



Public Document Pack STROUD DISTRICT COUNCIL

Council Offices • Ebley Mill • Ebley Wharf • Stroud • GL5 4UB
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26 September 2022

ENVIRONMENT COMMITTEE

A meeting of the Environment Committee will be held on **TUESDAY, 4 OCTOBER 2022** in the Council Chamber, Ebley Mill, Ebley Wharf, Stroud at **7.00 pm**

Kathy O'Leary
Chief Executive

Please Note: The meeting is being held in the Council Chamber at Stroud District Council and will be streamed live on the Council's [YouTube Channel](#). A recording of the meeting will be published onto the [Council's website](#). 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.

If you wish to attend this meeting, please contact democratic.services@stroud.gov.uk. This is to ensure adequate seating is available in the Council Chamber.

AGENDA

1. **APOLOGIES**
To receive apologies of absence.
2. **DECLARATION OF INTERESTS**
To receive declarations of interest.
3. **MINUTES (Pages 3 - 8)**
To approve the minutes of the meeting held on 16 June 2022.
4. **PUBLIC QUESTION TIME**
The Chair of the Committee will answer questions from members of the public submitted in accordance with the Council's procedures.

DEADLINE FOR RECEIPT OF QUESTIONS
Noon on Wednesday, 28 September 2022

Questions must be submitted to the Chief Executive, Democratic Services, Ebley Mill, Ebley Wharf, Stroud and can be sent by email to Democratic.services@stroud.gov.uk

5. **ENVIRONMENT COMMITTEE BUDGET MONITORING REPORT Q1 2022/23 (Pages 9 - 16)**
To present the 2022/23 forecast outturn position against the revenue budgets and Capital Programme that the Committee is responsible for, in order to give an expectation of possible variances against budget.
6. **STROUD CANALS VISION AND STRATEGY (Pages 17 - 162)**
To consider a Final Canals Strategy for the District.
7. **COTSWOLD BEECHWOODS AND RODBOROUGH COMMON SAC MITIGATION STRATEGIES (Pages 163 - 262)**
To approve the
 - (i) Cotswold Beechwoods SAC Recreation Mitigation Strategy
 - (ii) Rodborough Common SAC Recreation Mitigation Strategy
 for avoidance of likely significant adverse effects on Special Areas of Conservation (SAC).
8. **APPOINTMENT TO THE STROUD VALLEYS CANAL COMPANY**
To appoint a representative to the Stroud Valleys Canal Company.
9. **APPOINT OF PERFORMANCE MONITOR FOR CIVIC YEAR 2022-23**
To appoint a second Performance Monitor for the Civic Year 2022-2023.
10. **MEMBER / OFFICER REPORTS**
 - (a) Strategic Planning Advisory Board
 - (b) Stroud Regeneration Committee (Pages 263 - 266)
 - (c) Performance Monitoring 2022-2023 Q1 (Pages 267 - 282)
 - (d) Walking and Cycling Task & Finish Group Recommendations - Officer update on progress (Pages 283 - 284)
 - (e) Lower Severn Drainage Board (Pages 285 - 286)
11. **WORK PROGRAMME (Pages 287 - 288)**
To consider the work programme.
12. **MEMBER QUESTIONS**
See Agenda Item 4 for deadlines for submission.

Members of Environment Committee

Councillor Chloe Turner (Chair)

Councillor Martin Brown
 Councillor Christopher Evans
 Councillor Lindsey Green
 Councillor George James
 Councillor Haydn Jones
 Councillor Norman Kay

Councillor Robin Drury-Layfield (Vice-Chair)

Councillor Steve Robinson
 Councillor Ashley Smith
 Councillor Haydn Sutton
 Councillor Brian Tipper
 Councillor Tricia Watson



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ENVIRONMENT COMMITTEE

16 June 2022

7.00 pm - 8.05 pm

Council Chamber, Ebley Mill, Ebley Wharf

Minutes

Membership

Councillor Chloe Turner (Chair)

Councillor Natalie Bennett
Councillor Martin Brown
Councillor Christopher Evans
Councillor George James
Councillor Haydn Jones
Councillor Dave Mossman*

*= Absent

Councillor Robin Layfield (Vice-Chair)

Councillor Norman Kay
Councillor Ashley Smith*
Councillor Haydn Sutton
Councillor Brian Tipper
Councillor Tricia Watson

Officers in Attendance

Strategic Director of Place
Community Services Manager

Housing Renewal Manager
Democracy & Information Governance
Officer

EC.001 Apologies

Apologies for absence were received from Councillors Mossman and Smith.

EC.002 Declaration of Interests

There were none.

EC.003 Minutes

RESOLVED That the Minutes of the meeting held on 31 March 2022 are approved as a correct record

EC.004 Public Question Time

There were none.

The Chair invited Councillor Kay to speak on Baroness Jones' Clean Air Human Rights Bill. Central Government had invited District Councillors to comment as part of the consultation taking place on the proposed policies regarding air pollution that was closing on the 27 June. Councillor Kay would email Members the consultation link and advised that Environmental Health Managers were in favour of the policies. Councillor Layfield thanked Councillor Kay and informed Committee the hills in Rodborough were a pollution hotspot.

EC.005 Flood Risk Management Plan

The Housing Renewal Manager advised the Flood Risk Regulations 2009 placed a legal duty on the Environment Agency to produce a Flood Risk Management Plan that must be reviewed every six years. The plan was prepared in conjunction with the Lead Local Flood Authority (Gloucestershire County Council (GCC)) and they consulted with Stroud District Council (SDC). The plan must be published by the end of June 2022 and there wouldn't be a further opportunity to change the desired measures included in Appendix A. If Committee chose not to agree the decision, the Stroud measures would not be included in the plan and they could miss out on any potential future funding relating to the measures.

Councillor Tipper asked if every six years was sufficient and if collaboration had taken place between GCC and SDC on the management of the River Severn. The Housing Renewal Manager advised six years was the legislative set timeframe and aligned with the Environment Agencies funding cycle. GCC and SDC Officers were part of a Severn Estuary Coastal Group and SDC had inputted and attended workshops relating to the plan production.

Councillor Kay asked whether SDC Officers had considered the implications on householders in light of the recently published research on water level rises and whether clarification from the Environment Agency was required before agreeing the plan. The Housing Renewal Manager advised it hadn't been considered however SDC were aware of the erosion of the estuary banks and were taking part in discussions with the Environment Agency to resolve this issue.

Councillor Hadyn Jones sought clarification whether the plan would be linked to the Shoreline Management Plan, and which plan the estuary erosion would come under. The Housing Renewal Manager advised there wasn't a direct link, and the Flood Risk Management Plan was linked to fluvial flooding. The erosion of the estuary came under the Shoreline Management Plan.

Proposed by Councillor Turner and seconded by Councillor Brown.

Councillor Kay proposed an amendment to include 'and to Officers clarifying with the Environment Agency whether any changes are required in light of recent information' at the end of the decision. The Chair, Councillor Turner asked if Committee would accept the amendment as friendly. There were no objections.

The friendly amendment was proposed by Councillor Kay and seconded by Councillor Tipper.

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

RESOLVED **To accept and agree to the inclusion of the measures identified in Appendix A in the Flood Risk Management Plan and to Officers clarifying with the Environment Agency whether any changes are required in light of recent information.**

EC.006 **Litter Bin Policy**

The Community Services Manager introduced the report and advised the policy would aid transparency on how the need for new litter bins in the district are assessed and decided to ensure resources would be appropriately distributed. Litter control volunteers had been

2022/23

consulted in the production of the plan including Mr Torrington who had previously asked a public question at the December 2021 Committee.

The Community Services Manager responded to Members questions with the following answers:

- Sometimes SDC ask litter control volunteers to place collected waste by litter bins for the street cleansing teams to collect. However, there is an ongoing issue of residual waste being left by householders. Trials are to be undertaken on the A38, where wheelie bin covers will be used to limit the material size that could be placed through the lid.
- Councillors and public needed to report to SDC where there was persistent overflowing of litter bins to allow for street cleansing rounds and frequency to be re-evaluated based on resource need.
- New recycling bins being introduced into market towns that incorporated general waste, paper and card and dry mix recycling. There were increased costs with these bin types and collection is not easy due to the needs to keep waste and recycling separate on the vehicle.
- SDC have a statutory duty to keep public highway and SDC controlled land free of litter. One measure is the use of litter bins. Currently a small number of historic arrangements for litter bin collections, exist outside of these parameters. However, going forward SDC would look to align all decisions, as per the policy.
- Continuation of engagement with national coffee chains and supermarkets would be fundamental.

Proposed by Councillor Layfield and seconded by Councillor Sutton.

Cllr Kay shared his appreciation and gave thanks for the inclusion of an equality impact assessment as part of the report. Councillor Layfield echoed Councillor Kays comments.

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

- RESOLVED**
- a. **To approve the Litter Bin Policy for adoption.**
 - b. **To delegate authority to the Community Services Manager to finalise any minor alterations to design and formatting.**

Appointments

- a) Performance Monitoring Representatives for 2022-2023

The Chair, Councillor Turner gave thanks to Councillor Bennett and James for their work in 2021/2022. The Chair, Councillor Turner was nominated and appointed, however no further nominations were received and therefore the second appointment would remain vacant for the interim. The Chair, Councillor Turner reiterated the importance of the role and asked for Members to contact Democratic Services if they were interested.

- b) Outside Bodies for 2022-2023

The below nominations and appointments were approved.

Berkeley Nuclear Stakeholders	Councillor Norman Kay and Brian Tipper
Cotswold National Landscape Board (AONB)	Councillor Martin Brown
Lower Severn Drainage Board	Councillor John Jones

Minchinhampton & Rodborough Commons Advisory Board	Councillor Chloe Turner
Stroud Regeneration Committee	Councillor Robin Layfield
Stroud Valley Project Board	Councillor Martin Brown
Rural SUDS Steering Group	Councillor Chloe Turner

Member/Officer Reports (to note)

a) Strategic Planning Advisory Board

The Chair, Councillor Turner advised:

- The Local Plan would be going to the inspector in October 2022.
- Actions were agreed in relation to the three Mitigation Strategies (Rodborough Commons, Severn Estuary and Cotswold Beechwoods) including a meeting in September for Members to input into the Strategies.
- Planning aspects highlighted that would have relevance to the District Council as part of the Levelling Up and Regeneration Bill.
- The final Stroud Local Cycling and Walking Infrastructure Plan had been published.
- The canal Strategy Consultation had closed and would come to Committee in September.

Councillor Brown queried when the final Local Plan would be presented at Committee. The Chair, Councillor Turner, advised the finer details included in the Statement of Common Ground needed to be resolved and a potential decision ready for Spring 2023 Committee.

b) Stroud Regeneration Committee

A report was circulated prior to Committee. There were no further questions.

c) Performance Monitoring

A report was circulated prior to Committee. Councillor James informed Committee there were 21 indicators on target and 2 indicators below target on the Natural Flood Management Project. The first related to the number of interventions installed and the second related to the number of landowners engaged with, however a new Project Officer had made progress on these. Councillor James advised the amount of household waste had also increased as a result of individuals working from home.

Councillor Layfield spoke on the walking and cycling targets and advised that Officers were examining the recommendations from the Task and Finish Group with a potential report in September.

EC.009 Work Programme

Councillor Kay asked for an air quality monitoring report to be added for Summer/early Autumn after consultation with Environmental Health Managers. The Chair, Councillor Turner, suggested an exploratory informal meeting in Autumn to consider the additional monitoring options available and an information report in December.

Councillor Tipper asked for consideration to be made on the conditions of public footpaths and alternative land put aside for dog walkers specifically. The Chair, Councillor Turner, advised both were discussed at the Strategic Planning Advisory Board and were being considered under the Mitigation Strategies.

Councillor James advised he would be interested to receive an update on progress made on a recycling sorting centre before waste is sent to the incinerator. The Chair, Councillor Turner, responded that there were no current plans as the Gossington site still had capacity. The Strategic Director of Resources would speak to the Community Services Manager and provide Councillor James an update outside of Committee.

RESOLVED To note the above update to the Work Programme.
EC.010 **Member Questions**

There were none.

The meeting closed at 8.05 pm

Chair

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STROUD DISTRICT COUNCIL

ENVIRONMENT COMMITTEE

08 SEPTEMBER 2022

Report Title	BUDGET MONITORING REPORT Q1 2022/23			
Purpose of Report	To present the 2022/23 forecast outturn position against the revenue budgets and Capital Programme that the Committee is responsible for, in order to give an expectation of possible variances against budget.			
Decision(s)	The Committee RESOLVES to: a) Note the outturn forecast for the General Fund Revenue budget and the Capital Programme for this Committee. b) Agree the subscription fee for Garden Waste changing to £51.50 for 2023.			
Consultation and Feedback	Budget holders have been consulted about the budget issues in their service areas. The feedback has been incorporated into the report to explain the difference between budgets, forecast income and expenditure.			
Report Author	Adele Rudkin, Accountant Tel: 01453 754109 Email: adele.rudkin@stroud.gov.uk			
Options	None			
Background Papers	None			
Appendices	Appendix A – Detailed breakdown of revenue position			
Implications (further details at the end of the report)	Financial	Legal	Equality	Environmental
	Yes	Yes	No	No

1. BACKGROUND

- 1.1 This report provides the first monitoring position statement for the financial year 2022/23. The purpose of this report is to notify members of any known significant variations to budgets for the current financial year, highlight any key issues and to inform members of any action to be taken if required.
- 1.2 **Due to the volume of information contained in the report, it would be helpful where members have questions on matters of detail if they could be referred to the report author or the appropriate service manager before the meeting.**

2. SUMMARY

- 2.1 The monitoring position for the committee at 30 June 2022 shows a **projected net revenue underspend of (£87k)** against the latest budget, as summarised in Table 1.
- 2.2 The capital programme is showing a forecast spend of £6.358m against a budget of £9.793m. The variance of (£3.435m) relates to re-profiling of timings, predominantly on the Canal project.

Agenda Item 5

2.3 Table 2 shows the capital spend and projected outturn for the Environment Committee for 2022/23.

3. REVENUE BUDGET POSITION

3.1 Council approved the General Fund Revenue budget for 2022/23 in February 2022 including budget proposals of the administration.

3.2 The latest budget for Environment Committee taking into account the adjustments for carry forwards and Development Control moving across to DCC, is **£6,696m** (Original Budget was **£6,465m**).

3.3 The monitoring position for the committee at 30th June 2022 shows a **projected net underspend of (£87k)** against the latest budget, as summarised in Table 1, this will be reported in the overall position on the General Fund to Strategy and Resources Committee.

3.4 The outturn position is mainly attributable to those items outlined in Table 1 with an explanation of the significant variances that have arisen (a significant variation is defined as being +/- £20,000 on each reporting line).

3.5 Appendix A provides a more detailed breakdown on the Committee's budgets.

Table 1 – Environment Revenue budgets 2022/23

	Para Refs	2022/23 Original Budget (£'000)	2022/23 Revised Budget (£'000)	2022/23 Forecast Outturn (£'000)	2022/23 Reserve Transfers (£'000)	2022/23 Outturn Variance (£'000)
Environment Committee						
Canal		170	170	170	0	0
Carbon Management	3.6	224	224	173	51	(0)
Economic Development	3.7	236	236	509	(273)	0
Health & Wellbeing		858	909	902	0	(7)
Land Charges & Street Naming		(14)	(14)	(14)	0	0
Planning Strategy/Local Plan	3.8	365	546	655	(67)	43
Statutory Building Control	3.9	(131)	(131)	(195)	50	(15)
Waste & Recycling: Other		26	26	28	0	2
Waste and Recycling: MSC	3.10	4,730	4,730	4,620	0	(110)
Environment TOTAL		6,465	6,696	6,847	(238)	(87)

note: table may contain rounding differences

3.6 Carbon Management – £51k reserve transfer

(Rachel Brain xtn 4521, rachel.brain@stroud.gov.uk)

This is predominately focused around the Innovate to Renovate scheme which includes activity at a county level to develop Retrofit Centre services for householders and, 2030 delivery and coordination for SDC. The funding from WECA providing the 50% (match to SDC reserves contribution) to help administer and support the project work. All roles are fixed term in line with the Innovate to Renovate grant provision.

