul style="list-style-type: none">a. Having taken account of the issues set out in this report including the Appendices, the Committee considers that there is a compelling case in the public interest for the compulsory acquisition of the land and new rights identified in Appendix B of the report pursuant to the statutory powers contained in section 226(1)(a) and 226(3) of the Town and Country Planning Act 1990 and Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 and consequently resolves to make a Compulsory Purchase Order to be known as THE STROUD DISTRICT COUNCIL COTSWOLD CANALS CONNECTED (PHASE 1B: OCEAN, STONEHOUSE TO SAUL JUNCTION) COMPULSORY PURCHASE ORDER 2020 for the compulsory acquisition of that land and those rights.b. The Head of Legal Services be authorised;<ul style="list-style-type: none">(i) to prepare (in consultation with the Canal Project Manager and the Head of Property Services) an appropriate Order, Order Map(s) and Statement of Reasons in accordance with resolution (a) above.(ii) to make and submit the Order to the Confirming Authority and(iii) to take any further actions required for the purpose of securing confirmation of the Order including engaging Counsel and other external services as considered necessary.

Consultation and Feedback	Our partners in the project; Cotswold Canal Trust (CCT), Stroud Valleys Canal Company(SVCC), the Canal and River Trust (CRT) and Gloucestershire County Council (GCC) are all supportive of the use of CPO powers.			
Report Authors	Alison Fisk, Head of Property Services Tel: 01453 754430 Email: alison.fisk@stroud.gov.uk Alan Carr, Solicitor Tel: 01453 754437 Email: alan.carr@stroud.gov.uk <u>Appendix A</u> David Marshall, Canal Project Manager Tel: 01453 754646 Email: david.marshall@stroud.gov.uk			
Options	The Council and its partners could continue to try to negotiate the acquisition of the land required without confirming its intention to compulsory acquire land and submit the final bid for the project to the Heritage Fund. As failing to acquire the necessary land and property rights is the biggest risk to the project being delivered (and to securing the necessary funding) and there is a time limit for submitting the final bid, this would present a significant risk to the Lottery bid being successful. As some of the land required is unregistered and in unknown ownership the use of Compulsory Purchase Powers will be necessary and is the only way to ensure the project can be delivered.			
Background Papers	None.			
Appendices	Appendix A – Cotswold Canals Connected - Bid to National Heritage Lottery Fund Update Appendix B – Plans of land and new rights to be compulsorily acquired			
Implications (further details at the end of the report)	Financial	Legal	Equality	Environmental
	Yes	Yes	No	Yes

1. BACKGROUND

1.1. On 24th April 2018, the then Heritage Lottery Fund (HLF) awarded £842,800 as Development Funding, to the Cotswold Canals Connected project (Phase 1b) enabling the Council and its partners to work towards submitting a further Delivery Stage bid, in the order of £8.9 million, by a deadline of 1st June 2020.

1.2. The project's objective is the restoration of a 4-mile length of canal connecting the national waterway network at Saul Junction to the already restored 5-mile section running from Stonehouse to Thrupp. This would make Stonehouse and Stroud canal towns once again

- 1.3. The project will bring significant biodiversity, economic, leisure and health and wellbeing benefits (referred to in more detail in paragraphs 5.5 and 5.6 of this report).
- 1.4. Whilst Development funding does not automatically guarantee a Delivery Stage pass, the then HLF was clearly sufficiently impressed to award funding. Provided the project looks certain to deliver its outcomes to budget, there is no reason why the further bid should not succeed.

2. DEVELOPMENT STAGE PROGRESS

- 2.1 At its meeting in October 2019 the Committee resolved to support the principle of using compulsory purchase powers to acquire the land needed to deliver the Cotswold Canals Connected Project and to engage Counsel to start the preparation and processing of a CPO to confirmation
- 2.2 The Heritage (Lottery) Fund reviewed the Development Stage of the project in October 2019. Whilst the outcome of the review was generally positive, land acquisition was identified as remaining a major risk to the project.
- 2.3 The expectation is that we will submit the formal Delivery Stage bid by the 1st June 2020 as set out in the update at Appendix A to this report.

3. LAND ACQUISITION: CURRENT POSITION

- 3.1 Land is required for the scheme's permanent structures and facilities as well as for temporary working space and access. Permanent new rights are also required for access and drainage etc. Acquisition has to some degree been hampered by changing requirements in the design of the scheme, in particular the canal route, provision of biodiversity land and some of the engineering works. Whilst contacts/discussions have been taking place for some considerable time with landowners there have been difficulties in identifying what the precise land requirements are in a number of cases.
- 3.2 Much of the early contact with landowners was conducted by other project partners e.g. SVCC/CCT. Formal negotiations for the majority, were however handed over to the Council's Property Services Section in January 2020. More accurate land acquisition plans have now been produced and formal negotiations are proceeding with landowners with varying degrees of progress. The immediate concern is to de-risk land acquisition (as far as possible) prior to the determination of the lottery bid in September. Every effort will continue to be made to acquire land by agreement but it is highly unlikely that all of the land required will be secured in that timescale; some acquisitions are complex and it may not be possible to agree terms with all of the affected landowners. An Option to purchase land has been secured in two cases and another one is at an advanced stage. However compulsory purchase would in any event be required in respect of some small areas of land which are in unknown ownership and is of advantage in enabling certain restrictions on titles to be removed.

4. COMPULSORY PURCHASE

Human Rights

- 4.1 In view of the current position it is appropriate to consider the use of compulsory purchase powers. Such powers should only be used where there is a compelling case in the public interest and as a last resort and the purposes for which those powers are used must justify interference with the human rights of those who have an interest in the land affected. Regard must be given in particular to Article 1 of the First Protocol; to the European Convention on Human Rights and to Article 8 where appropriate:

Article 1

“Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law”

The preceding provisions shall not however in any way impair the right of the State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure payment of taxes or other contributions or penalties

Article 8

Everyone has the right to respect for his private and family life, his home and his correspondence.

There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals or for the protection of the rights and freedoms of others

- 4.2 These articles require a balance to be struck between the interests of the affected landowner and the public interest in the proposed project and compulsory purchase powers should only be used where there is a compelling balance in favour of the public interest.

Compulsory Purchase Powers

- 4.3 The most appropriate compulsory purchase powers in this case are contained in section 226 of the Town and Country Planning Act 1990. Section 226(1)(a) enables acquiring authorities with planning powers to acquire land if they think it will facilitate the carrying out of development, redevelopment or improvement on or in relation to the land being acquired. Section 226(3) provides for the compulsory acquisition of adjoining land which is required for the purpose of executing works for facilitating the development or use of the primary land. Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 provides for permanent new rights to be acquired over or in land. It is a pre-requisite for use of the powers contained in section 226(1)(a) of the 1990 Act that the acquiring

authority considers that the development, re-development or improvement proposed is likely to contribute to achieving the promotion or improvement of the economic, social or environmental well-being of the area for which the authority has administrative responsibility.

Compulsory Purchase Order and Associated Documents

- 4.4 A compulsory Purchase Order (once made by the acquiring authority) must be submitted to the appropriate Confirming Authority for confirmation in accordance with the procedural requirements of the Acquisition of Land Act 1981. The Order must be accompanied by an Order Map (or Maps) and a detailed Statement of Reasons setting out the justification for making the Order.
- 4.5 This project has now been designed in sufficient detail to identify all of the land and rights required to ensure its successful delivery. That land and those rights are identified on the plans appended to this report (Appendix B). Members should note that these plans contain land which will be required permanently and also land required for temporary access and working space. The current law relating to compulsory purchase does not allow acquiring authorities to distinguish between the two but the intention would be to negotiate temporary licences (in respect of the latter) preferably before, but if not, then after the confirmation of the Order rather than acquire such areas permanently. To assist members, Appendix B identifies land required permanently in pink colouring and land required temporarily in blue; permanent new rights are identified in magenta.
- 4.6 A Compulsory Purchase Order must be supported by a Statement of Reasons which sets out in detail the acquiring authority's "compelling case" for seeking confirmation of the Order in the context of the relevant authorising powers. Section 5 of this report sets out in summary form what officers consider is a compelling case for the use of Compulsory Purchase powers in this case pursuant to the legislative provisions referred to in paragraph 4.3.
- 4.7 There remains some work to be done in finalising the CPO documents and Statement of Reasons. It is anticipated that this work will be completed by early June and that if the proposed resolutions are adopted by the Committee a Compulsory Purchase Order can be made and submitted for confirmation at the end of June or early July.

5 THE CASE FOR COMPULSORY PURCHASE

The Planning Policy Position

- 5.1 The canal restoration project is one which enjoys significant support in terms of National and local planning policy. The Stroud District Local Plan (SDLP) (2015) and the Eastington Neighbourhood Development Plan (ENDP) (2016) contain a number of policies which support and promote the scheme. The principal SDLP Policy which supports the delivery of the scheme is **Policy ES11: Maintaining and Regenerating the Districts Canals**. This states (inter alia) that *"The Council will encourage the restoration of and other necessary functional improvements to the Districts canals. It will seek to improve access to and along the canals to encourage use for transport and for*

leisure/recreational purposes". The supporting text refers at para. 6.59 to the ongoing canal restoration project, "*led by Stroud District Council*". **Policy ES10: Valuing our historic environment and assets** seeks to preserve and enhance Stroud's Industrial Heritage Conservation Area which is inextricably linked to the Districts historic canal corridor. This policy is supplemented by the Council's IHCA Management Proposals Supplementary Planning Document adopted in November 2008. **Policy EP3** of the ENDP supports the continued restoration of the canal including development of canal-side land for tourist and recreational uses and activities.

- 5.2 The project is also supported through the Stroud District Local Plan Review. Although at an early stage in its development the draft Local Plan highlights the role of the Cotswold Canals in the District and the potential of the proposed scheme to deliver a re-opened Stroudwater Canal from Saul Junction to Brimscombe Port. Draft Site Allocation PS20/M5 Junction 13 additionally allocates the land required for the proposed canal scheme
- 5.3 These (and other) local policies reflect national planning policy as set out in the National Planning Policy Framework (NPPF).

NPPF's key premise is 'a presumption in favour of sustainable development' that should run through both plan-making and decision-taking. The scheme aims to deliver or enable sustainable development by delivering economic, social, and environmental benefits.

Section 9 of the NPPF promotes development that encourages more sustainable modes of transport which will help to contribute to wider health objectives. The scheme is expected to help promote local modal shift by encouraging leisure and potentially employment-related transport by boat, cycle and foot.

Section 8 of the NPPF provides support for planning decisions that deliver social, recreational and cultural facilities to meet community needs. It is recognized in the text of the NPPF that access to high quality open spaces and opportunities for recreation can make an important contribution to the health and wellbeing of communities and should therefore be protected. Similar protection and enhancement should be given to public rights of way and access routes. The scheme will promote access to the countryside and opportunities for recreation including walking and cycling along the associated towpath.

Section 14 of the NPPF promotes development that avoids increasing vulnerability to flood risk and makes development safe for its lifetime without increasing flood risks elsewhere. The scheme has considered the potential impact on flood risk.

Section 15 of the NPPF promotes development that contributes and enhances the natural and local environment including by protecting and enhancing valued landscapes, biodiversity and geodiversity. The scheme will secure bio-diversity gains and mitigation measures will be taken to protect vulnerable species and habitats

Section 16 of the NPPF relates to the conservation and enhancement of the historic environment. This includes protection of heritage assets in a manner appropriate to their significance including those with archaeological interest. The scheme falls

within the Industrial Heritage Conservation Area and its primary purpose is to restore and re-open this historic section of the Stroudwater Navigation.

Planning Permissions and Other Consents

5.4 Planning permissions/Listed Building Consents will be required for certain parts of the project e.g.

- (i) the “Missing Mile” section of new canal (to replace the original section filled in as a result of the construction of junction 13 of the M5 motorway) together with associated infrastructure. It is anticipated that a full application will be submitted to the Local Planning Authority as soon as essential flood modelling has been completed.
- (ii) Car parking provision at Fromebridge Mill. The Project Team are in discussions with the Local Planning Authority regarding siting size and design of this element of the scheme.
- (iii) Provision of biodiversity areas; detailed schemes are being worked up to enable applications to be made as soon as possible. As with the Missing Mile application, flood modelling work is being undertaken to inform these detailed schemes.
- (iv) Construction of new canal bridges at Stonepitts and Whitminster which will be procured on a design and build basis as the scheme progresses.

Whilst these permissions have not yet been secured, given the policy support for the project summarised in paragraphs 5.1, 5.2 and 5.3 it is not considered that there are any obvious reasons why the planning permissions required for the delivery of the project would be withheld.

5.5 Other consents from various bodies will be required for the delivery of the project e.g.:

- (i) Flood Risk Permits, Waste Management/Transfer Licences (Environment Agency)
- (ii) Internal Drainage Board Consents for works within 8m of a watercourse
- (iii) Highway Diversions (GCC)
- (iv) Consents for street works: New Roads and Street Works Act 1991 (GCC)
- (v) Mitigation licences for relocation etc. of disturbed species: Wildlife and Countryside Act 1981 (Natural England)
- (vi) Agreements for protection/diversion of apparatus of various utility providers
- (vii) Agreement with Network Rail for works to Ocean railway bridge
- (viii) Listed Buildings Consents
- (ix) Consent for works on or near M5 Junction 13 (Highways England)
- (x) Consent of CRT and the Company of Proprietors of the Stroudwater Navigation (CoPSN) being the bodies responsible for the existing sections of canal affected by the project

Discussions have been on-going for a considerable time with all of the bodies affected to identify the precise requirements for licences and consents. A timetable for securing all necessary consents has been built into the project programme and consultations to date indicate that the relevant bodies are very supportive of the scheme and that there should not be any insurmountable obstacles to obtaining those consents. CRT, CoPSN and GCC are partners in the project and share a common objective in achieving its delivery, subject of course to their respective statutory and other obligations.

The Well Being Considerations

- 5.6 Before exercising compulsory purchase powers pursuant to section 226(1)(a) of the Town and Country Planning Act 1990 the acquiring authority must consider whether the proposed project is likely to contribute to achieving the promotion or improvement of the economic, social or environmental well-being of the area for which the acquiring authority is responsible.
- 5.7 Section 6 of Appendix A summarises the anticipated outcomes of the project in terms of economic, social and environmental benefits to the Stroud District and beyond. Members will need to consider these anticipated outcomes in coming to a conclusion as to whether the test referred to in para 5.4 will be met. It should be noted that although these tests are expressed in the alternative, all three components of well-being would be met in this case.

Costs and Funding

- 5.8 Section 4 of Appendix A sets out the estimated costs of the delivery stage of the project and the sources of funding. This demonstrates that provided the bid to the Heritage Lottery Fund is successful, and provided the Council is prepared to underwrite any fundraising shortfall (see para 4.6 of Appendix A) then all of the financial resources required to deliver the project within programme are likely to be available.

6 CONCLUSION

- 6.1 As stated in paragraph 4.2 of this report any decision on the use of compulsory purchase powers must weigh the public interest in the purpose for which those powers are proposed to be used against the human rights of the persons who will be affected and the powers should only be used where there is a compelling balance in favour of the public interest.
- 6.2 In the absence of being able to acquire all of the land identified in Appendix B by agreement, the making and confirmation of the proposed CPO would enable the Council and its partners in the project to restore and re-develop this historic section of the Cotswold Canals and provide opportunities for the re-generation of communities along the whole length of the canal and beyond, linking up Phase 1a of the canal restoration with the National Network. This would result in a step change in terms of the socio-economic and environmental benefits that will accrue to the District.
- 6.3 The Council now has a (probably unique) opportunity to bring forward the reinstatement of this section of the canals and the promotion of a CPO is pivotal to gaining the funding necessary to do this.
- 6.4 The land to be acquired is predominantly agricultural in nature and its acquisition would have little if any direct or indirect negative impact on residential properties or indeed on commercial businesses. The delivery of the project will provide significant potential benefits and opportunities to local businesses and to residents in terms of enhanced recreational and other opportunities as set out in Section 6 of Appendix A. The recommendation to the Committee therefore is that a compelling case can be made for the proposed compulsory acquisitions and that the interference with human rights in this

case can be justified having regard to the statutory right to compensation available to persons with an interest in the land concerned.

7 RISKS

- 7.1 The use of compulsory purchase powers can have the effect of hardening land-owners' attitudes to disposing of their land. This can result in objections to the Order and a public inquiry which could have the potential of delaying confirmation of the Order for as much as a year or more (i.e. towards the end of 2021) and increasing costs substantially. A contingency provision has been included in the project budget to cover those increased costs.
- 7.2 Ultimately, there is always the possibility that the Order is not confirmed in part or in whole by the Confirming Authority. The Council has however retained the services of senior Counsel and a firm of land referencing consultants both with significant expertise in compulsory purchase from whom advice and assistance can be drawn as required. This should minimise the risk of failure to secure confirmation of the Order for technical/procedural reasons

8 IMPLICATIONS

8.1 Financial Implications

Funding for land acquisitions is included within the overall project budget and therefore, should the lottery bid be successful, there are sufficient resources available to fund compulsory purchases.

An overview of the current budget position of the project, including the level of fundraising still required and highlighted risks, is included in Appendix A.

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8.2 Legal Implications

The report above sets out details of significant implications

Alan Carr, Solicitor
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8.3 Equality Implications

An Equalities Impact Assessment is not required because the decision requested impacts equally on all landowners and the legislative framework for the CPO process must be followed. Full account has been taken of the Human Rights Act, in particular to Article 1 of the First Protocol; to the European Convention on Human Rights and to Article 8 where appropriate, as detailed in the body of the report. All landowners are advised to seek independent professional advice during negotiations.

The Cotswold Canals Connected 'outcomes for people' includes positive impacts: Specifically broadening participation by people from different socio-economic groups and ethnic backgrounds, age groups and abilities, tackling barriers to

participation and ensuring the participation of those hardest to engage. See paragraph 6.2 of Appendix A.

8.4 Environmental Implications

The update on the lottery bid at Appendix A, sets out details of significant environmental implications and enhancements (see paragraph 6.3).

As with most infrastructure projects the majority of the direct effects on the environment will occur during the construction phase. The Project Environmental Impact Report (which forms part of the delivery bid documentation), therefore, outlines the potential construction impacts and provides an outline of the Construction Environmental Management Plan (CEMP). This report links policy with potential impacts and provides a set of guiding principles for reference and adaptation by the engineering team and integration into the Delivery Plan and CEMP and it is the intention that the project will also work within the Council's emerging Climate Emergency Action Plan.

The major projects (such as the A38 Roundabout Crossing, the replacement of Walk Bridge, the M5 Crossing and the Ocean Railway Bridge) will be delivered by Contractors with Environmental Management Systems and procedures in place. The engineering team therefore will work with all designers and environmental managers to integrate mitigation measures into the CEMP as part of the Engineering Delivery Plan.

The Canal Environment Manager will be calculating net biodiversity net gain. The bid has no carbon counting requirements but the DEFRA Carbon Footprint methodology will be being applied to measure direct impacts from the development works to the land. Environmental sustainability remains an important outcome of the project and 'reducing negative environmental aspects' is a weighted outcome in the lottery bid.

COTSWOLD CANALS CONNECTED – BID TO NATIONAL LOTTERY HERITAGE FUND UPDATE

1. BACKGROUND

- 1.1. In November 2017, a funding Bid was submitted to the then Heritage Lottery Fund (HLF) for restoration of a 4.4-mile stretch of the Stroudwater Navigation between Saul Junction and Stonehouse Ocean. This would connect the already restored stretch between Thrupp and Ocean (Phase 1A) to the national waterway network, making Stroud and Stonehouse canal towns once again.
- 1.2. Historically, the Stonehouse – Saul section has been known as Phase 1B; the entire 36-mile length of the Cotswold Canals being divided into Phases 1, 2 and 3. When the 2017 bid was submitted, the project, which covers Phase 1B, was titled 'Stroudwater Navigation Connected'. Subsequent consultation showed that this did not chime with the public. In addition, use of the term 'Cotswold' immediately gives regional and national significance to the project. It is therefore now referred to as 'Cotswold Canals Connected'.
- 1.3. The bid was successful and announced in April 2018. We secured from the HLF a 'Round 1' Development Stage pass; one of only four in the country. This awarded us £842,800 funding to work up the bid into a fully costed and planned project. Whilst Round 1 funding does not automatically guarantee a Round 2 pass, the HLF was clearly sufficiently impressed to offer Development funding. Provided that the project looks certain to deliver its outcomes to budget, there is no reason why a Round 2 bid should fail.
- 1.4. The Development Stage ran for 2 years and a further 'Delivery Stage' Bid has to be submitted no later than 1st June. This Information Sheet signals our intention to make that submission. Doing so does not involve the Council in any commitment.