3.7 Economic Development – (Levelling up) £273k reserve transfer

(Leonie Lockwood xtn 4153, Leonie.lockwood@stroud.gov.uk)

The budget for the submission of the bid to the Levelling Up Fund (LUF) is made up of £50K, already approved in the 2022/23 budget, and a further £275K was approved to be allocated from the Business Rates Pilot funding at the Strategy and Resources Committee on the 7 April to support project development costs, giving a total budget of £325K.

The bid was submitted on the 29 July and the total forecast spend for the LUF bid is £203K. The main items this covers are design fees for the Wallbridge Public Realm improvements, consultant fees for the due diligence for the purchase of the Bath Place site at Cheapside and highways feasibility and business case works through GCC and their appointed consultants, Atkins, as set out in the April S&R report. In addition, a further £100K is forecast to be spent against this code to support feasibility work to assess the options of step free access across the platforms at the station, either by ramps or a lift. The S&R approval in April accepted that £100k of the £275k budget was for this piece of work to be spent with GWR/Network Rail for a submission through either the LUF or through a Department for Transport Access for All bid. The timeframes for the delivery of this project did not tie in with the LUF bid and it is now planned to carry out this feasibility work for a later Access for All bid. This will support the wider master planning work at the station to be done through the Council's Memorandum of Understanding with Network Rail and London Continental Railways (LCR).

3.8 **Planning Strategy - £43k overspend**

(Mark Russell xtn 4305, mark.russell@stroud.gov.uk)

The District Council's role in supporting parish councils to produce NDPs is a statutory requirement. Funding was previously secured when the Government set up a grant system to support their delivery. Under this system, the District Council received £5k each time a neighbourhood area was designated, £5k for each NDP reaching publication stage and £20k for each NDP reaching the referendum stage. This has subsequently been reduced to a payment only when the NDP has reached the referendum stage. Over time the number of NDP's has also declined. A recent aggravating factor has been that the Standish NDP failed its examination in 2022, meaning that the District Council has received no grant to cover the costs of supporting the parish council through the process to date.

The 2022/23 budget is projected to identify a loss with the reserve budget now exhausted. In order to continue to support NDPs (a Council Plan priority and statutory requirement) for future years, it is strongly recommended that as part of the budget setting process later this financial year that a budget is considered for core funding the NDP officer on an ongoing basis from 2023/24.

A salary underspend (£22k) has also been forecast in Nature Recovery & Biodiversity. Recruitment for the role is underway with a view to start mid 2022-23. This in-year saving has been attributed to the overall salary saving reported through to Strategy & Resources Committee.

The £60k transfer from the Climate Change and Recovery reserve is to support the Place Prospectus.

3.9 **Statutory Building Control – £50k reserve transfer**

(Paul Bowley xtn 4520, paul.bowley@stroud.gov.uk)

The Building Control fee earning service is required to breakeven over a period of time. There is a significant risk that this will not be achieved in 2022/23 and that the reserve will be depleted this financial year. With this in consideration, there are two vacancies within the service remaining unfilled. Recruitment to these posts will be reviewed later in the year by the shared service board.

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3.10 Waste and Re-cycling - Multi Service Contract – (£110k) additional income/overspend (Mike Hammond xtn 4447, mike.hammond@stroud.gov.uk)

This underspend is made of several offsetting variances. Recycling markets remain buoyant, with income from the sale of material and recycling credits predicted to surpass budget by (£230k). Additional income on Bulkies (£14k) has been forecast. A Budget pressure of £25k has been forecast for the provision of food waste bins/caddies which have seen a steep rise in cost, this will be raised at budget setting later in the year. In addition lower incentive payments predicted of £34k from County due to higher residual waste volumes.

The quarter one Ubico report is forecasting a £86k overspend over the whole of the contract (which do impact other Committees). £42k of this on the Re-cycling mainly due to rising fuel costs nationally. Vehicle hire and repair costs are forecast to overspend due to ageing fleet that has been impacted by the global delays on procurement of new vehicles. The general trend is that costs have increased across all services. We continue to work closely with the partnership and monitor forecasts on a monthly basis.

3.11 Garden Waste Service

Appendix A shows that at this point the Garden Waste Service is currently scheduled to be on budget for this current year. However, there are considerable inflationary pressures on the budget particularly around pay and fuel costs.

Costs for the service have been frozen since the increase to £50 in the bills issued at the end of 2019. The Council has absorbed all additional costs in that time with no impact on charges.

Garden Waste Charges for 2023 are billed in 2022, in advance of budget papers to Committees, necessitating an early decision by this Committee. It is recommended that an increase of 3% is applied for the 2023 year moving the charge to £51.50. This is in line with the percentage increases applied on other fees and charges for the 2022/23 year.

4. CAPITAL PROGRAMME

Table 3 below shows the Capital Outturn forecast for 2022/23 with a projected outturn variance of (£3.435m).

Table 2 – Environment Committee Capital Programme

Environment Capital Schemes	Para Refs	2022/23 Original Budget (£'000)	2022/23 Revised Budget (£'000)	2022/23 Forecast Outturn (£'000)	2022/23 Outturn Variance (£'000)
Canal	4.1	7,259	8,026	4,853	(3,173)
Multi-Service Contract Vehicles	4.2	466	1,232	1,232	0
Rural SuDS Project	4.3	30	40	70	30
Stroud District Cycling & Walking Plan	4.4	0	395	103	(292)
Wallbridge-Gateway	4.5	100	100	100	0
Environment Capital Schemes TOTAL		7,855	9,793	6,358	(3,435)

4.1 Canal

Projects that were estimated to fall in this financial year have slipped into subsequent years, the whole project is now expected to be completed by mid-2025. Some major elements in the project will be finished including restorations of Pike Lock, Blunder Lock and Newtown Lock this year. Land acquisition is still expected to complete in this financial year. Planning permission for the Missing Mile is still awaited therefore consent to start from the Lottery is impacted. Any variances to the budget are timing differences, which will be reviewed, and the existing budget re-profiled to reflect the timetable. Further information on the overall financial position of the project will be presented to members later in the year.

4.2 Multi- Service Contract – Vehicles

The spend (includes slippage from last financial year due to delayed delivery of vehicles) the overall spend is in line with the fleet programme which is being procured in conjunction with Ubico.

4.3 Rural SuDS

In the first quarter of this financial year, the project has engaged with 12 new landowners for future works and contracts have been issued for three sites with works scheduled to begin in early September in the Slad and Painswick Valleys on a range of interventions including earth bunds, leaky woody dams, de-culverting a stream, creating a raised hedge bank and building several ponds.

Previously planted trees in the upper Painswick valley have been maintained by volunteers from the Stroud Valleys project, including weeding to promote growth and removing plastic tree guards and stakes for recycling. The project has also worked with volunteers at the Cranham Scout centre to construct a pond, gave evidence to the House of Lords Land Use Committee inquiry and hosted a study visit for 32 Hungarian visitors from a range of National and local Government organisations. Finally, we are also entering into new partnerships with the Environment Agency and the Wildfowl and Wetland Trust to put in place hydrological monitoring to help us measure the benefits of the project for both flood and drought resilience.

The additional £30k spend will be funded by GCC in this financial year.

4.4 Stroud District Cycling and Walking Plan

Following the completion of the Walking and Cycling Task and Finish Group in March 2022, a number of strategic and local walking and cycling projects are being progressed and are likely to receive capital funds during 2022/23. These include:

Feasibility work for the Wotton-Kingswood-Charfield Greenway which has been completed. Further capital funding has been allocated to allow for land survey work, and the project is being taken forward as part of the UKSPF bid to fund detailed design work.

A meeting has been held with Berkeley Town Council and their Town Centre working group to look at possible funding streams for their proposed scheme to remodel the town centre for improved accessibility and regeneration.

Several Parish Councils have been contacted following the submission of potential local projects identified through the prioritisation tool developed as part of the Walking and Cycling Task and Finish Group. Funding from the capital budget has been approved for local projects within Nailsworth (bike pump station, cycle storage and street closures for weekly markets). Costs are being finalised with a view to allocating further capital funds for projects in Stonehouse, Wotton-under-Edge, Eastington, and Brimscombe.

Agenda Item 5

A Walking and Cycling event for Parish Councils and local cycling groups is being planned for the autumn in partnership with Active Gloucestershire to publicise the availability of funding for local projects.

The strategic CIL spending round for 2022/23 in the autumn may lead to further opportunities for match funding from the capital budget.

4.5 **Wallbridge Gateway**

This is match funding towards Wallbridge Public Realm improvements. A bid has been put forward to the Levelling Up Fund, but the outcome is not likely until December as to whether the LUF bid has been successful, then the design work may be spent in 2022/23.

5. **IMPLICATIONS**

5.1 **Financial Implications**

The increase in the annual charge by £1.50 is expected to generate income of approximately £23,500 which will be used to meet the rising costs of providing the service.

There are no financial implications arising from the consideration of previous financial activities and expected forecasts.

Lucy Clothier, Accountancy Manager

Tel: 01453 754343 Email: lucy.clothier@stroud.gov.uk

5.2 **Legal Implications**

As the report and recommendations concern budget monitoring there are no specific legal implications. More generally, the authority is required to set a balance budget having given regard to the advice of its Chief Finance Officer (Section 151 Officer). Section 25 of the 2003 Local Government Act requires the Section 151 Officer to comment on the robustness of the estimates and the adequacy of reserves.

One Legal

Tel: 01684 272012 Email: legalservices@onelegal.org.uk

5.3 **Equality Implications**

There are not any specific changes to service delivery proposed within this decision.

5.4 **Equality Implications**

There are no significant implications within this category.

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Appendix A

	Para Refs	2022/23 Original Budget (£'000)	2022/23 Revised Budget (£'000)	2022/23 Forecast Outturn (£'000)	2022/23 Reserve Transfers (£'000)	2022/23 Outturn Variance (£'000)
Environment Committee						
Canal Restoration Project		170	170	170	0	0
Canal		170	170	170	0	0
Energy Efficiency		224	224	173	51	(0)
Carbon Management	3.6	224	224	173	51	(0)
Economic Development		150	150	423	(273)	0
Regeneration		86	86	86	0	0
Economic Development	3.7	236	236	509	(273)	0
Contaminated Land		29	29	29	0	0
Dog Warden Service		98	98	98	0	0
Environmental Protection		192	192	198	0	6
Food Safety		162	185	161	0	(24)
Head of Health and Wellbeing		79	79	79	0	0
Health & Wellbeing		110	110	106	0	(4)
Health and Safety		89	89	85	0	(5)
Land Drainage		50	78	67	0	(10)
Pest Control		(4)	(4)	19	0	23
Planning Liaison		16	16	16	0	0
Port Health		2	2	(1)	0	(3)
Public Health		34	34	44	0	11
Health & Wellbeing		858	909	902	0	(7)
Land & Property Custodian		16	16	16	0	0
Street Naming		(30)	(30)	(30)	0	0
Land Charges & Street Naming		(14)	(14)	(14)	0	0
Nature Recovery & Biodiversity		0	52	52	0	0
Planning Strategy		365	494	603	(67)	43
Planning Strategy/Local Plan	3.8	365	546	655	(67)	43
Building Control		(179)	(179)	(229)	50	0
Building Regulation Enforcement / Advice		37	37	26	0	(11)
Securing Dangerous Structures		11	11	7	0	(4)
Statutory Building Control	3.9	(131)	(131)	(195)	50	(15)
Waste & Recycling: Other		26	26	28	0	2
Waste & Recycling: Other		26	26	28	0	2
MSC: Bulky Waste		14	14	(0)	0	(14)
MSC: Food Waste		879	879	952	0	73
MSC: Garden Waste		(148)	(148)	(147)	0	1
MSC: Recycling		1,568	1,568	1,385	0	(183)
MSC: Refuse Collection		1,619	1,619	1,620	0	1
MSC: Street Cleansing		798	798	810	0	12
Waste and Recycling: MSC	3.10	4,730	4,730	4,620	0	(110)
Environment TOTAL		6,465	6,696	6,847	(238)	(87)

Note: table may contain rounding differences

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STROUD DISTRICT COUNCIL

ENVIRONMENT COMMITTEE

8 SEPTEMBER 2022

Report Title	STROUD CANALS VISION AND STRATEGY			
Purpose of Report	To consider a Final Canals Strategy for the District.			
Decision(s)	<p>The Committee RESOLVES to:</p> <p>a. Approve the Council response to representations made during the public consultation process, as set out within the Consultation Report in Appendix A; and</p> <p>b. Approve the Final Canals Strategy set out in Appendix B as a Supplementary Planning Document to the adopted Stroud District Local Plan;</p> <p>c. Delegate to the Head of Planning Strategy and Economic Development, in consultation with the Chair and Vice Chair of Environment Committee, the ability to agree minor textual and formatting changes to the final document for publication.</p>			
Consultation and Feedback	This report has been discussed by Strategic Planning Advisory Board. Public consultation has involved key stakeholders, town and parish councils and members of the public and changes have been made to the documentation in the light of feedback received.			
Report Author	Mark Russell, Head of Planning Strategy and Economic Development Email: Mark.Russell@stroud.gov.uk			
Options	Option 1: to do nothing. This is not recommended as it could lead to the Council being without a clearly articulated strategy and objectives for supporting the canals network. Option 2: to agree or make amendments to the final Strategy. This is recommended to provide a strategic framework for future canal projects.			
Background Papers	Evidencing the Strategy; Summary of Public Online Survey; Piloting the Strategy in the Wallbridge Area; Project Delivery Process Tool			
Appendices	Appendix A – Consultation Report Appendix B – Final Canals Strategy Appendix C – Equality Impact Assessment			
Implications (further details at the end of the report)	Financial	Legal	Equality	Environmental
	Yes	Yes	Yes	Yes

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1. INTRODUCTION / BACKGROUND

- 1.1 The network of canals within the District (the Gloucester & Sharpness Canal running from Hardwicke in the north of the District to Sharpness in the south, and the two Cotswold Canals running from Saul Junction in the west, to Chalford in the east) provide a valuable resource for the area, whether for water borne commercial or visitor activities, as a leisure or travel route for walking and cycling or as an attractive setting for residents and businesses at our towns and villages. The canal corridors also contain a wealth of natural and built environment features, which contribute to local ecology, heritage and our general physical and mental wellbeing.
- 1.2 The Council Plan identifies the need to develop a long term vision and strategy for the canals network in the District to ensure projects maximise opportunities to achieve broader social, economic and environmental objectives. A long term strategy will provide the strategic direction for the future and provide a framework for an evolving detailed action plan. An effective Canals Strategy with a powerful narrative will also provide the platform to make effective future funding bids to Government and other funding bodies.
- 1.3 Urban design consultants DHUD, working with Hilton Barnfield Architects, were appointed in April 2021 to prepare a draft strategy working with the Council, key stakeholders and local communities.
- 1.4 In January 2022 Strategy & Resources Committee considered a Draft Canals Vision & Strategy and resolved to approve the documentation for a period of public consultation.