2. PHASE 1A UPDATE

Phase 1A has been an undoubted success. The benefits generated by this 5.5-mile linear park have been outlined previously, but there are some updates: -

- 2.1 External investment of £139 million attracted into the canal corridor. This figure, and others, are verifiable using a methodology agreed with the South West Regional Development Agency (now part of Homes England) in 2006.
- 2.2 As at 1st March 2020 the Dudbridge hydro-electric turbine had generated 480MWh of electricity, since its inception, saving 252 tonnes of CO² emissions.
- 2.3 Continuous improvements – e.g. new access ramp at Ham Mill and the planned creation of a boat turning area at Stroud Brewery, making it into a canal destination.
- 2.4 Towpath usage at Ebley is now 250,000 per year, verified by automatic counters. Unfortunately, baseline data was not collected by British Waterways prior to the project starting.
- 2.5 The canal is now navigable between Stonehouse and Thrupp, thanks to additional dredging by volunteers. This is a distance of just over 5 miles.

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- 2.6 The Stroud Valleys Canal Company is about to conclude the purchase of a small parcel of land at Thrupp. Once dug out, this will create a turning area for boats at Stroud Brewery, turning it into a canal destination in advance of access to Brimscombe Port.
- 2.7 Since the May 2018 report, 17 landing stages have been installed, with more to follow. These were designed in-house and can accommodate canoes. They are installed by volunteers and consist largely of reused motorway crash barrier. Some have been sponsored and it is hoped a similar pattern may continue in the future.
- 2.8 Access ramps at Eagle Mill Close and Ham Mill are now complete, allowing wheelchair and pushchair access to and from the towpath at those points.
- 2.9 Lodgemore Bridge has been electrified. Rebuilding the Brewery Wall in Stroud has transformed this town centre gateway site
- 2.10 Repairs are underway at Dudbridge Lower Lock, where the Victorian brick face has become detached from the original stone wall
- 2.11 It was reported in May 2018 that a sum of £165,000 remained in the phase 1A budget, but that this was dependent on a £140,000 s.106 contribution from the proposed Cheapside development, which has not materialised. At the time, the invoice for work at Wallbridge Lower Lock had not been received. We have now paid £147,000 to the contractor towards an Assessed Value of £172,000. An invoice for the difference has not been received and a Final Account has not been agreed. The net effect of these issues is that the likely overspend on this part of the project is £147,000 (Final Account £172,000 less budget of £25,000)

3. COTSWOLD CANALS CONNECTED DEVELOPMENT STAGE

- 3.1 Since April 2018, the Canal Team, which consists of a mix of paid staff, contractors and volunteers, has been working on a production of a full Delivery Stage Bid, including the following: -
 - Base line surveys so that the impact of the project can be measured
 - Reaching agreement with utilities for dealing with canal crossings
 - Drawing up 3 Conservation Plans, covering the restoration, the historic archives and wildlife/biodiversity. Negotiate land acquisitions and draw up legal agreements
 - Developing Activity Plans – basically community involvement plans – covering all aspects of the project.
 - Developing a digitisation plan for the archive and a pilot website
 - Preparing a Project Business Plan
- 3.2 The bid was ‘community led’. In effect, restoring the canal is a tool for community involvement, learning, economic development, biodiversity, health and wellbeing, leisure and conservation.
- 3.3 The bid, led by SDC and the Cotswold Canals Trust (CCT), was compiled with much assistance from ‘Core Partners’ in the project – Gloucestershire County Council (GCC), the Canal & River Trust (C&RT), the Stroudwater Navigation Archive Charity, Gloucestershire Wildlife Trust, the Inland Waterways Association and the Stroud Valleys Canal Company.

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- 3.4 The total cost of the project was estimated at £20.2 million, including the Development Stage and provision for contingencies and inflation.

The total budgeted cost of the Development Stage, as reported to Committee in May 2018 was £2,205,200. This budget, together with expected income, was as follows:

Cash contributions from partners:	£437,740
'In kind' assistance:	£177,060
Volunteer time:	£444,900
HLF grant:	£842,800
Fundraising:	<u>£302,700</u>
	£2,205,200

- 3.5 It is measure of volunteer commitment that the actual value of hours contributed in the Development Stage is £769,717, though this cannot be counted over the total above.
- 3.6 The original expected contribution to the Development Stage budget above from SDC was £438,000. The expected final cost to the Council is now due to be £700,000. Changes are largely due to:-
- Higher than budgeted costs from Network Rail and Gloucestershire County Council
 - The need to fund work undertaken in 2017, prior to the Development Stage beginning formally. These costs do not therefore form part of the lottery funded project and must be funded by the Council.
 - Over dependence on volunteer engineers who were not able to give sufficient time to the project, resulting in more professional work needing be commissioned
 - Increased Flood Risk work
 - The later than scheduled Bid application, resulting in additional staff costs
 - A reduction in 'in kind' assistance from Gloucestershire County Council and Canal & River Trust

The Council has not approved any increase in its original £3 million allocation to the project so this increase cost of the development stage has been factored into the Council's contribution to the delivery stage.

4. BID SUBMISSION AND BUDGET

- 4.1 The Development Stage has allowed the project to be fully worked up, designed, and costed. This massively reduces risk in the Delivery Stage. Other Development Stage work includes:-
- 4.2 Submission of the Delivery Stage Bid does not involve the Council in any commitment. We would expect to be notified of the Lottery decision in September, together with any conditions which have to be fulfilled before Permission to Start is granted. It is the signing of the Permission to Start agreement which triggers the Council's contractual commitment and it is leading up to this point that the exact commitment will be known and approval will be sought.
- 4.3 The expectation was that the Delivery Stage Bid would be submitted in late 2019. A number of factors have caused this to be delayed, the principal ones being:-

- Delayed access to some land along the route, preventing archaeological and engineering survey work being carried out
- Community engagement work taking longer than planned. This was due largely to a mismatch between the Lottery timetable and the academic year timetable
- Additional work having to be done on Flood Risk, due to deficiencies with the Environment Agency flood model

4.4 Post development stage, and allowing for works on the A38 roundabout being done early thanks to a £4 million Highways England grant, the Delivery Stage budget, though not fully finalised, is as follows, assuming a successful Lottery bid:-

Income

Committed cash:	£3,610,000
'In kind' assistance:	£1,593,000
Heritage Lottery Fund:	£8,957,000
Secured fundraising:	£625,000
Identified but not yet secured fundraising:	£1,397,000
Gap to be met by further fundraising:	<u>£169,000</u>
TOTAL	£16,351,000

Note: Committed Cash includes the balance of SDC's £3 million, i.e. The £2.3 million left after the development stage.

Expenditure

Construction:	£11,746,000
Community Engagement:	£1,019,000
Biodiversity:	£991,000
Other staffing:	£1,623,000
Inflation:	£525,000
Contingency:	<u>£447,000</u>
TOTAL	£16,351,000

4.5 The above does include certain assumptions based on risk, inflation and timing and is therefore likely to change over time. The range of potential project outgoings is between £15.9m and £17.8m, a range of £1.9m. The breakdown above is the result of an industry - standard Monte Carlo simulation to find the modal (expected) cost of the total project.

4.6 The Council is the funder of last resort on the project. It therefore carries the financial risk of both fundraising and variations in project cost. This will include the likely but not yet secured fundraising (£1.397 million) and the gap to be met by further fundraising (£169k). The decision to fund the project, and accept these risks, must be made by members when the decision to accept any possible HLF offer is made. Clearly the risks introduced by the Covid-19 pandemic must be properly considered at that time.

4.7 The fundraising effort which the Council is likely to be asked to underwrite is led by Cotswold Canals Trust. It should be emphasised that the Trust has an excellent Dave Marshall, Canal Project Manager david.marshall@stroud.gov.uk

fundraising track record, particularly with regard to raising £4 million which has enabled work to proceed on the A38 roundabout.

- 4.8 Although the deadline for Bid submission is 1st June, we can continue to update it into August. By that time, we need to have eliminated as much risk and uncertainty as possible, particularly over land acquisition. As has always been the case, our aim is to secure land by agreement, but this may not be totally possible. For this reason, S&R Committee is being asked to approve the use of Compulsory Purchase powers.

5. GOVERNANCE

- 5.1 The Development Stage has been overseen by a Project Board, with voting membership comprising:-

- | | |
|---------------------------------------|-----------------------|
| • Chief Executive (SDC) | • CCT Vice Chair |
| • Leader/Chair of S&R Committee (SDC) | • SVCC Chair |
| • Chair, Environment Committee (SDC) | • GCC representative |
| • CCT Chair | • C&RT representative |

The Strategic Directors of Resources and Place also attend, along with the Canal Manager and CCT's Treasurer.

An agreement was concluded between the above organisations for the purpose of submitting a bid for HLF funding. That agreement has been revised into a Strategic Partnership Agreement to accommodate the Delivery Stage of the project. It will come into being as and when a Lottery offer is made and accepted.

- 5.2 This partnership agreement provides for the Council to take a lead role in administering funds and procuring works and services required to progress and complete the project. In order to give effect to this partnership agreement it will be necessary to make appropriate constitutional arrangements for relevant decisions to be made on behalf of the Council. The necessary delegation of powers can only be granted to an officer of the Council; to a committee or to a new sub-committee of this committee. It will therefore be proposed that all such powers for these purposes (including spending and recruitment) are delegated to the Canal Manager, similar to those approved by Committee in May 2018 and applicable to the Delivery Stage.