2. PUBLIC CONSULTATION AND FEEDBACK

- 2.1 Public consultation was carried out in accordance with the Council's Statement of Community Involvement. This included publishing material on the Council's website and at local libraries and at town and parish council offices open to the public. A Consultation Report, set out in Appendix A, summarises the way in which the consultation was carried out.
- 2.2 Consultation commenced on 21 February 2022 and was scheduled to end on 18 April 2022. However, following initial feedback on the readability of documents, the formatting of documents was revised and the period for public consultation extended till 27 May 2022.
- 2.3 At the close of public consultation, the Council had received 115 representations from individuals and stakeholders including Active Gloucestershire, Canal & River Trust, Environment Agency, Gloucestershire County Council, Gloucestershire Wildlife Trust, Historic England, National Highways, Natural England, Stroud Valleys Project, Woodland Trust.
- 2.4 A summary of all points raised by each respondent, with a recommended response to each one and recommended changes to the document, is set out within the Consultation Report in Appendix A. There were some common themes which can be summarised as:

Readability issues and use of jargon

- 2.5 57 respondents reported readability issues. These ranged from issues regarding the accessibility of documents and the ability to read on-line, through difficulties navigating between a suite of documents, to requests for plain English and reducing jargon.
- 2.6 In response, it is recognised that the suite of documents in different formats available for consultation were not as clear and as readable as they could have been. As a result, consultants and officers have reviewed the formatting of the documentation to ensure the final documentation is both readable and accessible. A number of changes are proposed, including: developing a single A3 sized document with all relevant material in one place; reviewing the size and content of text; simplifying terminology; providing a glossary of terms; and adjusting mapping and diagrams for clarity.

Objections to development east of Brimscombe, advocating for the protection of the canal in its current state and/or the protection of the natural environment surrounding the canal

- 2.7 60 respondents objected to any proposal to restore a navigable canal east of Brimscombe to Sapperton. Related to this are concerns about the impact of development in terms of loss of biodiversity and wider environmental costs.
- 2.8 In response, whilst the Council's Local Plan Policy ES11 does support the restoration of canals within the District, the Canals Strategy does not propose the restoration of the canal to become a navigable waterway east of Brimscombe, nor does it propose any development or project which might have an adverse impact on biodiversity or the environment more generally. The Place Making Frameworks for the Chalford and Eastern Upper Valley Canal Areas do identify opportunities for ecological enhancement and for activities in keeping with the rural character of the area, including high quality recreational spaces, wayfinding and improving connections to walking routes including the Wysis Way. To remove any confusion, it is proposed to clarify this in the final Canals Strategy document.

Apparent conflict between the Strategy and legislation / planning policy

- 2.9 40 respondents implied that the Strategy was in some way in conflict with national or local policy.
- 2.10 In response, apart from some detailed points where additional or amended wording will resolve matters, there appears to be a broad misunderstanding about the role of the Strategy and its relationship with statutory policy documents, such as the Local Plan. The Canals Strategy highlights design opportunities focused on upholding, protecting, harnessing and encouraging inherent physical and cultural characteristics associated with the District's canals. This includes natural fauna and flora and cultural heritage sites. What it does not do is "allocate" specific land uses to specific parcels of land, nor does it include policies which need to conform with national or local policy or technical guidance. To clarify the status and purpose of the Canals Strategy, it is proposed to include within the final document an early section explaining what the Strategy is, how it should be used and by whom, and its status in planning terms as a supplementary planning document (SPD), relative to national and local planning policy and guidance.

Need to emphasise the importance of biodiversity and nature conservation and the ecological emergency

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- 2.11 A number of bodies and groups highlighted the importance of referencing the valuable ecological resources within the canal corridors and ensuring that the strategy supports the Council's 2030 Strategy in addressing not only the climate emergency but the ecological emergency.
- 2.12 In response, a number of changes are proposed to the Strategy and supporting documents to emphasise the biodiversity importance of the canal and its surrounds. This includes improving referencing to the biodiversity evidence base, ensuring biodiversity features strongly in the new vision and drivers for the Strategy and including specific references to sensitive resources and opportunities for enhancement within the place making frameworks and amended ingredients.

3. FINAL CANALS STRATEGY DOCUMENTATION

- 3.1 A Final Canals Strategy document, incorporating changes as a result of public consultation, is set out in Appendix B.
- 3.2 The Canals Strategy has utilised the Future Place methodology, endorsed by RIBA, MHCLG, Homes England, Historic England, the RTPI and Local Partnerships, to understand and inform the function and identity of the canals corridor throughout Stroud District.
- 3.3 Using this methodology, the Canals Strategy identifies unique and locally distinctive drivers to define an overarching vision for the whole canal corridor; align a series of individual canal strategy areas with these drivers; set out a place making framework for each area with opportunities identified for enhancement; and establish a catalogue of ingredients with broad timescales to enable the Council to implement this vision.
- 3.4 The document is supported by the following background documents:
 - Evidencing the Strategy - sets out the documentation and stakeholder views which have contributed to developing the strategy
 - Summary of Public Online Survey - sets out a summary of the responses made during the online public survey including key challenges and strengths identified for each of the canal strategy areas
 - Piloting the Strategy in the Wallbridge Area - applies the strategy to the Wallbridge area of Stroud, to both test the appropriateness of the strategy and to design, identify and select ingredients to implement the vision for this particular area
 - Project Delivery Process Tool - a spreadsheet to help identify and select future projects to deliver the strategy

4. NEXT STEPS

- 4.1 It is recommended that the final Canals Strategy is adopted as a design focussed SPD, supporting the delivery of Policy ES11 (Maintaining, restoring and regenerating the District's Canals) of the Stroud District Local Plan. This will give the document weight within the planning system and ensure that all future developments within the canals corridor take account of and reflect the contents of the Strategy.

- 4.2 The Council Plan identifies that an Action Plan should be developed, to identify projects to take forward to deliver the Strategy. Officers have begun to put together a Draft Action Plan with key stakeholders to set out key projects for the Action Plan set against short, medium and long term timeframes, identifying the relevant delivery partners and financial resources. Initially, the Canal Project 1B Activity Plan will form a large part of the Action Plan. It is proposed to bring the Action Plan to Regeneration and Investment Board for regular review and updating.

5. IMPLICATIONS

5.1 Financial Implications

There are no significant implications within this report as it is proposing a Strategy to provide a strategic framework for future canal projects in the district.

Adele Rudkin, Accountant

Tel: 01453 754109 Email: adele.rudkin@stroud.gov.uk

5.2 Legal Implications

The adoption of the Stroud Canals Vision and Strategy to form a Supplementary Planning Document will enhance the application of policy ES11 within the Stroud District Local Plan (2015). The existence of the Vision and Strategy will also strengthen the Council's position in respect of negotiating appropriate terms in section 106 agreements for developments that impact on the canals. Additionally, the Vision and Strategy will assist the Council's case in promoting Compulsory Purchase Orders as part of the restoration of the canals.

One Legal

Tel: 01684 272691 Email: legalservices@onelegal.org.uk

5.3 Equality Implications

An equality impact assessment of the contents of the final Canals Strategy has been produced which indicates positive impacts relating to a range of protected groups. Equality impact assessments will also be carried out for any projects or other schemes included within the Action Plan that have the potential to impact on communities and/or staff on the grounds of protected characteristics.

5.4 Environmental Implications

Maximising the environmental benefits of the canal network is an explicit objective of the Canals Strategy and various tools are used to promote this objective, including the use of our carbon neutrality tool to assess the potential for the Strategy Areas to deliver on our 2030 Strategy. The intention is for the Canals Strategy to be adopted as Supplementary Planning Document to policies contained within the Stroud Local Plan, which is itself subject to full Sustainability Appraisal.

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Draft Canals Strategy Consultation Report

September 2022



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visit www.stroud.gov.uk/canalstrategy

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1. Introduction

- 1.1 The network of canals within the District (the Gloucester & Sharpness Canal running from Hardwicke in the north of the District to Sharpness in the south, and the two Cotswold Canals running from Saul Junction in the west, to Chalford in the east) provide a valuable resource for the area, whether for water borne commercial or visitor activities, as a leisure or travel route for walking and cycling or as an attractive setting for residents and businesses at our towns and villages. The canal corridors also contain a wealth of natural and built environment features, which contribute to local ecology, heritage and our general physical and mental wellbeing.
- 1.2 The Council Plan identifies the need to develop a long term vision and strategy for the canals network in the District to ensure projects maximise opportunities to achieve broader social, economic and environmental objectives. A long term strategy will provide the strategic direction for the future and provide a framework for an evolving detailed action plan. An effective Canals Strategy with a powerful narrative will also provide the platform to make effective future funding bids to Government and other funding bodies.
- 1.3 Urban design consultants DHUD, working with Hilton Barnfield Architects, were appointed in April 2021 to prepare a draft strategy working with the Council, key stakeholders and local communities.
- 1.4 In January 2022, Strategy & Resources Committee considered a Draft Canals Vision & Strategy (the Draft Strategy) and resolved to approve the documentation for a period of public consultation. Following feedback, an amended Strategy will be brought back to the Environment Committee in September 2022 for approval as a Supplementary Planning Document (SPD). This will give the document weight within the planning system and ensure that all future developments within the canals corridor take account of and reflect the contents of the strategy.
- 1.5 This Report sets out how the District Council has engaged and consulted with communities and stakeholders during the preparation of the Draft Strategy and how views expressed at the public consultation stage have been taken into account in the preparation of the final documentation for approval as SPD.

2. Initial engagement and consultation

2.1 Stakeholder and public engagement has formed an important part of the development of the Draft Strategy and has been incorporated in a variety of ways throughout the process.

2.2 Initial engagement with key stakeholders involved an in-depth questionnaire focussing on key issues and opportunities for the canals network, which was followed up by 1-2-1 interviews or “clinics”. These were undertaken with the following organisations:

Active Gloucestershire	Slimbridge Parish Council
Barnwood Trust	Stonehouse Town Council
Canal and River Trust	Stroud District Council - Biodiversity
Cotswold Canal Trust	Stroud District Council - Conservation
Eastington Parish Council	Stroud District Council - Council Leader
GFirst LEP	Stroud District Council - Flood management
Gloucestershire Archaeology	Stroud District Council - Health & well being
Gloucestershire County Council	Stroud District Council - Planning
Gloucestershire Wildlife Trust	Stroud District Council - Property Services
Historic England	Stroud Town Council
Museum in the Park	Visit Gloucestershire
Natural England	

2.3 The preparation of the strategy coincided with a period of time over where restrictions on in-person meetings and groups gathering had been in place to some extent due to Covid19. Therefore, it was necessary to conduct public engagement, as well as other forms of engagement and communication, virtually. Clinics and Group activities were held online using Zoom and breakout groups to discuss a variety of issues and gather views.

2.4 A stakeholder workshop was held in July 2021 which explored via interactive workshop sessions setting goals for the canals network to be incorporated into the Draft Strategy.

2.5 A record of this early engagement is provided in “Evidencing the Strategy” which was made available during the public consultation which took place in 2022.
<https://www.stroud.gov.uk/media/1822416/evidencing-the-strategy.pdf>

2.6 A Town and Parish Council event was also held in October 2021 which presented material on progress with the Strategy focussed on the areas represented at the meeting and asked for feedback on a forthcoming public questionnaire survey. The 9 parishes along the canal corridor who had previously expressed an interest in the project were invited and representatives from 5 attended.

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Appendix A

- 2.7 Engagement with members of the public commenced in November 2021 with an online survey seeking to find out what people's experiences were of using the canals in the district. The online survey was designed to provide an accessible and quick way for the public to indicate where and how they use the canal network and what they perceive the obstacles are to the canal network reaching its full potential in the future. Respondents were asked to identify one or more of the 14 separate canal strategy areas which they visited most often to focus on specific areas for attention. A summary of the responses made during the online public survey, including key challenges and strengths identified for each of the canal strategy areas, was also made available during the public consultation which took place in 2022. <https://www.stroud.gov.uk/media/1822418/summary-of-public-online-survey.pdf>
- 2.8 The timing of the various public engagement activities was planned to coincide with different stages in the preparation of the strategy so that feedback could contribute in the most meaningful way. For example, the initial clinics were used to scope out the relevant issues and challenges, the stakeholder workshops helped to explore the vision and key themes and the public online survey helped to investigate issues and opportunities which would latterly inform the 14 placemaking frameworks.

3. Draft Canals Strategy consultation

- 3.1 Formal consultation on the Draft Canals Strategy commenced on 22nd February 2022 and was scheduled to end on 18th April 2022. However, following initial feedback on the readability of documents, the formatting of documents was revised and the period for public consultation extended till 27th May 2022.

The Draft Strategy

- 3.2 The Draft Strategy utilised the Future Place methodology, endorsed by RIBA, DLUHC, Homes England, Historic England, the RTPi and Local Partnerships, to understand and inform the function and identity of the canals corridor throughout Stroud District.
- 3.3 Using this methodology, it identified unique and locally distinctive drivers to define an overarching vision for the whole canal corridor; aligned a series of individual canal strategy areas with these drivers; and established a catalogue of ingredients to enable the Council to implement this vision. The Draft Strategy documents, set out in Appendices A-C, were supported by a series of background reports.

Drivers for Change

- 3.4 The Draft Strategy identified 3 overarching 'Drivers of Change' by which the canal network could maximise its social, economic and environmental benefits.
- Continuity – By providing a continuous accessible route the canal can connect communities and create essential links between businesses, services and functions and continuous green infrastructure as a spine through the District
 - Clustering - People, activities and places can unite around the canal as a thoroughfare, an attraction, a centre of activity and unique recreational space. In this way the canal can catalyse focussed activity as a new junction of trade and a centre for sociability and community
 - Crossings - By creating a variety of local crossings and connecting activity on the banks of the canal, more strategic connections can be formed at a district level which see people not only accessing the canal corridor but accessing a variety of districtwide opportunities and in doing so being enabled to cross socio-economic boundaries as well as physical ones

Profiling each Canal Strategy Area

- 3.5 In order to establish how these drivers could benefit each part of the canal network, the Draft Strategy split the canal corridor into 14 Canal Strategy Areas based on a

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Appendix A

layering of characteristics, function and policy. Each strategy area was profiled against the drivers to identify the types of future interventions ('ingredients') needed to maximise their future roles.

- 3.6 The process of profiling the canal strategy areas acknowledged that the vision for the canal to fulfil its full potential applies in different ways in different locations. Localising the vision by applying it in each canal strategy area avoids the risk of a homogenised approach to the whole canal corridor. The profile established for each of the canal strategy areas represents the individual way in which each area is best able to contribute to the future vision for the canal corridor. Each area will contribute in a unique way to the overall function and identity of the whole canal corridor. The profile established for each area provided the basis for identifying the design priorities and placemaking objectives in each area.

Ingredients of the Future Place

- 3.7 The Draft Strategy included a catalogue of more specific ingredients of the future place to provide built form and public realm typologies for implementing the vision in each strategy area. These ingredients were proposed to be used in accordance with the drivers of change and their selection as design typologies for any given site was justified on the grounds of the contribution they could make in realising the reframed vision of the Future Place. A series of Placemaking Frameworks assisted in identifying the spatial priorities in each strategy area.

Piloting the Strategy at Wallbridge

- 3.8 As part of the development of the Draft Strategy, a pilot case study was produced for the Wallbridge area of Stroud to test and demonstrate how the Strategy could be applied to a specific area. The pilot exercise was intended to be a resource and guide to the use of the Strategy along the whole corridor. In this way the Pilot exercise itself served as a tool in the implementation of the Draft Strategy across the whole corridor.
- 3.9 The District Council intends to use the final strategy to help shape future development along the District's canals which requires planning permission. In order to do so, the strategy will need to be adopted as a SPD. These documents help to explain how planning policies set out in adopted local plans will be delivered. In this case, the District Council would like to use the final canals strategy as design guidance to supplement Policy ES11 of the District Local Plan (adopted 2015). This was set out clearly in the documentation material accompanying the Draft Strategy during the public consultation in 2022.