6. COTSWOLD CANALS CONNECTED OUTPUTS

In summary, Cotswold Canals Connected is on course to produce the following:

- 6.1 Lottery Heritage Outcomes for Heritage:

- Reopening 4 miles of the Stroudwater Navigation, linking the already restored canal to the national waterway network and making Stonehouse and Stroud canal towns once again
- Restoring 6 original locks and 3 original bridges
- Imaginatively restoring, interpreting and making accessible the Stroudwater Navigation archive (100,000 documents) through interpretation projects, public exhibitions, informal and formal learning and collaboration with existing restored Mills and Museums.
- Inclusion of work on the 1-mile stretch between Saul and Framilode. This is disused and will remain so, but is very much part of the historic Stroudwater

Navigation. We plan to work with the community to improve access, site interpretation materials and improve the channel's biodiversity.

6.2 Lottery Heritage Outcomes for People:

- Increasing knowledge of the cultural built and natural heritage for 750,000 people and communities both nationally, through our marketing and promotion and locally through events, festivals, walks, talks, visits, and exhibitions.
- Stimulating historical enquiry through arts, STEM and literacy, schemes of work for 2,000 primary school children, 300 secondary school children and 150 college and university students.
- Working with the Canal & River Trust to provide placements for 17 apprentices, together with a council placement undertaking communications and marketing.
- Offering appropriate and supported training and work placements, in areas of canal restoration, business development, archive and wildlife enhancement and conservation to 35 people.
- Attracting 500 new people into meaningful new volunteering opportunities in canal restoration, business development, archive and wildlife enhancement and conservation.
- Improving health and well-being for 24,000 people and communities through improving access to outdoor activities, heritage events and meaningful education and training opportunities which lead to greater self-esteem, confidence and commitment to learning.
- Specifically broadening participation by people from different socio-economic groups and ethnic backgrounds, age groups and abilities, tackling barriers to participation and ensuring the participation of those hardest to engage
- Offering opportunities for people in preventative or rehabilitation programmes.
- Health benefits of £7.9 million per annum on the total restored canal

6.3 Lottery Heritage Outcomes for wildlife and the environment:

- 21ha of new biodiversity created
- 30,000 trees and shrubs to be planted across the Project area
- Creation or restoration of 3 ponds
- Creation of 1,700m of shallow depressions with gently sloping edges, which seasonally hold water. They create obvious in-field wet features that are very attractive to wildlife.)
- 25kg of wildflower seed (harvested locally) to be sown creating 6.25 hectares of wildflower meadow
- 4km of new hedgerow to create connectivity across the landscape and link up isolated patches of woodland and hedge.
- 300m of in-river habitat restoration. To support partner projects including the Salmon to Salmon Springs Project and the Upper Framilode Flood Alleviation Scheme.
- The inclusion of eel passes within lock structures will help conserve the critically endangered European Eel.
- Wildlife habitat – 116 bat boxes, 2 pillboxes converted to Horseshoe summer roosts, 150 bird boxes (for songbirds, riparian, birds of prey), 1 kingfisher bank, 6 reptile and amphibian hibernacula, 3 insect hotels, 2 wood pile otter holts.
- Built structures – 6 benches and either 1 large or 2 small bird hides.
- Creation of 5-10 cycling and 5-10 walking trails/circular routes along the canal
- 2 Gloucestershire Wildlife Trust for Nature courses per annum
- 12 people trained in wildlife monitoring to cover different lengths of the canal).

- Biodiverse habitat within the canal river corridor that reaches enough extent and condition to offset all impacts of the development within 15 years.
- The first infrastructure project to achieve Building with Nature Accreditation (within 5 years).
- Achieve biodiversity net gain and Environment Bank accreditation within 15 years.

6.4 Lottery Heritage Outcomes for economy, our communities and our organisations:

- Building and creating a sustainably managed canal corridor which attracts new and supports existing business & enterprise
- Providing canal-based heritage experiences which are attractive, provide services, information, transport links and offers a wide range of opportunities on the water, in nature reserves, in Mills and museums and through our existing plethora of community festivals and events.
- Offering formal and informal learning and skills-based volunteering opportunities which contribute towards building community cohesion, reducing youth unemployment and entrenched worklessness across the project area and targeted communities in Gloucester.
- Producing a proactive and robust tourism plan for the canal corridor which aligns with national and international tourism strategies and marketing campaigns, integrates the Cotswolds Canals with the UK's national waterways and links to sustainable transport through the Community Rail Partnership
- Stimulating local business and entrepreneurship through incubating, mentoring and providing support for small businesses and development of Community Hubs.
- Additional spend in the local economy of £5m - £5.6m per annum
- The proposed café in the Missing Mile would itself potentially support 10 full time equivalent jobs
- Land values on Phases 1A and 1B would increase by £73.6 million
- We are working with internationally renowned artist Luke Jerram (Eden Project Earth sculpture) and nationally renowned artist Jackie Lantelli (WW1 wire soldier sculptures).

7. TIMETABLE

- 7.1 The Delivery Stage bid has to be submitted by a deadline of 1st June. Ordinarily, there would have been a Lottery Trustees' visit to the project in July, followed by a decision in September. This visit is now expected to be replaced by a video briefing.
- 7.2 Once the decision is made, there may be a delay before work can start – if, for example, not all land has been secured. This 'Permission to Start' period is normally limited to 6 months, but can be extended. Work can be undertaken at risk during this period and is eligible for Lottery funding once Permission to Start has been given.
- 7.3 It is important to note that Network Rail (NR) has a 'possession' booked for the end of May, 2021 to enable construction of the new bridge taking the railway over the canal at The Ocean, Stonehouse. These possessions have a long lead-in time and require NR to compensate rail operators; thus any delay from the planned timetable would be long, consequently involve increased costs and may not be capable of fitting in to our own project timetable. As a result, once the outcome of the Lottery bid is known in the third week of September, an IMMEDIATE decision will be required (before the end of the month) to enable the construction contract to be let; this will be in the order of £3.8 million. As per 7.2 above, this commitment will have

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to be taken at risk as it is highly unlikely that formal Permission to Start will have been given.

- 7.4 It is also important to note that an agreement was made with Network Rail earlier this month to allow detailed design work to proceed. This work, in the sum of approximately £500,000 had to be procured now if the above timetable is to be met and comes from the Council's existing capital allocation. This sum can come from the Council's budget for the project. However, it should be noted that this sum is committed and will not be reimbursed should the lottery bid not be successful and the project not proceed further.
- 7.5 In order to keep volunteers engaged, it is intended that limited work will start in advance of the Lottery decision. This work would be limited to repair work to existing locks and possible preparation of the site compound next to Ocean railway bridge, provided that safe working methods can be established in the present situation.
- 7.6 It should be noted that a planning application will soon be submitted in respect of the construction of new canal across the 'Missing Mile' – that section of canal which was lost when the M5 motorway was constructed. This application will include provision of a small basin, with moorings for up to 42 boats and a supporting café facility, between the M5 and A38. The provision of such facilities is of course essential to attract visitors to the canal and to make it viable. In last year's budget survey, toilets and café were top of respondents' answers when asked what would make them more likely to use the canal and towpath (53%).

8. CONSULTATION AND FEEDBACK

- 8.1 Online and interactive questionnaires provided useful information about exactly who and how people are interacting with the canal corridor, what their motivations are, whether they get out on the water and about their relationship with the wildlife, creativity, learning and local history. Since March 2018, 3,314 local people have participated in focus groups, interviews, surveys and questionnaires. Much of this feedback is extremely complicated and qualitative – and has been used to inform the funding bid. A further 36,923 people have attended talks on the Cotswold Canals or visited the two Canal Visitor Centres.
- 8.2 To date, 8 Town and Parish Councils in the canal corridor have signed up to the Cotswold Canals Connected Partnership Agreement, alongside 7 other groups.
- 8.3 Based on the old Western Canals Consultative Group, the new Cotswold Canals Connected Consultative Group meets regularly and mainly comprises Town & Parish Councils West of Chalford. This is the principal forum for the community to be briefed on the project and in turn to put questions, raise concerns etc.

9. NATIONAL SITUATION

- 9.1 This Information Sheet follows a meeting with the National Lottery Heritage Fund on 30th March. Our Case Officer was keen to emphasise that the situation regarding Lottery grants and timetable is fluid and could change at any time.

APPENDIX B

Strategy and Resources Committee

21st May 2020

INDEX:

P1B-X19.1-074 – Plot Numbers: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