Documentation material

- 3.10 The two main Draft Strategy consultation documents were: -

Document A – an A1 wall chart summary which included the proposed key interventions (ingredients) for each canal strategy area.

Document B – an A3 document which set out the key drivers, profiles and the place making frameworks for each of the canal strategy area.

- 3.11 Both documents were available to view electronically on a dedicated page on the Council’s website at <https://www.stroud.gov.uk/canalstrategy>
- 3.12 A 5-minute short promotional film, providing an introduction to the Draft Strategy, and a 6-minute video providing a walk through guide to the key documents and detailing how to respond, were also available to view on the Canals Strategy webpage.
- 3.13 In line with the requirements set out in the Council’s Statement of Community Involvement (SCI), the two documents were made available to view in paper format at the 24 deposit point locations throughout the District, including Stroud District Council offices at Ebley Mill, town and parish council offices open to the public and public libraries. Paper copies were also made available for individuals without internet access, on request.

Publicity and notification

- 3.14 Email notification was sent to all statutory consultees, together with interest groups, local organisations, businesses, land agents and developers signed up to the Planning Strategy consultation database and also all groups who took part in the 1:2:1 meetings and clinics during the initial stage of consultation in 2021.
- 3.15 The consultation was promoted by the Council via a press release and on the news page of its website and an article was written in the District Council’s annual newsletter “SDC News” Spring 2022 edition, which was distributed to every household in the District just before the start of the consultation period in February 2022. Town and Parish Councils were sent posters to print and distribute and an advert was included in the local Press.

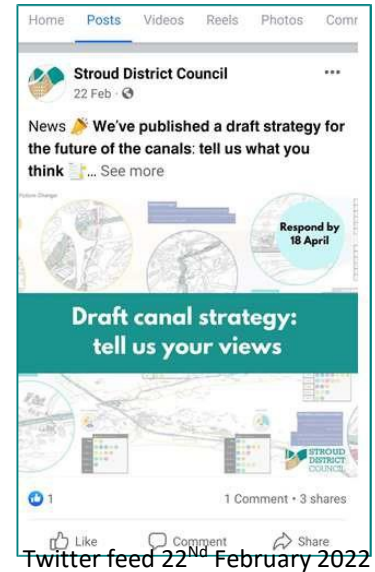


SDC News: Spring 2022

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Appendix A

- 3.16 Using social media, posts detailing the consultation, with links to the Canals Strategy webpage, were uploaded onto Facebook and Twitter over the course of the consultation period.



Making representations

- 3.17 Consultation on the Draft Strategy took place over a period of 13 weeks from 22nd February 2022 until 27th May 2022.
- 3.18 Comments were welcomed on any aspect of the material, however, the Council asked five key questions which it particularly sought views on. These included:
1. Are these the right Drivers for Change? Have we missed anything you would like to add?
 2. Do you agree with the number and boundaries of the 14 canal strategy areas? Do the areas and their profiles reflect your understanding of the different character and functions of places?
 3. Do you agree with the key ways identified on the diagram and in the text in which each canal strategy area could be improved? Do you agree with the carbon reduction opportunities identified?
 4. Do you agree with the ingredients in general terms? Are there other ingredients you would like to identify?
Do you agree with the ingredients identified for each canal strategy areas? Do you agree with the timeframes for delivery? Should some be brought forward and others pushed back?
 5. Do you agree that the canals strategy should be used as design guidance to support the delivery of adopted Local Plan Delivery Policy ES11?
Would any changes to the canal strategy help to improve the delivery of Local Plan canal policy?
- 3.19 Comments were invited to be made electronically by email or by written letter.

Consultation responses

3.20 At the close of public consultation, 115 representations had been received. A few individual/stakeholders submitted more than one response. A breakdown showed that responses were received from 28 organisations and 85 individuals. Due to GDPR, the Council is unable to list the names of individuals. The full list of organisations is listed below:

Active Gloucestershire	Marine Management Organisation*
Bisley and Lypiatt Parish Council*	National Highways x2*
Brimscombe and Thrupp Parish Council*	Natural England*
Canal & River Trust	Network Rail*
Chalford Climate Action Network	POP Planning
Cotswold Canals Trust	Redrow Homes
Environment Agency*	Rodborough Parish Council*
Friends of the Frome	Ship Inn Project Stonehouse (ShIPS)
Gloucestershire County Council x2*	Slimbridge Parish Council*
Gloucestershire Wildlife Trust	Stagecoach*
Glos. Suicide Prevention Partnership	Stonehouse Town Council*
Hawkins Watton	Stroud Town Council*
Hinton Parish Council*	Stroud Valleys Project
Historic England*	Woodland Trust

*Statutory consultee

3.21 All representations have been redacted of personal information and are available to view on the Council’s website at www.stroud.gov.uk/canalstrategy

Key findings

3.22 Responses included support for the Strategy and its aspirations, suggested amendments to finetune the Strategy as well as objections to specific parts of the documentation. Common themes in the responses were:

- 57 respondents reported readability issues and use of jargon. These ranged from issues regarding the accessibility of documents and the ability to read on-line, through difficulties navigating between a suite of documents, to requests for plain English and reducing jargon.
- 60 respondents objected to any proposal to restore a navigable canal east of Brimscombe to Sapperton. Related to this are concerns about the impact of development in terms of loss of biodiversity and wider environmental costs.

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Appendix A

- 40 respondents implied that the Strategy was in some way in conflict between the Strategy and national or local policy.
- A number of bodies and groups highlighted the importance of referencing the valuable ecological resources within the canal corridors and ensuring that the strategy supports the Council's 2030 Strategy in addressing not only the climate emergency but the ecological emergency.

3.23 A summary of points raised by each respondent is set out in Appendix 1.

Council's response

Readability issues and use of jargon concerning the Strategy documents.

3.24 It is recognised that the suite of documents in different formats available for consultation were not as clear and as readable as they could have been. As a result, the Council has reviewed the formatting of the documentation to ensure the final documentation is both readable and accessible. A number of changes are proposed, including: developing a single A3 sized document with all relevant material in one place; reviewing the size and content of text; simplifying terminology; providing a glossary of terms; and adjusting mapping and diagrams for clarity.

Objections to development east of Brimscombe, advocating for the protection of the canal in its current state and/or the protection of the natural environment surrounding the canal;

3.25 Whilst the Council's Local Plan Policy ES11 does support the restoration of canals within the District, the Canals Strategy does not propose the restoration of the canal to become a navigable waterway east of Brimscombe, nor does it propose any development or project which might have an adverse impact on biodiversity or the environment more generally. The Place Making Frameworks for the Chalford and Eastern Upper Valley Canal Areas do identify opportunities for ecological enhancement and for activities in keeping with the rural character of the area, including high quality recreational spaces, wayfinding and improving connections to walking routes including the Wysis Way. To remove any confusion, it is proposed to clarify this in the final Canals Strategy document.

Apparent conflict between the Strategy and legislation / planning policy

3.26 Apart from some detailed points where additional or amended wording will resolve matters, there appears to be a broad misunderstanding about the role of the Strategy and its relationship with statutory policy documents, such as the Local Plan. The Canals Strategy highlights design opportunities focused on upholding, protecting, harnessing and encouraging inherent physical and cultural characteristics associated with the

District's canals. This includes natural fauna and flora and cultural heritage sites. What it does not do is "allocate" specific land uses to specific parcels of land, nor does it include policies which need to conform with national or local policy or technical guidance. To clarify the status and purpose of the Canals Strategy, it is proposed to include within the final document an early section explaining what the Strategy is, how it should be used and by whom, and its status in planning terms as a supplementary planning document (SPD), relative to national and local planning policy and guidance.

Need to emphasise the importance of biodiversity and nature conservation and the ecological emergency

- 3.27 A number of changes are proposed to the Strategy and supporting documents to emphasise the biodiversity importance of the canal and its surrounds. This includes improving referencing to the biodiversity evidence base, ensuring biodiversity features strongly in the new vision and drivers for the Strategy and including specific references to sensitive resources and opportunities for enhancement within the place making frameworks and amended ingredients.
- 3.28 The Council has provided a response to each representation, which is set out in Appendix 1.
- 3.29 After consideration of all the consultation responses, extensive changes are proposed. A full list of the proposed changes to the final document are set out in Appendix 2.

The next steps

- 3.30 Following consideration by Environment Committee for approval as a SPD, the Council will contact all those who made representations, thank them for their contribution and make them aware of how the results of public consultation have informed the content of the final Canals Strategy.
- 3.31 The final Canals Strategy and background documents will be published as a SPD to provide design guidance to supplement Policy ES11 of the District Local Plan (adopted 2015).

Expected impacts of the Strategy

Equality Implications

- 3.32 An equality impact assessment of the contents of the final Canals Strategy has been produced which indicates positive impacts relating to a range of protected groups including age, disability, gender re-assignment, pregnancy & maternity, race, religion – belief, sex, sexual orientation, marriage & civil partnerships and rural considerations.

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Appendix A

Equality impact assessments will also be carried out for any projects or other schemes included within a future Action Plan that have the potential to impact on communities and/or staff on the grounds of protected characteristics.

Environmental Implications

- 3.33 Maximising the environmental benefits of the canal network is an explicit objective of the Canals Strategy and various tools are used to promote this objective, including the use of a carbon neutrality tool to assess the potential for the Strategy Areas to deliver on our 2030 Strategy. The intention is for the Canals Strategy to be adopted as SPD to policies contained within the Stroud Local Plan, which has itself been subject to full Sustainability Appraisal.

Developing an Action Plan

- 3.34 To support the implementation of the Canals Strategy, an Action Plan will be developed, to identify projects to take forward the area based opportunities identified in the placemaking frameworks and the key ingredients identified for each of the 14 canal areas. In consultation with key stakeholders, the Action Plan will set out key projects set against short, medium and long term timeframes, identifying the relevant delivery partners and financial resources.

Appendix 1

Schedule of responses

Name of Organisation	Summary of comments received	Council's response	Proposed changes to Canals Strategy
<p>Active Gloucestershire</p>	<p>We strongly support the content and strategic direction of the strategy. We are pleased to see measures to support physical activity, health and wellbeing, particularly around active travel. It would however be good to see within the wallchart more said around opportunities for people to be physically active on the water, not just next to it. Suggest amending the 'Floats my Boat' ingredient to encourage personal 'active' water craft i.e. canoeing, kayaking, paddleboarding, dragon boating etc. These activities offer all sections of the community sustainable, fun and accessible opportunities to be active and we would hope to see them explicitly highlighted within the strategy. It also appears that angling is not mentioned specifically in the wallchart. This is another sporting activity that can bring significant physical activity and health and wellbeing benefits to those who participate, particular older people and people with disabilities.</p>	<p>The supportive comments are welcomed. The Council recognises the value of water based activities in terms of providing all sections of the community with sustainable, fun and accessible opportunities to be active and references to the range of activities will be explicitly highlighted within the final strategy.</p>	<p>References to personal 'active' watersports and angling in relation to opportunities for people to be physically active on the water have been added to the Ingredients descriptions for H, FF, L, P and S.</p>
<p>Bisley and Lypiatt Parish Council</p>	<p>We have serious concerns that there seems to be an assumption built into the strategy that the canal (Delivery Policy ES11) will eventually be developed into a navigable state along its whole length including the Eastern Upper Valley Area, even if this is not detailed in the strategy. Whatever the level of development, the strategy scarcely acknowledges nor aligns with SDC's own Climate Emergency and Nature Recovery strategy. The Strategy does not mention Environment Act 2021 nor the need for Biodiversity Net Gain in developments. We concur with the Gloucestershire Wildlife Trust that the District Council must formally rule out restoration of the canal east of Brimscombe, prioritising this unique area for Nature Protection, Recovery, Enhancement, and fully align it with the Gloucestershire Nature Recovery Strategy and the emerging Local Nature Recovery Strategy.</p>	<p>The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed. The Strategy provides a framework of design guidance and assessment tools to improve the design quality of proposals and subsequent development in the context of the canal. It does not replace or supplement detailed ecological policy or technical requirements set out within legislation or policy. This has been made clearer in the final Strategy.</p>	<p>A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.</p>

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Brimscombe and Thrupp Parish Council	<p>Having an effective and appropriate canal strategy is extremely important and we support the initiative. The consultation itself is very difficult to engage with on-line, the Document A wallchart doesn't enlarge sufficiently clearly to actually read the small print, even enlarged on a computer with a very large screen. Comments on Drivers: Continuity is a bit simplistic, especially when it comes to biodiversity. It is not yet a continuous green infrastructure spine - but the strategy is not clear what the priority blockages are and how they will be addressed. Crossings – This creates an undue focus on physical bridges - and not on the connectivity needs of people from different parts of district (and beyond) accessing the corridor and why. Comments on canal strategy areas: A geographical division like this is useful for some area specific features but not for linear features. At Brimscombe the connectivity barrier of the A419 should be recognised; and there are genuine place based carbon reduction opportunities but they don't seem to have been identified. Comments on ingredients: A more focussed idea of what will be happening when in each area with proper local consultation would be much more accurate and useful.</p>	<p>The support for the principle of a canals strategy is welcomed. Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The Drivers have been reviewed in the context of the comments received and some changes are proposed. Particular blockages are identified within the placemaking frameworks and have informed the identified opportunities. Changes to the Brimscombe placemaking framework have been made to address the A419 barrier and the opportunities at the Port and the Mill. In terms of more detail on the delivery of ingredients within each area, this will be the focus of further work as the Action Plan is developed. Additional sections have been added to the Strategy in order to provide a clear Introduction to its role, purpose and status as well as how to use the document. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. A vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed.</p>	<p>A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas. Reference has been added in the relevant Placemaking Frameworks to the barrier effect of the A419.</p>
Canal & River Trust	<p>Agrees with the ambitions of the Strategy. Suggest use connectivity rather than continuity. The breakdown of the network into areas seems sensible. The Trust agrees with the principle of the place making framework and the ingredients which closely follow the Trust's own guidance and aspirations. Strategy does not address the different ownership and management of the Gloucester & Sharpness canal vs the Cotswold Canal. Should have been more collaboration between the Trust and the Strategy group, particularly where new crossings or new facilities are suggested. Consideration should be given to including reference to educational opportunities and social/ participation activities such as volunteering. Concerns over the</p>	<p>The Council welcomes the response of the Canal & River Trust and broad support for the vision, place making framework and key ingredients. The Council acknowledges that some changes are required to recognise the different ownership and management regimes for the different canals in the Strategy. The Council looks forward to further engagement with the Trust as the Council seeks to develop a long term Action Plan for the canals network. The Canals Strategy in its current format is not formatted as a standard Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for</p>	<p>The Strategy has been amended to address the detailed points raised by the Canals & Rivers Trust, including acknowledgement that they are the owners and managers of the Gloucester & Sharpness Canal. A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking</p>

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	<p>document's usability and accessibility for the public. The Strategy needs an Introduction to put it in context, introduce the action plan concept and set out the role and status of the Strategy. Some detailed points are suggested to address concerns. Needs to be acknowledgement of site allocation at Sharpness and key constraints at Purton and Sharpness.</p>	<p>publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The Trust has helpfully suggested some changes to reflect key constraints and current projects which will be reflected in the final document.</p>	<p>Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.</p>
<p>Chalford Climate Action Network</p>	<p>Readability concerns and concerns over environmental cost of development eastwards of Chalford. Added concern of potential conflicts between applying the strategy to adopted planning policy.</p>	<p>The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed. We also recognise that there has been some confusion with regard to the relative role and status of the different projects for the canals in the area, especially the Cotswold Canals Connected project. The SPD has been revised to include a more detailed Introductory section that provides greater clarity as to its context and what it does and does not set out to achieve. Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. Plain language and word definitions are also important to convey ideas</p>	<p>A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.</p>