P1B-X19.1-075 – Plot Numbers: 12, 13, 14, 15, 16, 17, 18

P1B-X19.1-076 – Plot Numbers: 19, 20, 21, 22, 23

P1B-X19.1-077 – Plot Numbers: 24, 26, 27, 28, 29, 30

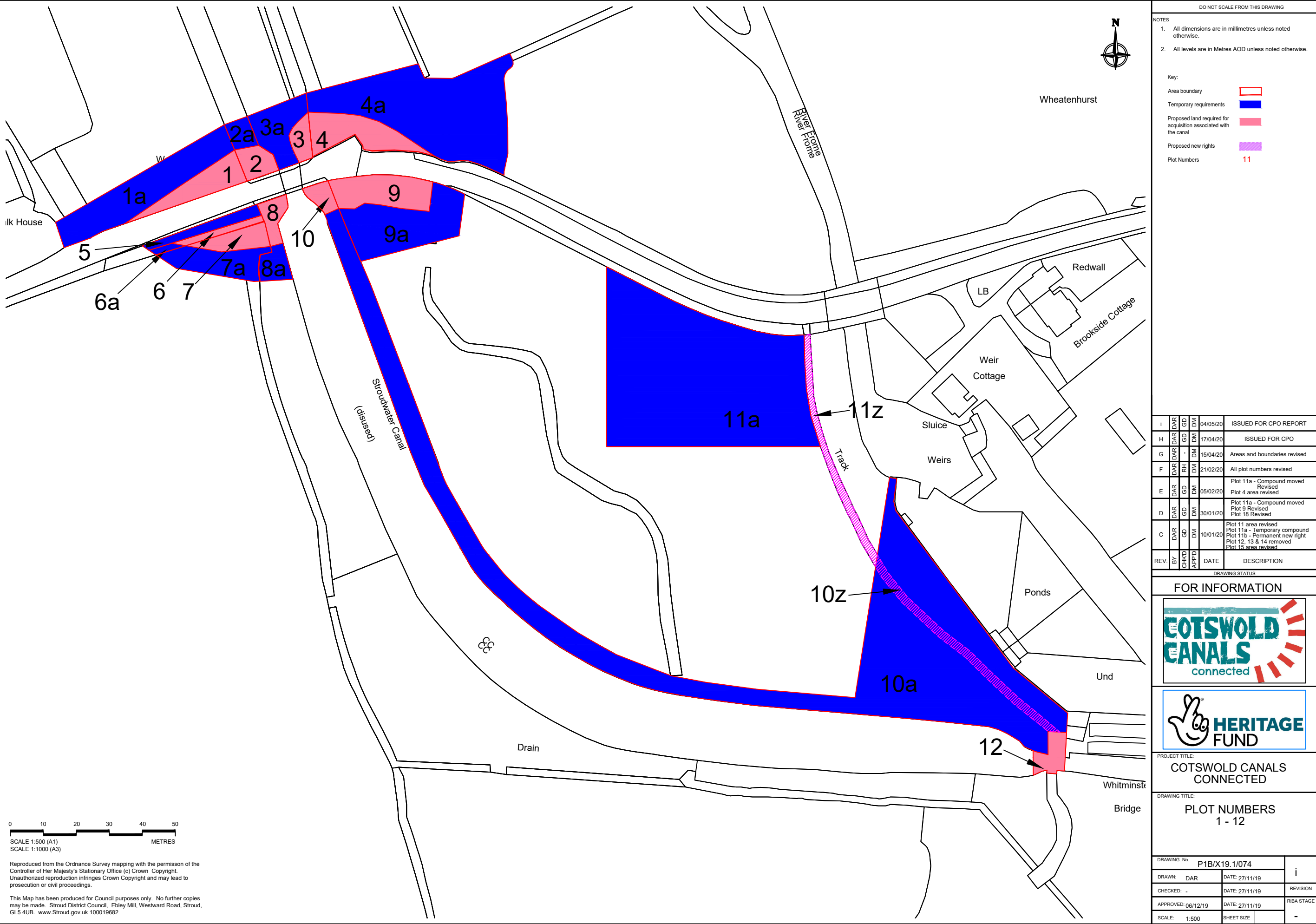
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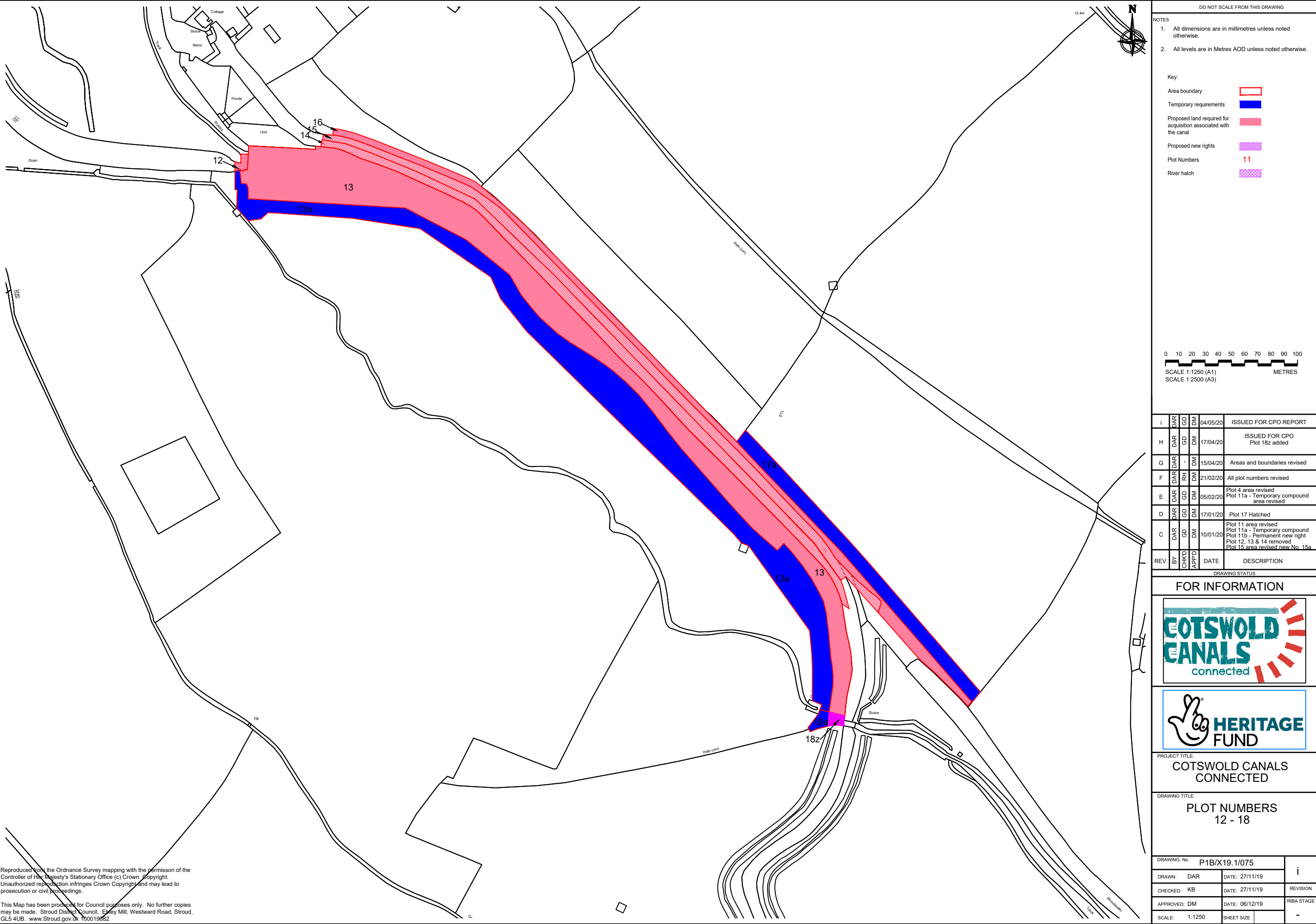
P1B-X19.1-080 – Plot Numbers: 32, 34

P1B-X19.1-081 – Plot Numbers: 35, 36, 37, 38

P1B-X19.1-082 – Plot Numbers: 39, 40, 42, 43, 44

P1B-X19.1-084 – Plot Numbers: 45, 46, 47, 48, 49





DO NOT SCALE FROM THIS DRAWING

NOTES

- All dimensions are in millimetres unless noted otherwise.
- All levels are in Metres AOD unless noted otherwise.

Key:

Area boundary

Temporary requirements

Proposed land required for acquisition associated with the canal

Proposed new rights

Plot Numbers 11


River hatch


0 10 20 30 40 50 60 70 80 90 100
SCALE 1:1250 (A1)
SCALE 1:2500 (A3) METRES

I	DAR	GD	DM	04/05/20	ISSUED FOR CPO REPORT
H	DAR	GD	DM	17/04/20	ISSUED FOR CPO Plot 18z added
G	DAR	GD	DM	15/04/20	Areas and boundaries revised
F	DAR	RH	DM	21/02/20	All plot numbers revised
E	DAR	GD	DM	05/02/20	Plot 4 area revised Plot 11a - Temporary compound area revised
D	DAR	GD	DM	17/01/20	Plot 17 Hatched
C	DAR	GD	DM	10/01/20	Plot 11 area revised Plot 11a - Temporary compound Plot 11b - Permanent new right Plot 12, 13 & 14 removed Plot 15 area revised new No. 15a
REV	BY	CHKD	APPD	DATE	DESCRIPTION

DRAWING STATUS

FOR INFORMATION





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**COTSWOLD CANALS
CONNECTED**