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		<p>correctly. As such, the Canals Strategy's language and terminology has been reviewed to suit the document's role and purpose as an SPD and a glossary of terms is included in the final version. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed.</p>	
Cotswold Canal Trust	<p>General question about whether SDC is enabling Phase 1A to be navigable to Brimscombe Port. The strategy states that Phase 1A is complete to Brimscombe Port.</p>	<p>The Council supports the delivery of Cotswolds Canals Phases 1A and 1B to achieve a navigable canal corridor from Saul Junction to Brimscombe Port. At the current time, attention is focussed on the delivery of the "missing mile" to the west of Stonehouse and the regeneration of Brimscombe Port.</p>	<p>No proposed changes.</p>
Environment Agency	<p>Keen to engage more closely as were unable to comment on initial draft nor attend the stakeholder workshop. Welcome and support the strong theme of climate change throughout the strategy and the fact that climate change mitigation and adaptation are central themes. Evidence base: seek clarity on how studies including the SFRAs, Water Framework Directive and WCSs have fed into the strategy. Water Resources: potentially, one of the biggest challenges for the canals will be water availability and quality. The Strategy is advocating restoration of the upper canal reaches. There are significant water resource implications in that area including, the more popular it is for navigation, the more water it will need at the top of the catchment; its relationship to Severn / Thames Water Transfer Scheme options; issues with damage to protected sites and restoring connectivity which could have negative impacts for local crayfish, and other species; biodiversity value of the upper derelict reaches is significant. Water Quality: would welcome a stronger focus on water quality and delivery of water quality improvements. Flood risk: unclear what the strategy is trying to deliver. The canal between Ebley</p>	<p>Evidence base, water resources and water stress: The Strategy provides a framework of design guidance and assessment tools to assist landowners, developers and other planning professionals when preparing proposals for the canals and when making decisions on planning applications. It is intended to improve the design quality of proposals and subsequent development in the context of the canal. It does not replace or supplement detailed water management policy or technical requirements set out within legislation or policy. The Canals Strategy is not a prescriptive masterplan for projects along the corridor nor does it propose or advocate for specific improvements (e.g. making the canal fully navigable from the Severn to the Thames or the restoration of the upper canal reaches) but provides a design framework for decision making where proposals come forward. As such it is considered that the evidence studies used to inform the Strategy are appropriate for the document's scope and purpose. Given the water resource issues however, the Strategy could include reference to these</p>	<p>Given the water resource issues, the Strategy has been amended to refer to these and challenges associated with maintaining and restoring the canal network in the district. On flood risk, the Strategy now refers to the role of the canal between Ebley and Lower Wallbridge as a flood alleviation channel. A visual reference to flood risk has been included in the Placemaking Framework diagrams. Text has been added in the introduction to the Placemaking Frameworks explaining the need to reference wider policy and regulation material. Strategy text and aspirations have been reviewed and amended where appropriate to reflect the area specific comments.</p>

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	<p>and Lower Wallbridge acts as a Flood Alleviation channel to protect many properties and businesses. This function must be maintained and wherever possible enhanced to help counter the impacts of climate change on the local flood regime. It might also be helpful if the strategy were to include a visual reference to flooding, perhaps in the form of the Flood Map for Planning being overlaid on the maps.</p> <p>Biodiversity: insufficient weight and consideration given to environmental constraints, notably water resources and biodiversity/ existing ecological resource in particular the corridor east of Chalford and Eastern Upper Valley Canal Area. Land contamination and protection of groundwater and surface water: There is a significant opportunity to remediate land contamination by removing sources of existing and historic pollution and contaminants. Wish to see the Strategy incorporate wording to secure the protection and enhancement of aquifers, Source Protection Zones and surface waters (such as watercourses).</p> <p>Sustainable waste management: limited consideration of waste as a resource. Strategy could do more to include Circular Economy principles, and make greater linkages with the sections on energy.</p>	<p>and challenges associated with maintaining and restoring the canal network in the district.</p>	
<p>Friends of the Frome</p>	<p>Accessibility of documents: The documents are very difficult to view online – most people don't have access to A1 or A3 printers at home. There is a lack of a clear explanation of the placemaking methodology and how the strategy has been prepared. The impenetrability of the documents will lead to a poor consultation response. Lack of a vision: A clear vision should be the foundation for setting effective and logical initiatives. Purpose: Supported by Local Plan, Delivery Policy ES11, there is an underlying assumption behind the Draft Canals Strategy that the canal is restored to a navigable state over the entire canals system. We fundamentally disagree with this premise in the high nature areas between Chalford and Sapperton (Areas 9-10). We believe the Draft Strategy drastically underestimates the existing biodiversity value and importance of the canal and river corridor. In the PFD</p>	<p>Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. Additional sections have been added to the Strategy in order to provide a clear Introduction to its role, purpose and status as well as how to use the document. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed. The Canals</p>	<p>A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the</p>

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	<p>for Chalford, reference is made to harnessing the canal in Area 10 for 'water management in collaboration with all stakeholders.... for the benefit of the wider region'. The Strategy should provide direct reference to this potential as a possible driver for the restoration of Area 10, and points to the urgent need for a full Environmental Impact Assessment. The Strategy makes no reference to the Gloucestershire Nature Recovery Network, nor does it integrate any other existing landscape, geological or ecological reports on the Frome catchment. It is unacceptable that Biodiversity Opportunities are not identified alongside the Carbon Reduction Opportunities and Social Outcome Opportunities within the Placemaking Framework Diagrams in Document B. The Draft must be re-designed to include the natural environment as one of the Key Drivers. The Evidence base should include background information in support of the key 'functional' Drivers. Between Brimscombe and Sapperton, we support any proposed opportunities and activities that provide or improve access for people of different abilities on foot, cycle or wheelchair. We support activities that protect, manage and celebrate nature, with signage and interpretation where needed. The PFD for Brimscombe and Chalford Area fails to pay any reference to the presence of large areas of valuable green infrastructure and biodiversity that are already present in the canal and river corridor.</p>	<p>Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the terms 'water management' and engineering may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed. The PFDs for Areas 8-10 do refer to the ecological resource of the area, but more reference could be made to the value of the rewilded unnavigable sections.</p>	<p>Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.</p>
<p>Glos. County Council A</p>	<p>Welcomes the Strategy as bringing benefits for Stroud and people living and working there. The restoration of canal routes offers opportunities for green transport corridors. Stroud's canal heritage offers distinctive and vital opportunities to provide a blue green network for the benefit of people and wildlife. The emerging LCWIP for Stroud explores opportunities to create and reinforce a safe attractive walking and cycling network and considers the canal corridors. Similarly, the LTP outlines several active travel improvements in the Stroud area that include routes aligned to or linking with the canal corridors. GCC highlight key transport</p>	<p>Support for the Strategy is welcomed. There is a strong focus in the Strategy on the role of the canal network in promoting active travel and the place making frameworks have reflected opportunities set out within the LTP and emerging Stroud LCWIP. The Council looks forward to working with GCC to realise those opportunities.</p>	<p>Text has been added to the Methodology section regarding the Placemaking Frameworks which allows for more detailed studies in areas such as cycling and pedestrian provision to be part of the design and delivery process of any development; this would include reference to Sustrans and GCC for advice of width of routes.</p>

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	<p>projects set out in the LTP and the Stroud LCWIP which will benefit from, create demand for, and potentially help fund or deliver improvements to the canal corridor and connectivity to it. It will be useful to consider how, in the context of Stroud, the canals can achieve full inclusivity: more people walking and cycling on the paths adjacent to them and, in addition, more from groups using wheelchairs, mobility aids, 'micromodes' such as segways and other small lightweight vehicles. GCC looks forward to supporting the delivery of measures agreed within the resulting SPD.</p>		
<p>Glos. County Council B</p>	<p>Ecology comments: Welcomes the work that has gone into the Strategy. Hopes that it will guide a high standard of future sustainable development, a gain for biodiversity and new strategic green/blue infrastructure for Stroud District. Archaeology comments: We don't feel the importance of the historic environment comes through in the draft documents other than the odd mention of the Stroud Industrial Heritage Conservation area. Minerals and waste comments: Include a commitment to achieving waste minimisation and greater circularity in construction by way of reusing excavated materials from future canal infrastructure projects on-site wherever possible.</p>	<p>Support for the ecological aspects of the Strategy is welcomed. The heritage value of the canals network is extremely important and we will ensure that there are more prominent references to the value of the historic environment in the Strategy. Similarly, the Strategy is seeking to support carbon reduction measures and references will be added support the re-use of recycled materials.</p>	<p>The prominence of references to the historic environment has been increased throughout the relevant sections of the document. Text regarding "Waste as a resource" and Circular Economy principles has been enhanced within the Carbon Reduction opportunity table and within the Project Delivery Process Guide spreadsheet.</p>
<p>Glos. Suicide Prevention Partnership</p>	<p>GSPP welcomes consideration by Stroud District Council to apply suicide prevention guidance into the new Strategy.</p>	<p>The Strategy could provide a link and cross reference to the government guidance (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769006/Preventing_suicides_in_public_places.pdf). Acknowledge that prevention measures such as providing physical barriers to restrict access to the water are best planned into a development rather than being retrofitted.</p>	<p>Reference added to other sources for towpath guidance in Ingredient descriptions and reference made to other wider information sources in addition to the evidence base, in the methodology section of the SPD document.</p>
<p>Glos. Wildlife Trust</p>	<p>GWT is concerned that the draft strategy does not understand or safeguard the important designated ecological assets within the canal corridor. Therefore, it would provide design guidance that is likely to be inappropriate and challenged at the application stage. For example, "Linking the canopy" could be ecologically damaging in several locations. The</p>	<p>The detailed response from GWT is welcomed and the Strategy has been reviewed in the light of these comments. The Strategy provides a framework of design guidance and assessment tools to improve the design quality of proposals and subsequent development in the context of the canal. It does not replace or supplement detailed ecological policy or</p>	<p>The new Introductory sections of the SPD seek to clarify the nature and status of the Strategy and its relationship with other policy and legislative requirements. the revised SPD recognises the issue of recreational pressure being a threat to several designated sites, through</p>

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	<p>strategy does not appear to have considered the issue of recreational pressure being a threat to several designated sites, through disturbance and compaction of vegetation. GWT recommends a Strategic Environmental Assessment is undertaken. The diagrams and text in all sections need to be amended to integrate ecological assets in these locations. On specific aspects of the Strategy, GWT suggest: connectivity is more suitable than continuity; natural habitat creation and enhancement should be added to the clustering profile; a fourth driver is added relating to the climate and ecological emergencies; existing key ingredients relating to biodiversity are reviewed and a "nature recovery" ingredient is added; the placemaking sections for Brimscombe, Chalford and the Upper Eastern Valley are reviewed to remove any references to extensive development or any engineering which could imply restoration of the navigable canal east of Brimscombe. Proposes changes to language and specific words used in the strategy.</p>	<p>technical requirements set out within legislation or policy. This has been made clearer in the final Strategy. The Canals Strategy is not a prescriptive masterplan for projects along the corridor nor does it propose or advocate for specific improvements (e.g. making the canal fully navigable from the Severn to the Thames or the restoration of the upper canal reaches) but provides a design framework for decision making where proposals come forward. It is recognised that ecological resources along the canals network are sensitive and the placemaking frameworks and nature conservation related ingredients have been reviewed and changes made in the light of these comments.</p>	<p>disturbance and compaction of vegetation and includes new text in relevant Placemaking Frameworks and in some of the Ingredients. Placemaking Framework diagrams and text have been reviewed to ecological assets in certain locations. Connectivity and continuity; clustering profile amended to reflect natural habitat creation and enhancement. Review wording of existing key ingredients relating to biodiversity and whether a "nature recovery" ingredient is added. Placemaking sections for Brimscombe, Chalford and the Upper Eastern Valley have been reviewed to remove any references to extensive development or any restoration of the navigable canal within the section east of Brimscombe.</p>
Hawkins Watton	<p>Detailed comments relating to development proposals and local plan allocations and the impact of the wider canal project on those proposals. The issues will be discussed at the forthcoming local plan inquiry.</p>	<p>Noted. The SPD provides guidance and placemaking tools to guide planning applications and decision making. It does not address specific site allocations of proposals.</p>	<p>No proposed changes.</p>
Highways England	<p>Support the Canal Strategy which will compliment and support longer term schemes relating to the Heritage lottery restoration project that is unlocking a lost section of the Cotswold canals corridor between Saul Junction and Eastington. No specific comments to make on the Strategy.</p>	<p>Welcome support for the role of the Canals Strategy.</p>	<p>No proposed changes.</p>
Hinton Parish Council	<p>This is not an objection or support of the strategy but please note the following comments. I really think the plans should have been made bigger. Lots of residents have struggled to read or even see the plans. Also, another concern is that you have not spoken to Canal & River Trust regarding the plan. I think you should have had public consultation set up so people could actually read the plans.</p>	<p>Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The Council's consultants did engage with the Canal & River Trust, during the process, as evidenced in the documentation, although more can always be done</p>	<p>Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in</p>

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		<p>and further engagement will take place as an Action Plan is developed. Engagement during the development of the draft Strategy took place during the covid pandemic when public health restrictions limited the scope for in person consultation sessions. However, paper copies of the draft Strategy were made available for people to read at local libraries and at town or parish council offices open to the public during the extended public consultation period, in addition to online material.</p>	<p>order to improve legibility and ease of reading.</p>
<p>Historic England</p>	<p>Thank you for sharing this welcome draft vision and strategy. As the Sapperton to Upper Framilode stretch forms part of the Stroud Industrial Heritage Conservation Area (currently formally considered to be 'at risk'), guidance to help ensure development is sympathetic to the canals character, appearance and significance, with action planning and associated investments, provide a very positive initiative. We wish you well in your endeavours.</p>	<p>Welcome support for the role of the Canals Strategy.</p>	<p>No changes proposed directly relating to this response. However, in response to other comments made, the final Strategy has been amended to increase the prominence of references to the historic environment.</p>
<p>Marine Management Organisation</p>	<p>No further comment is required from the MMO regarding the Canal Strategy for Stroud District because you are not within the marine remit. We do advise that you consider any relevant policies within the South West Marine Plan documents in regard to areas within the plan that may impact the marine environment.</p>	<p>Comments are noted.</p>	<p>No proposed changes.</p>
<p>National Highways</p>	<p>After a review of the Canal Strategy and associated documents. National Highways are satisfied that the proposals are unlikely to adversely impact on the Strategic Road Network. It is however noted that National Highway as Statutory Consultee would request to be consulted on any proposal that are likely to impact on our assets (Highway Network, Structures, Drainage, street, lighting, landscaping assets, so on) as a result of schemes promoted through the SPD.</p>	<p>The comments are noted.</p>	<p>No proposed changes.</p>
<p>Natural England</p>	<p>NE recommends the Council recognises the need for an adaptive approach towards delivery of the Strategy to, in particular, take account of new evidence as it emerges. NE shares the Environment Agency's views</p>	<p>The Council recognises the need for an adaptive approach to the delivery of the Strategy and the suggested changes are welcomed. The Ingredients have also been reviewed in the light of comments</p>	<p>The Strategy process diagram has been amended to acknowledge the need to consider new evidence as it emerges. Changes have been made to the</p>

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	<p>about the need for the draft strategy to take greater account of environmental constraints and offer specific comments on the proposed 'ingredients' at Annex A. NE highlights the emerging strategic projects to counteract visitor recreational disturbance to habitat sites in the area. Scope exists through the final strategy to proactively manage the risk of additional recreation pressure. Measures may include signage and interpretation as well as improving links between existing informal recreation space and working in tandem with the Habitats Sites' mitigation measures to create new informal recreation space. Further opportunities arise in respect of 'mobile species' designated as part of the Severn Estuary SAC and Ramsar Site and the Wye Valley and Forest of Dean Bat Sites SAC. NE welcomes references to social prescribing. NE is working closely with NHS colleagues on a programme of work to embed the natural environment as a mainstream offer to address current health challenges and inequalities. Welcomes reference to social prescribing.</p>	<p>made relating to environmental constraints. Whilst the references to strategic projects to address recreational pressure were taken into account as part of the evidence base, it is recognised that more prominence could be given to the issue of recreational pressure and mitigation measures in the final Strategy. The Council welcomes NE's involvement with the NHS on the issue of social prescribing and looks forward to working with NE on the Action Plan for the delivery of the Strategy.</p>	<p>Ingredients in line with the response and more prominence has been given to the issue of recreational pressure and reference mitigation measures.</p>
Network Rail	<p>The strategy acknowledges the opportunities to improve access route and gateways to both road and rail. It could be that the predicted growth may increase future demands which may, in turn, necessitate the need for enhancements to facilities such as waiting rooms, improved passenger information, toilets and parking. It is therefore appropriate to require developer contributions to fund such improvements. With this in mind I would strongly urge that when the council undertakes its viability testing for any proposed allocated sites it considers the impact the proposal may have on the railway infrastructure. The cost of mitigating any impact may have a bearing on the viability and deliverability of any such proposed site allocations and future masterplans.</p>	<p>The Council welcomes the comments from Network Rail in the context of proposals contained within the new emerging Local Plan. However, the Canals Strategy provides design guidance supplementing aspects of the adopted Local Plan and as such does not include any proposals which would impact upon rail infrastructure requiring mitigation.</p>	<p>No proposed changes.</p>
POP Planning	<p>Supportive of the approach in the strategy. Strategy is a clear reflection of identified core drivers for change. There is a potential conflict between applying the strategy to adopted planning policy e.g. the Local Plan and Industrial Heritage Strategy - -will there be</p>	<p>The SPD has been checked for broad compliance with both the current adopted local plan and the emerging local plan review. The local plan policies will take precedence over the guidance in the SPD.</p>	<p>Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that</p>

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	guidance for DM officers on how to balance and weight different guidance in decision making?		provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has been added to existing biodiversity and the River in these non-navigable areas
Redrow Homes	Key Drivers conflict with any protection or enhancement of ecological characteristics. Canals Strategy does not refer to the principles guiding the future development of Strategic Allocation G1 (Land South of Hardwicke). No apparent accord between strategic development allocations in the Local Plan and the Canals Strategy	Following consultation on the draft Strategy, its alignment with existing and emerging local plan policies has been reviewed to ensure consistency and address any issues.	The Strategy has been reviewed against local plan policies. Further explanatory and introductory text has been added to explain the role and scope of the Strategy and its relationship to policy.
Rodborough Parish Council	For some people the towpath is far more important & useful than the canal itself, although as a wildlife corridor and play-route it has its purposes. The towpath forms a really wonderful leisure route for cyclists of all ages and abilities, but it mustn't be used by GCC as cover or an excuse for not providing a separate route for commuting cyclists; there has to be a fully separated bike route that follows the A419 from Chalford, through Stroud and on to Ebley, Stonehouse and beyond and which utilises the public space currently devoted to motorised traffic. Would support signposts to local facilities e.g. the Clothiers Arms, Cytek, Stonehouse Town facilities. The towpath ought to serve as the preferred pedestrian route (and make it safer for leisure cyclists), away from the A419 rather than expecting them to walk long distances next to the A419. However, improvements are required: widening (Wallbridge and under Dr Newton's Way); a foot and cycle bridge built at Capels Mill; more and better-surfaced (and well signed) bridlepaths for pedestrian and cyclists from the canal both to the urbanised sections of the A419 and up to the higher lanes that run broadly parallel to the canal (Rodborough, Butterrow & Bagpath Lanes and Thrupp & Bourne Lanes); discreet lighting to make the towpath feel safe	The Strategy aims to improve connectivity for a range of users along the towpath and to identify alternative routes for active travel where possible. More specific policies and proposals for active travel are contained within the LTP and Stroud LCWIP. The placemaking frameworks have been reviewed in the light of specific comments.	The placemaking frameworks for Stroud and Thrupp have been reviewed and amended in the light of comments received.

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	in urban but not in rural areas to avoid impacts on wildlife.		
ShIPS	<p>Poor response to district wide survey was a result of the complexity and difficulty for readers to understand and access the documents. Community involvement is the most important driver for change. Happy with boundaries but cautious about drawing boundaries in a holistic solution. Profiling Stonehouse area scores are wrong. Continuity should be a 2 (not 7); Crossings should be 6 (not 8); Clustering should be 5 (not 8). Welcomes recognition that the A419 has become a barrier between communities and would welcome dialogue with GCC to reduce traffic and speed. The canal towpath should be considered a major route for cycling but should be widened to allow access by specialised vehicles designed for disabilities. Stonehouse has voted on several occasions that the Ship Inn site should be made available for community use. This would be best achieved by gifting the land to ShIPS and allowing the community group, in conjunction with the local population and the Town Council, to decide on the best use of the land for the benefit of the community and the Town economically and directly. The programme is too long. All of these things are achievable within that time frame if local communities are allowed to take control by establishing steering groups working closely with Stroud DC.</p>	<p>The district wide survey was carried out online during the pandemic before the Strategy documents were prepared and over 500 responses is a good response rate given the nature of the consultation at that time. Various consultation responses on the Strategy itself have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The Council notes the comments regarding the former Ship Inn Site and welcomes the opportunity to work with the community on future options for the site. The profiling for Stonehouse canal area has also been reviewed and consideration given to the timescales for implementation of the Ingredients.</p>	<p>The existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. A number of new sections have been added to the final SPD to explain how the Strategy was prepared; in that context, the Drivers represent a Vision for the Future. - they are not a representation of the current conditions of each area. The profiling for the Stonehouse canal area is therefore an indication of the future aim for the area and the profiles have not, therefore been amended.</p>
Slimbridge Parish Council	<p>The wording in the documents is extremely small and cannot be read without having to zoom in, therefore printing out the document is not viable. It was felt the wording of the A3 document is still very small and not suitable to read and discuss at a public meeting. Key codes are not within both documents, requiring navigating between documents. The pages in the document are not numbered and there is no contents page. In terms of issues to address at Slimbridge, there should be more emphasis on looking at public transport in the area. Whilst Slimbridge has two crossing points within the parish, it doesn't have sufficient parking or infrastructure to accommodate this</p>	<p>The Canals Strategy in its current format is not formatted as a standard Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. Additional sections have been added to the Strategy in order to provide a clear Introduction to its role, purpose and status as well as how to use the document. The wall chart is intended to be printed at A1 size and displayed rather than being</p>	<p>Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease of reading. The placemaking frameworks and the Ingredients have been reviewed and text amended to refer to public</p>

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	<p>due to the tourism activities located within at the Patch. Encouraging visitors to the canal in this area has to come with mitigation and the impact on local communities should be recognised and addressed. There is very little mention of Canals and Rivers Trust and the role they should be doing within this. There are numerous boating activities and residential moorings that need to be looked at and controlled accordingly. It is noted that “Park and Move” and “Floats my Boat” are identified as priorities but no details as to how they will be achieved. Prioritising Active Travel and Building for Nature need to be higher up the priority list.</p>	<p>read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed. In terms of Slimbridge itself, the placemaking framework has been reviewed in the light of comments received. The impact of encouraging visitors to the area is recognised and the need for facilities to be carefully managed. It is recognised that the role of different parties including the Canal & River Trust within the canal network needs to be clarified.</p>	<p>transport provision and traffic management for the benefit of local village character and inclusion of text about increased recreational impact on landscape management. Further detail on how ingredients will be delivered will be subject to further work as the Action Plan is developed. The documentation has also clarified the role of different parties including the Canal & River Trust within the canal network.</p>
<p>Stagecoach</p>	<p>Welcomes the Strategy for its aspirations for the canals. Response seeks input from the Council on progress on a Local Bus Strategy (a separate issue form the Strategy).</p>	<p>Noted.</p>	<p>No proposed changes.</p>
<p>Stonehouse Town Council</p>	<p>Seeks more emphasis on Stonehouse in the Strategy, and consideration given to short and long term actions in the town to benefit from its proximity to the Canal. Seeks more emphasis on Stonehouse in the Strategy, and consideration given to short and long term actions in the town to benefit from its proximity to the canal. Drivers: would like to see reference to health and wellbeing and training & education in Clustering; also include reference to carbon reduction. In Crossings, the recently widened A419 is the biggest challenge to be overcome in Stonehouse in terms of access to the canal. Profiling of Stonehouse does not match the current position: Continuity should be 2 rather than 7: Crossings: should be level 6 rather than 8: Clustering - should be level 4 rather than 8. Framework: the focus needs to be on maximising the number of crossings and creating circular loops (footpaths/cycle path/road/railway) between crossings to fully connect Stonehouse with other communities along the canal corridor; the public consultation on the Ship Inn site was strongly in favour of community use as well as its strategic importance in connecting the Stonehouse and Bridgend communities; consider use of 11-acre</p>	<p>The detailed comments from the Town Council are welcomed. The wording for the Drivers has been reviewed and a number of changes made. The profiling for Stonehouse canal area has also been reviewed but no changes are proposed, as the profiles are a future vision of the Strategy Area not an analysis of its current performance. This will be clarified in the document. The Council notes the comments regarding the former Ship Inn Site and welcomes the opportunity to work with the Town Council on future options for the site. Wyatt’s Field is not identified for development in the Local Plan and at this stage it would not be appropriate for the Canals Strategy to identify it for canal development. Consideration has been given to the timescales for implementation of the Ingredients, and text has been added to confirm that how ingredients are delivered is entirely flexible.</p>	<p>The wording for the Drivers has been reviewed and a number of changes made. The profiling for Stonehouse canal area has also been reviewed but no changes are proposed, as the profiles are a future vision of the Strategy Area not an analysis of its current performance. This will be clarified in the document. Consideration has been given to the timescales for implementation of the Ingredients, and text has been added to confirm that how ingredients are delivered is entirely flexible.</p>

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	<p>Wyatt's Field (land opposite Avenue Terrace and adjacent to Bond's Mill) to enable Stonehouse to become a destination on the canal and to allow scope for future holistic growth. Ingredients: move Z (Canal Hub: Connecting with Nature), L – (Walking on water: accessing the water without a boat) and W (Floats my Boat) from the 5 to 10 yrs time slot, into 0-5 yrs timeframe; make clear that the foundation for later ingredients should be put in place sooner.</p>		
<p>Stroud Town Council</p>	<p>The consultation documents are all difficult or impossible to read and enlarge. Beautiful layout but incomprehensible with language we are unable to understand. There is a good evidence based document with some really interesting ideas, but its impenetrable. The consultation documents do not meet standard requirements for people using text readers on screen, therefore fail to address equality duties. The concept of the canals meeting and flowing together is good, but difficult to work out what will happen. The report has good strategic, interesting ideas that we could buy into, but it's incomprehensible. We recommend SDC's best option to get people on board, is to hold a joint parish and town Council presentation, to enable them to properly present the consultation in the best way they can. It will accelerate our ability to understand and will provide all round results for everyone.</p>	<p>The Canals Strategy in its current format is not formatted as a standard Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The Canals Strategy is primarily a guidance tool to assist landowners, developers and other planning professionals when preparing proposals for the canals and when making decisions on planning applications. As such, some planning jargon and design-profession terminology is necessary for describing complex design and planning matters but we accept that these might not be fully understood by everyone reading the documents. Plain language and word definitions are also important to convey ideas correctly. As such, the Canals Strategy's language and terminology has been reviewed to suit the document's role and purpose as an SPD and a glossary of terms is included in the final version. Additional sections have been added to the Strategy in order to provide a clear Introduction to its role, purpose and status as well as how to use the document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed. Further consultation with stakeholders and communities on projects for each Canals Area will be developed as part of the Action Plan.</p>	<p>Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease of reading.</p>

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Stroud Valleys Project	<p>Readability and accessibility problems: The documents are difficult to access due to a very small font and the use of planning jargon. Content: Green infrastructure and biodiversity should be drivers for change in their own right, as part of SDCs Master Plan for responding to the current 'climate and ecological emergency'. Strategy areas do not match phased development areas of the canal (i.e. Phases 1a and 1b). There is no reference to the Gloucestershire Nature Recovery Network data or plans and no measurable targets. Specific projects: Support a bridge and signage at Capel's Mill (in Stroud NDP). - lack of consistency, no mention of the GNRN data or plans. In general, the green infrastructure and biodiversity improvements need to be brought forward in the time frame for all areas.</p>	<p>We have revised the SPD to include a more detailed Introductory section that provides greater clarity as to its context and what it does and does not set out to achieve. We have addressed issues with terminology, presentation and included a glossary. A vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed. We have reviewed the way that biodiversity is presented in the Strategy - especially for areas 8-10, where it should be presented as an opportunity not a constraint. We have reviewed the framework for Stroud to take into account the views of respondents.</p>	<p>We have revised the SPD to include a more detailed Introductory section and addressed issues with terminology, presentation and included a glossary. A vision has been prepared and the key drivers have also been reviewed. We have reviewed the way that biodiversity is presented in the Strategy and the framework for Stroud to take into account the views of respondents.</p>
Woodland Trust	<p>The placemaking framework maps are difficult to work with on screen and their size makes them difficult to print off. More could be made of climate change and the ecological emergency, which should be seen as drivers for change. However, we commend the continuity: nature driver. There should be further mention of the retention of existing trees and woodlands. We would recommend the strategy delivers clear ambitions with fewer prioritised ingredients. We are concerned about threats to large areas of woodland, including Ancient Woodland from potential development and disturbance in the Chalford/ Eastern Upper Valley areas.</p>	<p>The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed. We also recognise that there has been some confusion with regard to the relative role and status of the different projects for the canals in the area, especially the Cotswold Canals Connected project. The SPD has been revised to include a more detailed Introductory section that provides greater clarity as to its context and what it does and does not set out to achieve. It is important to remember that the Strategy is a tool to be used to weigh the pros and cons of any proposals for the canal, against a wide range of objectives. Similarly,</p>	<p>Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease of reading. A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the</p>

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		<p>the Strategy does not support or represent any specific planning applications for development, neither is it an advocate for stakeholder aspirations, but it provides an objectively assessed overview of canal-focussed characteristics, for stakeholders to refer to alongside their specific mandates. The Canals Strategy in its current format is not formatted as a standard Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The Canals Strategy is primarily a guidance tool to assist landowners, developers and other planning professionals when preparing proposals for the canals and when making decisions on planning applications. As such, some planning jargon and design-profession terminology is necessary for describing complex design and planning matters but we accept that these might not be fully understood by everyone reading the documents. Plain language and word definitions are also important to convey ideas correctly. As such, the Canals Strategy's language and terminology has been reviewed to suit the document's role and purpose as an SPD and a glossary of terms is included in the final version. Additional sections have been added to the Strategy in order to provide a clear Introduction to its role, purpose and status as well as how to use the document. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed</p>	<p>references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.</p>

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1	<p>Apart from recreational use, the transport potential of canals should receive more consideration. For the Cotswold canals, restoration and waterside infrastructure projects should maximise their transport potential especially when linked to the national waterway system. Canals can also be a means of water transfer from the south west to the Thames.</p>	<p>The Draft Canals Strategy includes, amongst other things, guidance on design, land uses and transport and potential physical projects for all areas of the canal network, which may require planning permission. In terms of travel and transport, the Strategy focusses on travel along the towpath and adjoining PROW network, rather than on the use of the canal itself as a means of transporting goods; it does not, however, preclude the transport use of the canals.</p>	<p>No proposed changes.</p>
4	<p>Format and presentation of Strategy not fit for purpose - imagery too small to view online; terminology too complex. Not a Strategy - does not include a vision, but rather is a set of unconnected goals. More reference needed to cycling (the canal courier). More mention needed of the River Frome and how work to the canals is impacting it. Bridge crossings shown as clustering points - their role as safe harbours for wildlife overlooked. Opposes any development east of Chalford and towards Sapperton due to richness of biodiversity.</p>	<p>The Canals Strategy in its current format is not formatted as a standard Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The Canals Strategy's language and terminology has been reviewed to suit the document's role and purpose as an SPD and a glossary of terms is included in the final version. Additional sections have been added to the Strategy in order to provide a clear Introduction to its role, purpose and status as well as how to use the document. A vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed. The document includes extensive references to improving active travel generally and cycling specifically. The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed.</p>	<p>A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In terms of a Vision, the new section that have been added to the SPD, explain that the Strategy identifies a series of Drivers for Change which describe the combination of aspirations for the canal corridor as a whole in the future.</p>

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6	Objects to development of the canal between Brimscombe and Sapperton due to loss of biodiversity. The presentation of the draft Strategy on the website was very confusing.	The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed. We also recognise that there has been some confusion with regard to the relative role and status of the different projects for the canals in the area, especially the Cotswold Canals Connected project. The SPD has been revised to include a more detailed Introductory section that provides greater clarity as to its context and what it does and does not set out to achieve. The Canals Strategy in its current format is not formatted as a standard Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed.	A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.
9	Restoration would bring environmental benefit to the canal around Chalford.	Thank you for your positive comments. The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe.	No proposed changes.