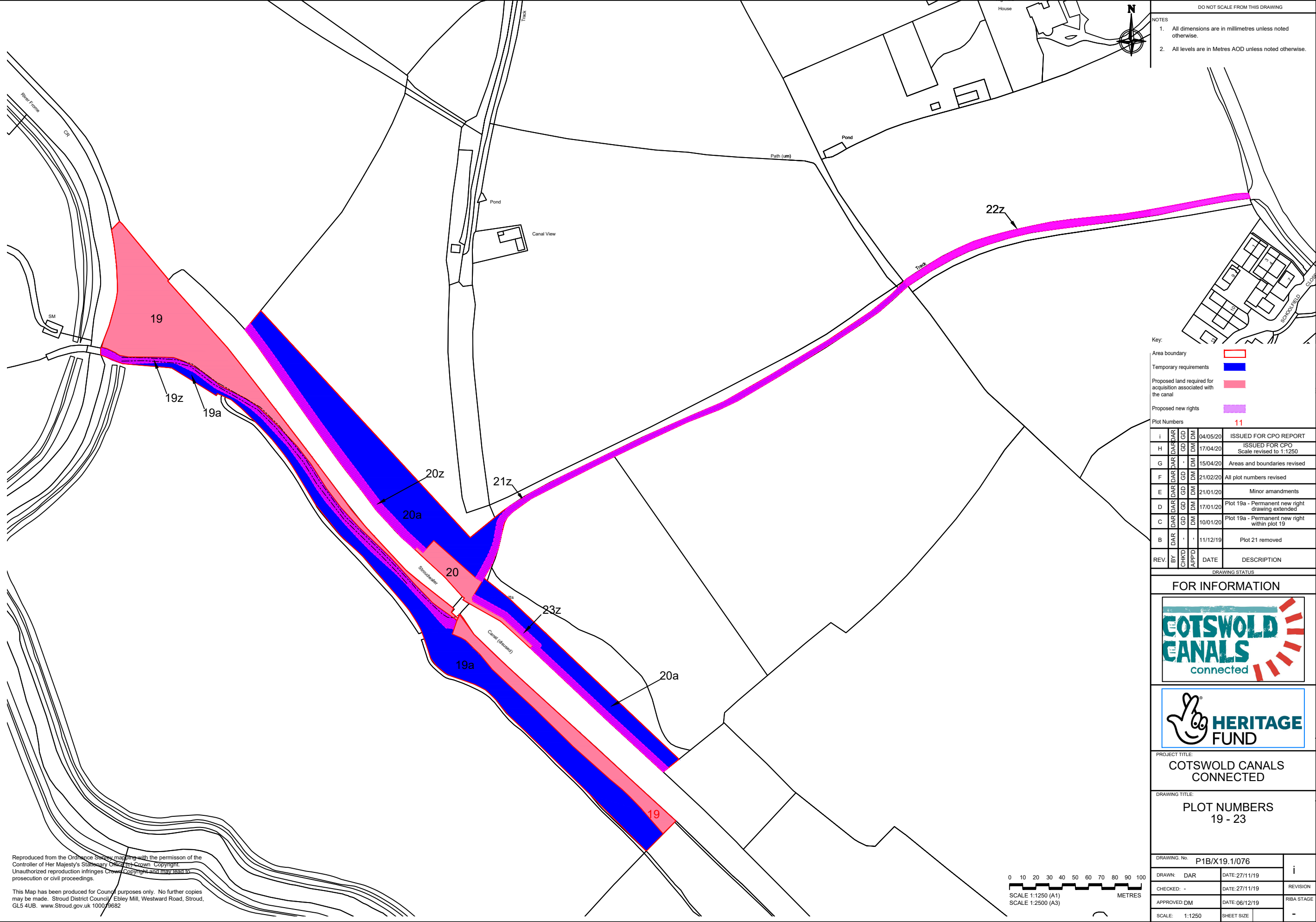
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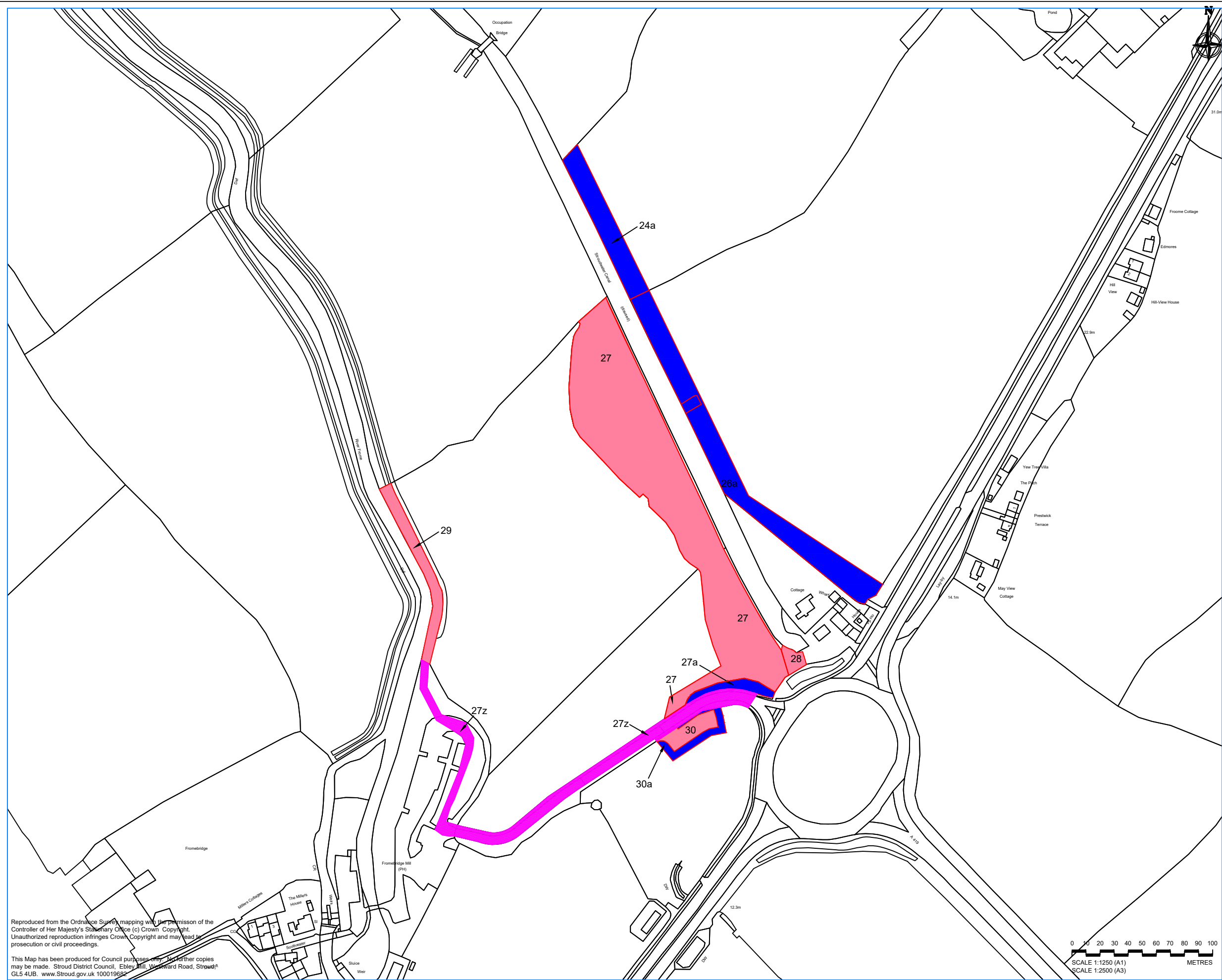
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CHECKED: KB	DATE: 27/11/19	
APPROVED: DM	DATE: 06/12/19	
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- All levels are in Metres AOD unless noted otherwise.

Key:

Area boundary

Temporary requirements

Proposed land required for acquisition associated with the canal



Proposed new rights

Plot Numbers 11

i	DAR	GD	DM	04/05/20	ISSUED FOR CPO REPORT Plot 25 and 26 combined
H	DAR	GD	DM	17/04/20	ISSUED FOR CPO Scale revised to 1:1250
G	DAR	GD	DM	15/04/20	Areas and boundaries revised
F	DAR	RH	DM	21/02/20	All plot numbers revised
E	DAR	GD	DM	30/01/20	Minor amendments
D	DAR	GD	DM	30/01/20	Hatch removed
C	DAR	GD	DM	10/01/20	Plot 22 - Area revised
B	DAR	GD	DM	11/12/19	Plot 21 and 26 removed. Plot 22 reduced
REV	BY	CHKD	APPD	DATE	DESCRIPTION

DRAWING STATUS

FOR INFORMATION



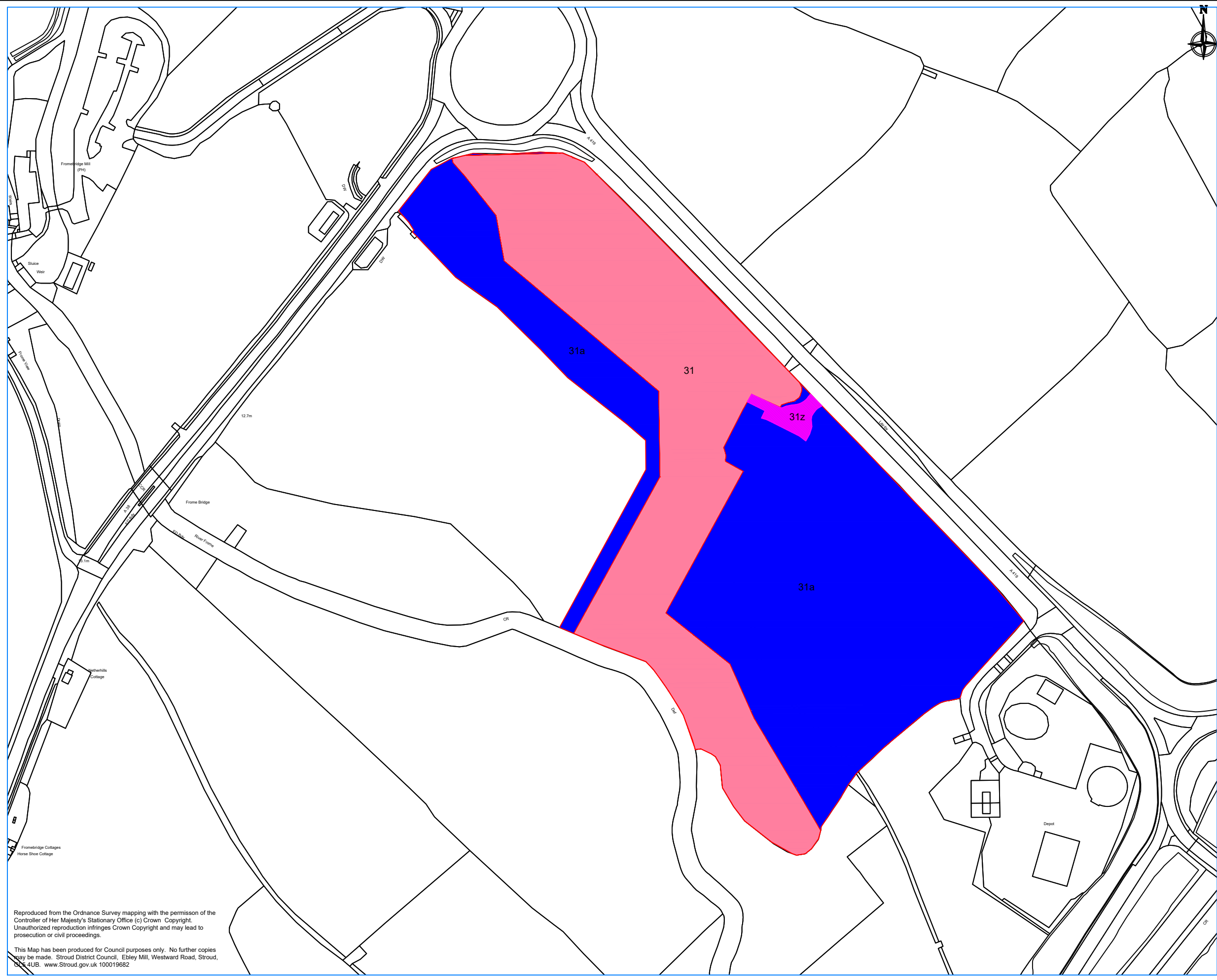
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**COTSWOLD CANALS
CONNECTED**

DRAWING TITLE:
**PLOT NUMBERS
24 - 30**

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SCALE: 1:1250	SHEET SIZE	-

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NOTES

1. All dimensions are in millimetres unless noted otherwise.

2. All levels are in Metres AOD unless noted otherwise.

Key:

Area boundary

Temporary requirements

Proposed land required for acquisition associated with the canal

Proposed new rights

Plot Numbers

0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1250 (A1)

SCALE 1:2500 (A3)