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10	<p>Objects to development of the canal between Brimscombe and Sapperton due to loss of biodiversity. The presentation of the draft Strategy on the website was very confusing.</p>	<p>The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed. We also recognise that there has been some confusion with regard to the relative role and status of the different projects for the canals in the area, especially the Cotswold Canals Connected project. The SPD has been revised to include a more detailed Introductory section that provides greater clarity as to its context and what it does and does not set out to achieve. The Canals Strategy in its current format is not formatted as a standard Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed.</p>	<p>A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.</p>

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11	<p>Preference of 'treading lightly' concerning any human intervention east of Chalford - notes the difference between preserving biodiversity and wildness. Rather than encouraging more access to the area, could the strategy seek to cap access to the will areas along the canal, directing walkers and cyclists to alternative routes?</p>	<p>The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe.</p>	<p>A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.</p>

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19	<p>Readability concerns and concerns over environmental cost of development eastwards of Chalford. Added concern of potential conflicts between applying the strategy to adopted planning policy.</p>	<p>The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed. We also recognise that there has been some confusion with regard to the relative role and status of the different projects for the canals in the area, especially the Cotswold Canals Connected project. The SPD has been revised to include a more detailed Introductory section that provides greater clarity as to its context and what it does and does not set out to achieve. The Canals Strategy in its current format is not formatted as a standard Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed.</p>	<p>A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.</p>

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20	<p>Supportive of the strategy as a whole. Respondent is not supportive of development east of Brimscombe due to environmental concerns. The main thrust of the Strategy and the Cotswolds Canals Connected project is to connect the canal as waterway from the Severn to the Thames. This approach is not consistent with what should be the overriding considerations of ecological design principles and community resilience in the face of climate and ecological emergency.</p>	<p>Thank you for your support for the Strategy as a whole. The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed.</p>	<p>A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.</p>

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22	Generally supportive of the Strategy west of Brimscombe, whereas against reinstating the canal east of Brimscombe over environmental concerns.	Thank you for your general support for the Strategy west of Brimscombe. The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed. We also recognise that there has been some confusion with regard to the relative role and status of the different projects for the canals in the area, especially the Cotswold Canals Connected project. The SPD has been revised to include a more detailed Introductory section that provides greater clarity as to its context and what it does and does not set out to achieve. It is important to remember that the Strategy is a tool to be used to weigh the pros and cons of any proposals for the canal, against a wide range of objectives. Similarly, the Strategy does not support or represent any specific planning applications for development, neither is it an advocate for stakeholder aspirations, but it provides an objectively assessed overview of canal-focussed characteristics, for stakeholders to refer to alongside their specific mandates.	A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.
24	Includes detailed implementation recommendations and comments e.g. the need for more winding holes; development of a marina on the Stroudwater canal. Supportive of opening the canal to the Thames. Notes that the Cotswold Canal is isolated from the wider waterway network.	Detailed implementation and delivery points are noted, although the Strategy is a high-level guidance document and does not address such a fine level of detail.	No proposed changes.
27	Not supportive of boats or fishing on the canal. Prioritise the towpath: it should be widened and segregated to enable faster cycling. The towpath should follow the canal (it doesn't around Waitrose and Capel Mill).	Noted - the Strategy supports active travel using the towpath.	No proposed changes.

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28	<p>Readability and accessibility problems, otherwise generally positive with generic recommendations for changing drivers to 'benefits', altering wording and scoring of some of the sections.</p>	<p>Noted. The Canals Strategy is primarily a guidance tool to assist landowners, developers and other planning professionals when preparing proposals for the canals and when making decisions on planning applications. As such, some planning jargon and design-profession terminology is necessary for describing complex design and planning matters but we accept that these might not be fully understood by everyone reading the documents. Plain language and word definitions are also important to convey ideas correctly. As such, the Canals Strategy's language and terminology has been reviewed to suit the document's role and purpose as an SPD and a glossary of terms is included in the final version. Additional sections have been added to the Strategy in order to provide a clear Introduction to its role, purpose and status as well as how to use the document. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed.</p>	<p>Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease of reading.</p>
31	<p>Concern about tidying up the canal and that this will attract developers and investors. Supports the views of the Gloucestershire Wildlife Trust.</p>	<p>Noted. It is important to remember that the Strategy is a tool to be used to weigh the pros and cons of any proposals for the canal, against a wide range of objectives. Similarly the Strategy does not support or represent any specific planning applications for development, neither is it an advocate for stakeholder aspirations, but it provides an objectively assessed overview of canal-focussed characteristics, for stakeholders to refer to alongside their specific mandates.</p>	<p>No proposed changes.</p>

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54	<p>Readability and accessibility problems. "These are the format of working documents for in-house working groups and partner bodies, not the format for public consultation" and "Chalford - Sapperton section restoration to a linear water park might be far more feasible than restoration to through traffic".</p>	<p>The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed. We also recognise that there has been some confusion with regard to the relative role and status of the different projects for the canals in the area, especially the Cotswold Canals Connected project. The SPD has been revised to include a more detailed Introductory section that provides greater clarity as to its context and what it does and does not set out to achieve. The Canals Strategy is primarily a guidance tool to assist landowners, developers and other planning professionals when preparing proposals for the canals and when making decisions on planning applications. As such, some planning jargon and design-profession terminology is necessary for describing complex design and planning matters but we accept that these might not be fully understood by everyone reading the documents. Plain language and word definitions are also important to convey ideas correctly. As such, the Canals Strategy's language and terminology has been reviewed to suit the document's role and purpose as an SPD and a glossary of terms is included in the final version. The Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. Additional sections have been added in order to provide a clear Introduction to its role, purpose and status as well as how to use the document.</p>	<p>A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.</p>
61	<p>Broad agreement with the proposals as long as the special character and biodiversity of the area is maintained</p>	<p>Noted</p>	<p>No proposed changes.</p>

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62	<p>Broad appreciation of the complexity of the strategy outcomes but also aware of the lack of detail concerning landscape character and ecological influences. Much of the strategic improvements are being achieved already and there needs to be a more sensitive approach to the Eastern Upper Valley canal area as a whole. The Strategy is written with an assumption that change and restoration to all the canal corridor is needed. "Don't allow this strategy to drive change for... limited objectives based on the assumption that restoration is what needs to happen".</p>	<p>The Canals Strategy has been prepared as an SPD, having regard to national and local planning policy requirements. As an SPD, the Strategy does not set new planning policy, but provides guidance to supplement the requirements of relevant planning policies, especially Policy ES 11 (Maintaining, restoring and regenerating the district's canals) in the Stroud District Local Plan, November 2015, and Policy ES11 in the Stroud District Local Plan Review, pre submission draft, 2021. The Strategy has been brought forward as an SPD in order to give it additional weight as a material consideration when deciding planning applications. The Strategy provides a framework of guidance and assessment tools for specific areas which should be taken into account when planning applications are being prepared and considered. It is intended to improve the quality of proposals and subsequent development in the context of the canal. The Council recognises that a number of respondents have raised concerns that, in its current format, it is unclear as to how the Strategy performs as an SPD. The Strategy has been reviewed to address these concerns and a number of introductory sections have been added to the SPD to explain what the Strategy is, how it should be used and by whom, and its status in planning terms as an SPD.</p>	<p>A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.</p>

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63	<p>Readability and accessibility issues. Welcomes improved connectivity for the locals but concerned with the lack of parking, and encouragement of more visitors. Saul Junction is already increasingly hazardous with the poor parking / road layout and large numbers of visitors, Slimbridge have suffered enormously please don't wish this on other canal side villages.</p>	<p>The Canals Strategy is primarily a guidance tool to assist landowners, developers and other planning professionals when preparing proposals for the canals and when making decisions on planning applications. As such, some planning jargon and design-profession terminology is necessary for describing complex design and planning matters but we accept that these might not be fully understood by everyone reading the documents. Plain language and word definitions are also important to convey ideas correctly. As such, the Canals Strategy's language and terminology has been reviewed to suit the document's role and purpose as an SPD and a glossary of terms is included in the final version. The Canals Strategy in its draft format is not formatted as a typical Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. Additional sections have been added to the Strategy in order to provide a clear Introduction to its role, purpose and status as well as how to use the document. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy had been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. With regard to parking, any proposed development along the canals corridor would need to provide car parking in accordance with the council's standards at the time.</p>	<p>Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease of reading.</p>
76	<p>Love to see the canal developed at least as far as the Sapperton Tunnel - it has flood management benefits. The question being 'how' to manage flooding in the valley, not 'if' we restore the canal or not.</p>	<p>Restoration of the canal would require partnership working between the Canal and Rivers Trust, Environment Agency, Council and local trusts - flood risk and alleviation measures would be an integral part of any detailed proposals.</p>	<p>Changes have been made to a number of the Placemaking Frameworks to address flood risk and alleviation. There is also additional guidance and explanation in the new text sections of the final SPD that explain the role of the Strategy in relation to other bodies, policies and regulations.</p>

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77	Would like to see emissions reduction as one of the Drivers. Profile ratings generally overstate the current situation in Stonehouse. A419 acts as a barrier between Stonehouse and the canal. Community keen to see community use of the Ship Inn site. Ingredients and some timescales not sufficiently ambitious and may cause too much urbanisation - more specifics needed re emissions, waster, sustainability and biodiversity.	The Strategy is a place making framework, intended to guide the preparation of development proposals along the canal and the determination of planning applications. As it is not, in itself, proposing development or operations, it is difficult to provide accurate timescales for most action points. Concerns re the scoring of Stonehouse and the barrier effect of the A419 in that area are noted and will be reviewed.	A number of new sections have been added to the final SPD to explain how the Strategy was prepared; in that context, the Drivers represent a Vision for the Future. - they are not a representation of the current conditions of each area. The profiling for the Stonehouse canal area is therefore an indication of the future aim for the area and the profiles have not, therefore been amended. The Strategy has been changed to refer to the barrier effect of the A419.
80	Please consider wheelchair accessible paths, specifically allowing access to Stroud centre.	Physical improvements to the towpath and access to it should have regard to the need to provide access for all modes.	No proposed changes.
87	Request for more focus to be paid to the Gloucester and Sharpness canal - need to improve towpaths and access. Too much focus on the incomplete Cotswold Canal	The Strategy covers the Gloucester and Sharpness canal in Stroud District as well as the Cotswold Canal.	No proposed changes.

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88	<p>Readability and accessibility problems with no succinct summary for normal people. Reopen Stonehouse Bristol Road Railway Station as a matter of priority.</p>	<p>Reopening of the railway station is outside of the scope of the SPD but grateful for this issue being raised for the attention of the Council. The Canals Strategy in its current format is not formatted as a standard Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The Canals Strategy is primarily a guidance tool to assist landowners, developers and other planning professionals when preparing proposals for the canals and when making decisions on planning applications. As such, some planning jargon and design-profession terminology is necessary for describing complex design and planning matters but we accept that these might not be fully understood by everyone reading the documents. Plain language and word definitions are also important to convey ideas correctly. As such, the Canals Strategy's language and terminology has been reviewed to suit the document's role and purpose as an SPD and a glossary of terms is included in the final version. Additional sections have been added to the Strategy in order to provide a clear Introduction to its role, purpose and status as well as how to use the document. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed.</p>	<p>Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease of reading.</p>

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96	<p>Resident of Frampton Mansell and owns approx. one kilometre of the canal at Puck Mill. The valley does not need restoration. The stretch is a biodiverse 'quiet place'. It is wild land already enjoyed by many, neighbouring the Siccaridge Nature Reserve. Not ideologically opposed to a canal restoration and come to it with an open mind. Raises a number of questions as to the implementation of any restorations plans that would affect their land ownership which would involve significant work to my property and substantially transform both their property and their enjoyment of it. Questions relate to when discussions about restoration would occur; what permissions are in place with other landowners along the canal and the potential use of CPOs; impact of restoration on own property; plans for canal boat mooring and policing.</p>	<p>The Strategy provides a framework of guidance and assessment tools to assist landowners, developers and other planning professionals when preparing proposals for the canals and when making decisions on planning applications. It is intended to improve the quality of proposals and subsequent development in the context of the canal. The Strategy does not include actual proposals and plans for specific developments, and the respondent's concerns and questions would be addressed by any future developer/ agency preparing detailed plans for restoration. The Canals Strategy is not a prescriptive masterplan for projects along the corridor nor does it propose or advocate for specific improvements (e.g. making the canal fully navigable from the Severn to the Thames or the restoration of the upper canal reaches) but provides a framework for decision making where proposals come forward.</p>	<p>Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease of reading.</p>
97	<p>Respondent disagrees that the documents exhibit a strategy - "only generic detail not specific detail" - it is not a strategy, as there is no vision or objective for the strategy to deliver. It is a delivery tool- "it fails completely".</p>	<p>The draft Strategy has been revised to include a Vision and clearer introduction, setting out the context for the document.</p>	<p>Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease of reading.</p>