METRES

j	DAR	GD	DM	04/05/20	ISSUED FOR CPO REPORT
i	DAR	GD	DM	23/04/20	Plot 31 boundaries revised
H	DAR	GD	DM	17/04/20	ISSUED FOR CPO Plot 31z added Plot 31 area revised
G	DAR	'	DM	15/04/20	Areas and boundaries revised
F	DAR	'	'	21/02/20	All plot numbers revised
E	DAR	'	'	30/01/20	Minor amendments
D	DAR	'	'	30/01/20	Plot 31 Hatched removed
C	DAR	'	'	09/01/20	Plot 31 area revised Plot 32 area revised Plot 32a new area added
REV	BY	CHKD	APPD	DATE	DESCRIPTION

DRAWING STATUS

FOR INFORMATION

PROJECT TITLE:

COTSWOLD CANALS
CONNECTED

DRAWING TITLE:

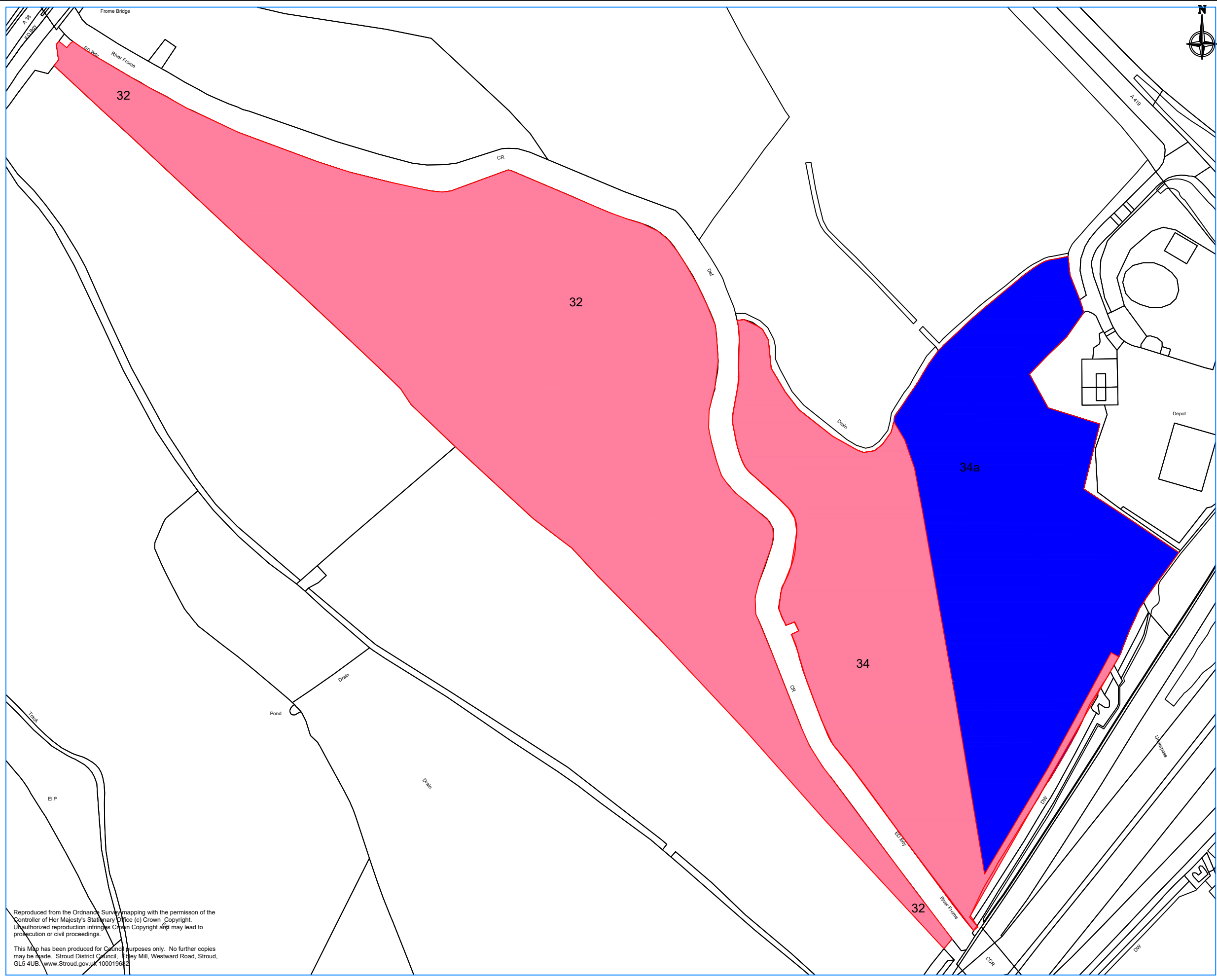
PLOT NUMBER
31

DRAWING No.	P1B/X19.1/079	J	
DRAWN:	DAR		DATE: 27/11/19
CHECKED:	KB		DATE: 27/11/19
APPROVED:	DM		DATE: 06/12/19
SCALE:	1:1250	SHEET SIZE	-

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NOTES

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2. All levels are in Metres AOD unless noted otherwise.

Key:

Area boundary

Temporary requirements

Proposed land required for acquisition associated with the canal

Proposed new rights

Plot Numbers 11

0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1250 (A1)

SCALE 1:2500 (A3)

METRES

I	DAR	GD	DM	04/05/20	ISSUED FOR CPO REPORT
H	DAR	GD	DM	17/04/20	ISSUED FOR CPO Plot 34 & 32 revised Scale revised to 1:1250
G	DAR	'	DM	15/04/20	Areas and boundaries revised
F	DAR	'	'	21/02/20	All plot numbers revised
E	DAR	'	'	30/01/20	Minor amendments
D	DAR	'	'	09/01/20	Plot 34 draw order revised
C	DAR	'	'	09/01/20	Plot 31 area revised Plot 32 area revised Plot 32a new area added Plot 34 area revised
REV	BY	CHKD	APPD	DATE	DESCRIPTION

DRAWING STATUS

FOR INFORMATION

PROJECT TITLE:

COTSWOLD CANALS
CONNECTED

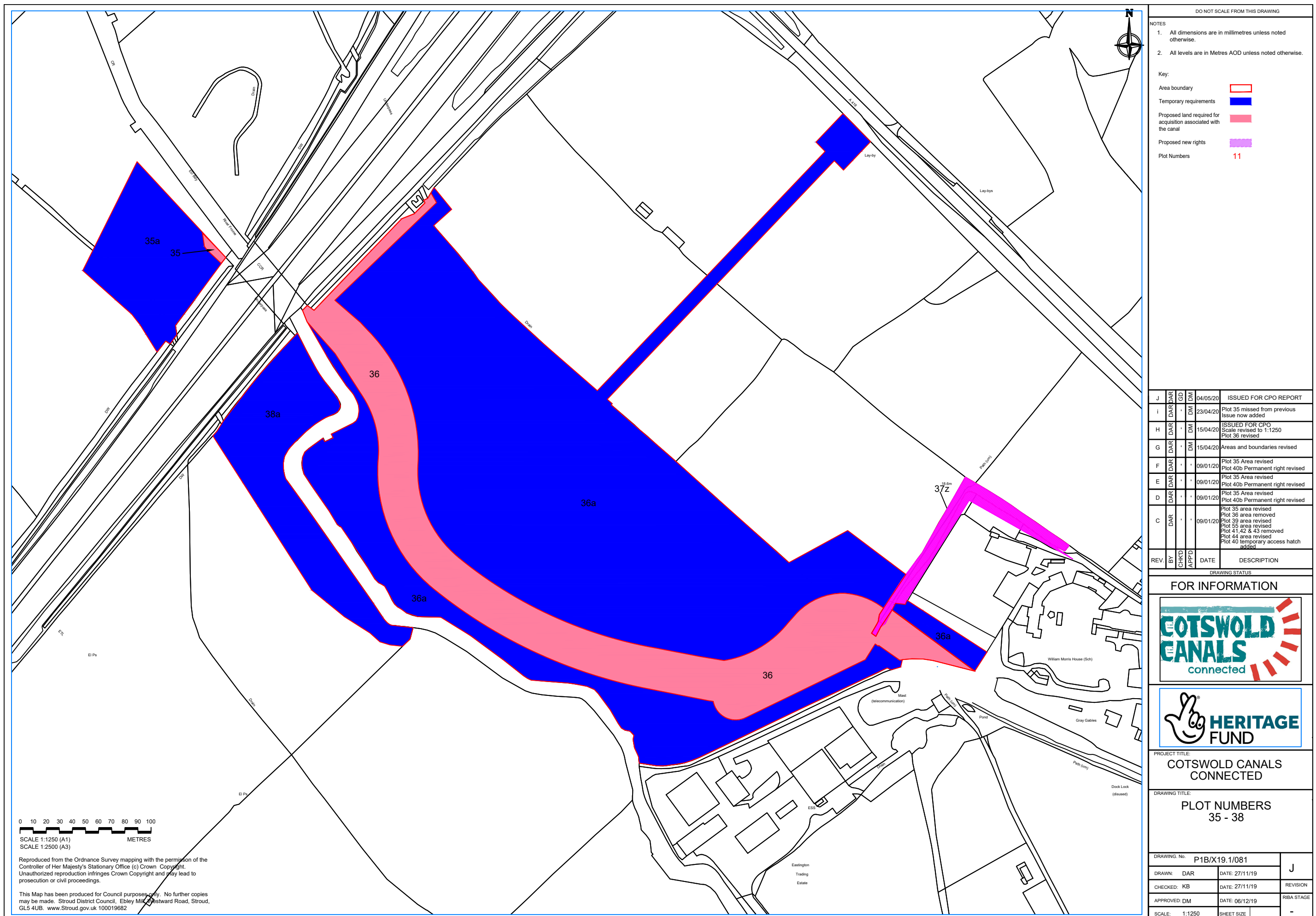
DRAWING TITLE:

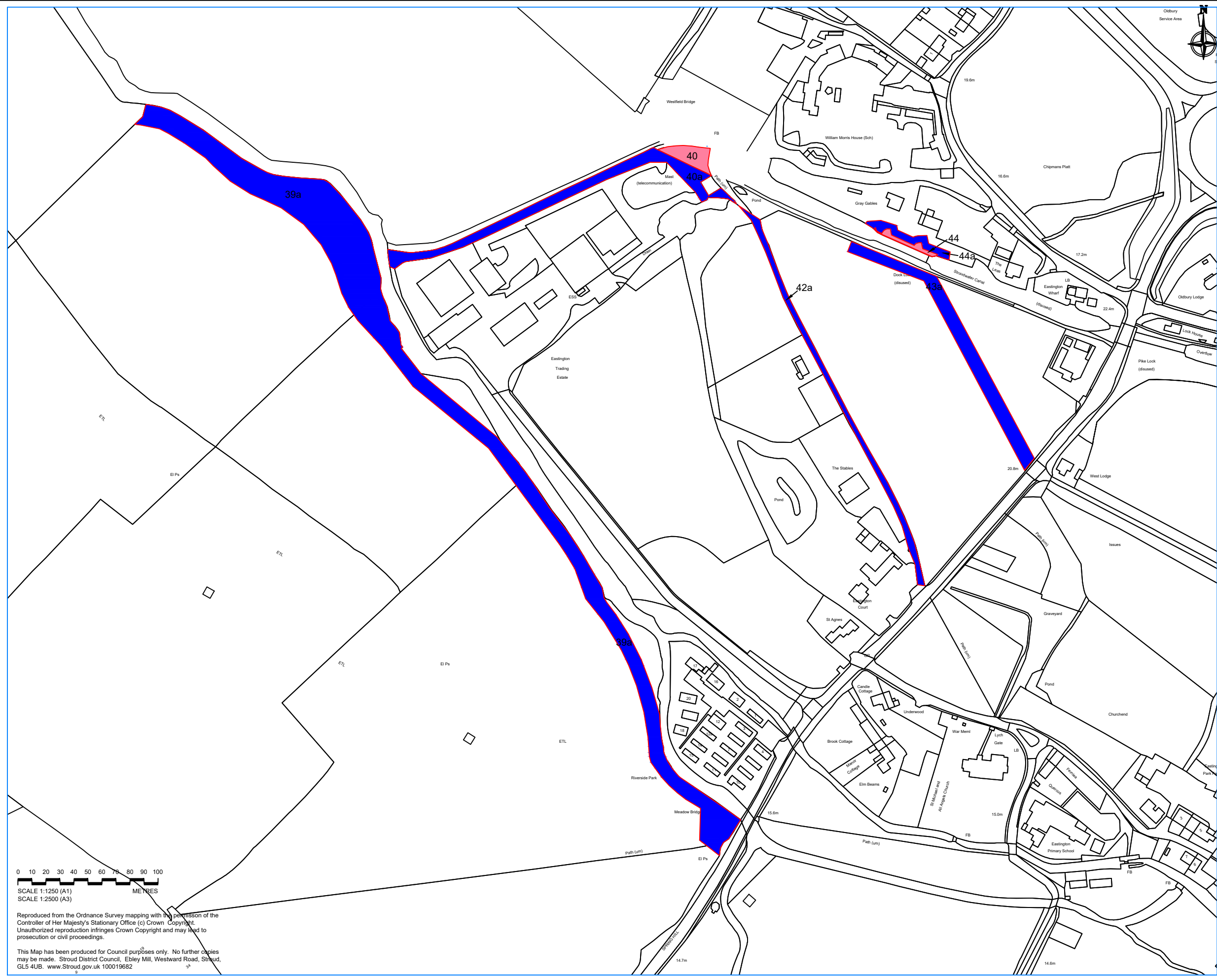
PLOT NUMBERS
32 - 34

DRAWING No. P1B/X19.1/080		i
DRAWN: DAR	DATE: 27/11/19	
CHECKED: KB	DATE: 27/11/19	
APPROVED: DM	DATE: 06/12/19	
SCALE: 1:1000	SHEET SIZE	RIBA STAGE
		-

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2. All levels are in Metres AOD unless noted otherwise.

Key:

Area boundary

Temporary requirements

Proposed land required for acquisition associated with the canal

Proposed new rights

Plot Numbers

11

i	DAR	GD	DM	04/05/20	ISSUED FOR CPO REPORT
H	DAR	DM	DM	17/04/20	ISSUED FOR CPO
G	DAR	DM	DM	15/04/20	Areas and boundaries revised
F	DAR	DM	DM	21/02/20	All plot numbers revised
E	DAR	DM	DM	30/01/20	Minor amendments
C	DAR	DM	DM	09/01/20	Plot 35 area revised
C	DAR	DM	DM	09/01/20	Plot 35 area revised Plot 36 area removed Plot 39 area revised Plot 55 area revised Plot 41, 42 & 43 removed Plot 44 area revised Plot 47 area removed Plot 40 area revised and hatch added
REV	BY	CHKD	APPD	DATE	DESCRIPTION

DRAWING STATUS

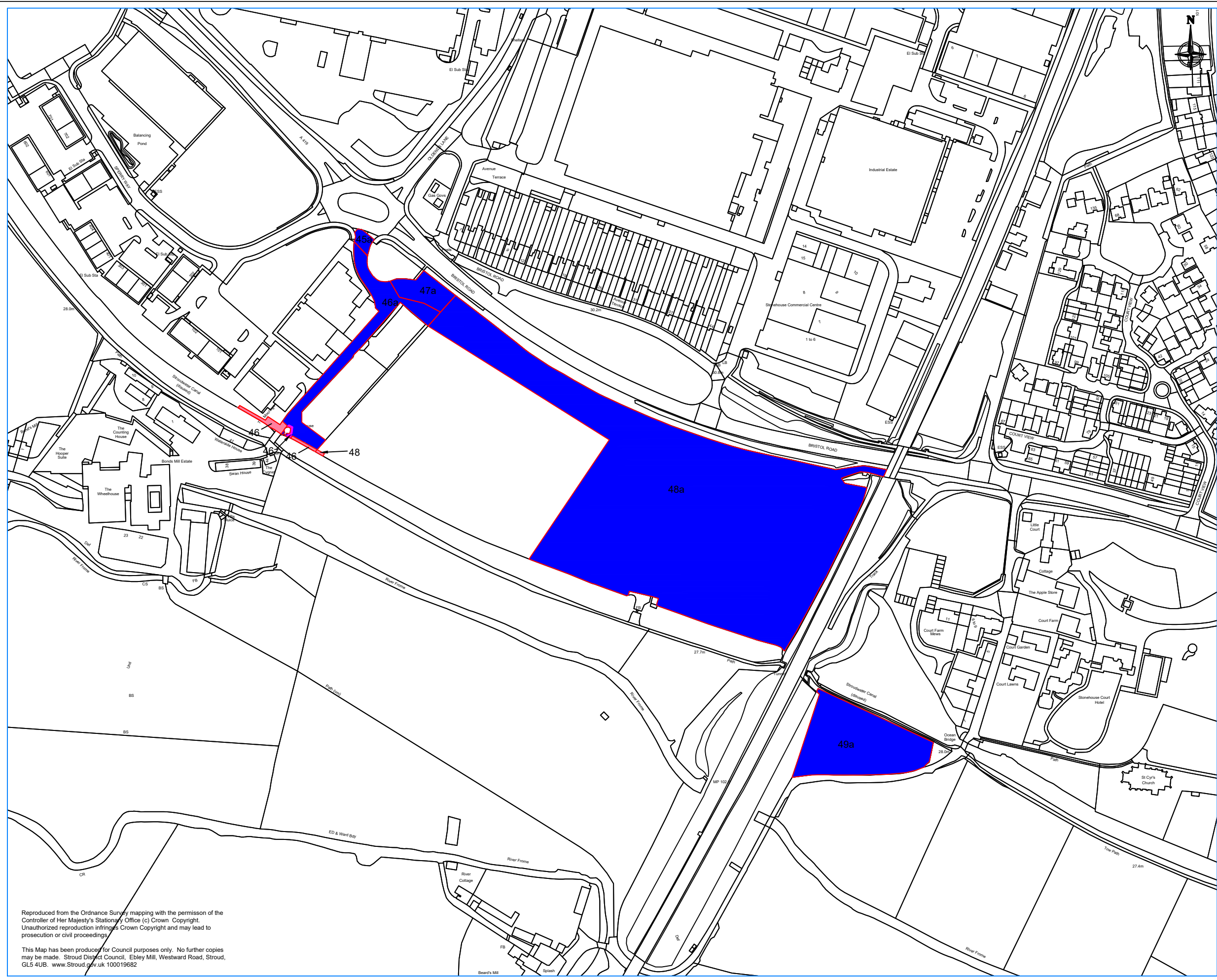
FOR INFORMATION

PROJECT TITLE:
COTSWOLD CANALS
CONNECTED

DRAWING TITLE:
PLOT NUMBERS
39 - 44

DRAWING No.	P1B/X19.1/082	i
DRAWN:	DAR	DATE: 27/11/19
CHECKED:	KB	DATE: 27/11/19
APPROVED:	DM	DATE: 06/12/19
SCALE:	1:1250	SHEET SIZE
		REVISION
		RIBA STAGE

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NOTES

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2. All levels are in Metres AOD unless noted otherwise.

Key:

Area boundary

Temporary requirements

Proposed land required for acquisition associated with the canal

Proposed new rights

Plot Numbers

11

0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1250 (A1)

SCALE 1:2500 (A3)

METRES

I	DAR	GD	DM	04/05/20	ISSUED FOR CPO REPORT
H	DAR	GD	DM	17/04/20	ISSUED FOR CPO Scale revised to 1:1250
G	DAR	GD	DM	15/04/20	Areas and boundaries revised
F	DAR	GD	DM	21/02/20	All plot numbers revised
E	DAR	GD	DM	30/01/20	Minor amendments
D	DAR	GD	DM	30/01/20	Plot 52 removed
C	DAR	GD	DM	09/01/20	Plot 51 area revised
A	DAR	GD	DM	06/12/19	Plot 51 revised
REV	CHKD	APPD	DATE	DESCRIPTION	

DRAWING STATUS

FOR INFORMATION

COTSWOLD CANALS

connected

HERITAGE FUND

PROJECT TITLE:

COTSWOLD CANALS CONNECTED

DRAWING TITLE:

PLOT NUMBERS 45 - 49

DRAWING No. P1B/X19.1/084		i
DRAWN: DAR	DATE: 27/11/19	
CHECKED: KB	DATE: 27/11/19	
APPROVED: DM	DATE: 06/12/19	
SCALE: 1:1000	SHEET SIZE	RIBA STAGE
		-

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