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99	<p>Thames and Severn Canal is privately owned by 90 different parties. Points raised include SDC building a footbridge illegally over the lock at Baker's Mill, and boughs of a large tree on SDC land has fallen into the canal above Bakers Mill Lock and has not been cleared.</p> <p>Thames & Severn Canal is vital for drainage in times of high water and this needs to be considered, otherwise there is a risk of flooding in Chalford.</p>	<p>The Strategy provides a framework of guidance and assessment tools to assist landowners, developers and other planning professionals when preparing proposals for the canals and when making decisions on planning applications. It is intended to improve the quality of proposals and subsequent development in the context of the canal. The Strategy does not include actual proposals and plans for specific developments, and the respondent's concerns and questions would be addressed by any future developer/ agency preparing detailed plans for restoration. The Canals Strategy is not a prescriptive masterplan for projects along the corridor nor does it propose or advocate for specific improvements (e.g. making the canal fully navigable from the Severn to the Thames or the restoration of the upper canal reaches) but provides a framework for decision making where proposals come forward .</p>	<p>Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease of reading. the new sections serve to clarify what the Strategy does and does not do, especially at a detailed site specific level.</p>
106	<p>Particular interest in Sustrans route 41 being ideally 2m wide as it would be of great assistance to pedestrians, cyclists and families.</p>	<p>Noted</p>	<p>No proposed changes.</p>
109	<p>Welcome for SDC's commitment to the canals. Concern over insufficient resources within SDC to do it justice. As a Fellow of the Landscape Institute (Retired) respondent agrees with Continuity, Crossings and Clustering as an effective way of grouping many topics and issues into account.</p>	<p>Noted</p>	<p>No proposed changes.</p>
21	<p>Unreadable and inaccessible document for public consumption</p>	<p>The Canals Strategy in its current format is not formatted as a standard Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The Canals Strategy is primarily a guidance tool to assist landowners, developers and other planning professionals when preparing proposals for the canals and when making decisions on planning applications. As such, some planning</p>	<p>Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease of reading.</p>

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32	Welcome the Canal Strategy conversion into Supplementary Planning Guidance. However, there are readability and accessibility problems.	jargon and design-profession terminology is necessary for describing complex design and planning matters but we accept that these might not be fully understood by everyone reading the documents. Plain language and word definitions are also important to convey ideas correctly. As such, the Canals Strategy's language and terminology has been reviewed to suit the document's role and purpose as an SPD and a glossary of terms is included in the final version. Additional sections have been added to the Strategy in order to provide a clear Introduction to its role, purpose and status as well as how to use the document. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been reviewed.	Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease of reading.
73	Supports the initiative of the Strategy. Readability and accessibility problems - the consultation was very difficult to engage with online. Document A does not enlarge sufficiently to read the small text. Disagrees with terminology as it doesn't go far enough to address details and a lack of local community engagement or applied knowledge. Continuity driver - is simplistic when it comes to biodiversity, e.g. continuity for an otter is different to that for a fish or stoat. Failure to address the high value biodiversity above Chalford. Crossings driver - undue focus on physical bridges rather than the connectivity needs of people accessing the canal corridor from the wider district. Canal Strategy areas: base map for Brimscombe is wrong - it shows a canal but no port basin. connectivity barrier of the A419 is not recognised. Failure to engage with the local community means that place based measures, e.g. for carbon reduction, have been missed.		A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.
75	Readability and accessibility problems, full of jargon and gobbledegook. Wasted money. Environmental impacts to restoration with the canal as a wildlife corridor should be front and centre.		Changes have been made to the draft Strategy to address the accessibility of the document, including the addition of a glossary to explain terms; and additional

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81	Readability and accessibility problems, full of jargon. Not accessed Documents A or B as they are unintelligible. Lists a number of challenges and strengths in the Slimbridge area relating to local infrastructure and usage by locals.		explanatory and introductory sections to text. A single SPD Document has been prepared which combines all of the Canals Strategy material which was previously used for public consultation, in order to improve legibility and ease reading.
83	Readability and accessibility problems. Development at Sharpness is “a very exciting opportunity to the benefit of all residents and visitors alike”, but not at small village Purton: “The relentless pursuit of maximum use for maximum benefit in your report is unsustainable and wrong”.		
91	Strategy document is not ideal for consultation with ‘consultant speak’. Many questions over how maximising economic / social / ecological benefits were assessed or consulted on. Drivers ignore the surrounding area and communities.		
92	Disagree with spending to create the Canals Strategy when there are more important concerns to spend money on. Poorly put together documents not easy to read on an iPad. Rewilding up to the Daneway is preferable to reinstating a dead-end canal to the detriment of the AONB.		
107	Readability and accessibility problems: “extremely generalised and uninformative language” prioritising leisure activities in plain breach of ES11.		
110	Readability and accessibility problems: jargon. What is the evidence base for Drivers? Danger in ‘maximising’ canals will cause more harm than good. Long list of comments re Purton and a general struggle to make sense of the documents.		
111	Readability and accessibility problems. Development at Sharpness is “a very exciting opportunity to the benefit of all residents and visitors alike”, but not at small village Purton: “The relentless pursuit of maximum use for maximum benefit in your report is unsustainable and wrong”.		

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy
3	Objects to development of the canal between Brimscombe and Sapperton, other than making the footpath more accessible for push chairs, wheel chairs and for those with mobility needs. Concern over loss of biodiversity between Brimscombe and Sapperton, and notes increased flooding risk in Chalford if this section of canal is made navigable again.	The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed. We also recognise that there has been some confusion with regard to the relative role and status of the different projects for the canals in the area, especially the Cotswold Canals Connected project. The SPD has been revised to include a more detailed Introductory section that provides greater clarity as to its context and what it does and does not set out to achieve. It is important to remember that the Strategy is a tool to be used to weigh the pros and cons of any proposals for the canal, against a wide range of objectives. Similarly, the Strategy does not support or represent any specific planning applications for development, neither is it an advocate for stakeholder aspirations, but it provides an objectively assessed overview of canal-focussed characteristics, for stakeholders to refer to alongside their specific mandates.	A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.
5	Objects to development of the canal between Brimscombe and Sapperton especially from Chalford to Sapperton. Concern over loss of biodiversity.		
7	Objects to development of the canal between Brimscombe and Sapperton especially from Chalford to Sapperton. Concern over loss of biodiversity.		
8	Objects to development of the canal between Brimscombe and Sapperton especially from Chalford to Sapperton. Concern over loss of biodiversity.		
14	Concerns over environmental cost to wildlife of restoring the canal especially in the Chalford area which needs a very light touch. Concerned to see the aspiration to reconnect the Thames to the Severn by means of the canal and its implications of the Chalford section. Concerned at reference in Document A, Eastern Upper Valley to lighting, which is disruptive to birds and insects. The strategy documents are opaque and off-putting to read with lots of jargon.		
25	Concern over loss of biodiversity between Brimscombe and Sapperton, flooding liability if canal is restored.		
30	Not supportive of reinstating the canal from Brimscombe to the Sapperton Tunnel as it "would be acceptable to destroy all the wildlife and natural beauty this route has to offer".		
33	Does not want development east of Brimscombe for the sake of nature conservation.		

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy
35	Appalled by reinstating the canal from in the eastern valley to Daneway.		
41	Concern over loss of biodiversity between Brimscombe and Sapperton and the proposal to seek navigability of the section from Brimscombe onwards. Recommendation for another “sensitivity to biodiversity” layer of assessment. Unconvinced by developments elsewhere that nature and biodiversity can be retained and respected in new developments. Supports Policy ES11 as more respectful of the existing environment, heritage, setting and biodiversity than the design guidance.		
42	Deep concern over reinstating the canal from Chalford to Sapperton due to it being detrimental to wildlife.		
47	Welcomes the focus on biodiversity and ecosystems but opposed to development beyond Brimscombe to the east.		
52	Very concerned over reinstating the canal from Brimscombe to Sapperton due to it being detrimental to wildlife.		
55	Oppose in the strongest possible terms your proposed development of the canal from Brimscombe through to Sapperton. “stop trying to recreate the past”.		
58	Not in favour of development eastwards of Brimscombe as it is hard to mitigate the environmental cost and the strategy should be changed to reflect this.		
59	Registering strongest objections to development eastwards of Brimscombe as it is hard to mitigate the environmental cost. Brimscombe Port proposals have already removed two great community facilities.		
64	Against development in strategy’s ‘Area 10’ with no evidence for the assumption that change is positive.		
67	Vehemently oppose any development of the canal from Chalford to Sapperton due to it being detrimental to wildlife, “increasing footfall with dogs and noise”.		

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy		
78	Not supportive of restoration of the canal past Stroud due to environmental concerns. History does not need to be recreated.				
86	Strong objection to development east of Brimscombe to Sapperton because it will destroy the wildlife corridor.				
94	Opposed to further development east of Brimscombe around Chalford and beyond: 'if it aint broke, don't fix it'.				
105	Strong objection to development around Chalford Vale because it will destroy the present unspoilt wilderness.				
108	Strong objection to development around Chalford Vale because it will destroy the present unspoilt wilderness, with reference to the Environment Act 2021 and NPPF as evidence for objecting to development.				
114	Respondent does not believe the canal needs restoring beyond Brimscombe Port.				
17	Readability concerns and concerns over environmental cost of development eastwards of Chalford.			The Canals Strategy is not proposing for the canal to become fully navigable from the Severn to the Thames and specifically does not include a proposal for the restoration of a navigable canal east of Brimscombe. The Placemaking Framework for the Eastern Upper Valley Canal Area in the Strategy recognises the need for 'innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders.' We recognise that the use of the term 'water management' may have led to some of the concerns expressed in the responses received during the consultation and the language and intentions of this part of the Strategy have been reviewed. We also recognise that there has been some confusion with regard to the relative role and status of the different projects for the canals in the area, especially the Cotswold Canals Connected project. The SPD has been revised to include a more detailed Introductory	A number of changes have been made to the draft Strategy to address the concerns and lack of clarity relating to the Strategy's role with regard to the restoration of the canal between Brimscombe and Sapperton, in the Eastern Upper Valley. Changes have been made to some of the terminology used in the relevant Placemaking Frameworks for these areas and a more detailed Introductory section has been included in the final SPD that provides greater clarity as to its context and what it does and does not set out to achieve. In areas where the canal is not navigable the references to "canal" have been changed to "canal route" so that a navigable restoration is not implicit in the
23	Readability and accessibility problems, not supportive of reinstating the canal from Chalford to the Sapperton Tunnel.				
26	Readability and accessibility problems, not supportive of reinstating the canal from Chalford to the Sapperton Tunnel.				
29	Readability and accessibility problems, not supportive of reinstating the canal from Brimscombe to the Sapperton Tunnel "Keep it wild and quiet, free of noise and pollution".				
43	Readability and accessibility problems, not supportive of reinstating the canal from Brimscombe to the Sapperton Tunnel. Concerns over conflicts between cyclists and pedestrians especially on narrow sections of the towpath.				

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy
48	Readability and accessibility problems, not supportive of reinstating the canal from Brimscombe eastwards. Strategy has "vague allusion to improvement" with many questions over details unanswered. Respondent states that Drivers already describe what the canals already do. This is the purpose of describing "Drivers" in the Strategy.	section that provides greater clarity as to its context and what it does and does not set out to achieve. It is important to remember that the Strategy is a tool to be used to weigh the pros and cons of any proposals for the canal, against a wide range of objectives. Similarly, the Strategy does not support or represent any specific planning applications for development, neither is it an advocate for stakeholder aspirations, but it provides an objectively assessed overview of canal-focussed characteristics, for stakeholders to refer to alongside their specific mandates. The Canals Strategy in its current format is not formatted as a standard Supplementary Planning Document (SPD). Various consultation responses have brought to our attention the ways that the Strategy may not meet the District Council's own standards of presentation for publicly available planning documents, and the existing Strategy documents have been reviewed to ensure they are fit for purpose as an SPD. The Canals Strategy is primarily a guidance tool to assist landowners, developers and other planning professionals when preparing proposals for the canals and when making decisions on planning applications. As such, some planning jargon and design-profession terminology is necessary for describing complex design and planning matters but we accept that these might not be fully understood by everyone reading the documents. Plain language and word definitions are also important to convey ideas correctly. As such, the Canals Strategy's language and terminology has been reviewed to suit the document's role and purpose as an SPD and a glossary of terms is included in the final version. Additional sections have been added to the Strategy in order to provide a clear Introduction to its role, purpose and status as well as how to use the document. The wall chart is intended to be printed at A1 size and displayed rather than being read on screen. The Strategy has been reviewed to ensure that all of the information on the wall chart is also included in the main SPD document. In acknowledgement of the lack of a clear and distinct vision in the Strategy, a vision has been prepared, taking into account the views of respondents and the key drivers have also been	Framework Diagrams. Reference has also been added to existing biodiversity and the River in these non-navigable areas.
49	Readability and accessibility problems. Supportive of the post-industrial clean-up and regeneration in Stroud but not supportive of reinstating the canal from Brimscombe eastwards.		
50	Readability and accessibility problems. Very concerned over reinstating the canal from Chalford to Sapperton due to it being detrimental to wildlife, as well as high costs and access problems.		
51	Expressed concern over reinstating the canal around Chalford due to it being detrimental to wildlife. Money would be better spent on cycling infrastructure.		
57	Readability and accessibility problems. Not in favour of development eastwards of Brimscombe as it is hard to mitigate the environmental cost.		
60	Readability and accessibility problems, with text "mainly written in planning and design jargon". Methodology not understood.		
66	Readability and accessibility problems. Against reinstating the canal from Chalford to Sapperton due to it being detrimental to wildlife.		
68	Document is vast and too much to digest. Against reinstating the canal from Chalford to Sapperton due to it being detrimental to wildlife with increased noise, light and other pollution and domestic pets.		
69	Strategy is incomprehensible. Opposed to reinstating the canal from Chalford to Sapperton due to it being detrimental to wildlife		
72	Strategy is barely comprehensible. Opposed to reinstating the canal from Chalford to Sapperton due to the devastation to wildlife.		

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy
74	Strategy is not very intelligible and digestible and lacking detail of what is proposed. Opposed to reinstating the canal from Chalford to Sapperton as it would diminish the natural treasure at present and not enhance it.	reviewed.	
84	Difficult to absorb and comprehend the documents. Development in Key Areas 9 and 10 is opposite to being environmentally responsible. Objection to Cotswold Canal Trust lobbying terminology being used in an SDC document i.e. "Phase 3" - it is locally opposed. Much of the strategy terminology needs defining absolutely and specifically how each measure will be achieved, with SDC held to account for exactly that. Define "functional canal". Oppose Crossings and Continuity as viable drivers and oppose development east of Brimscombe on Environmental grounds		
89	Strongly opposes restoration of the canal east of Brimscombe as this would result in a net loss of biodiversity for the Brimscombe and Chalford area. Little ecological references or baseline information, use of unnecessary jargon for laypeople, misleading to not acknowledge any legal or planning barriers and does not mention the Environment Act 2021 and the need for Biodiversity Net Gain within 250m of the canal basin.		
95	Readability and accessibility problems: jargon. Opposed to development in Chalford on the grounds that increased visitors means more traffic which is at capacity and cannot be increased. Opposed to development in the upper Frome valley on environmental grounds.		
101	Readability and accessibility problems. Not in favour of development eastwards of Brimscombe as it is hard to mitigate the environmental cost.		

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy
112	<p>Readability and accessibility problems: complicated and confusing. Respondent does not believe the canal needs restoring beyond Brimscombe Port. Development is incongruous with the current situation in Chalford. Strong opposition to plans for this area.</p>		
113	<p>Readability and accessibility problems: difficult to comprehend. Objection to proposals on the grounds that "The strategy is not suitable for the stretch of canal between Chalford and Sapperton" for the sake of wildlife.</p>		
115	<p>Readability and accessibility problems: impenetrable. Respondent objects to development east of Brimscombe, would like SDC to formally rule out any restoration [here]" and would like to express the hope that you will act on all the GWT's recommendations.</p>		

Appendix 2

Proposed changes

Proposed Changes to Draft Canals Strategy

Canals and River Trust must use a '&' in the name. Add the C&RT website to the outline page and Town & Country Planning Association advice web page (<https://tcpa.org.uk/resources/>). Add that C&RT are the owners and managers of the G&S canal.

State that SVCC owns or leases the 'Stroudwater Navigation' from Whitminster Lock in the West through to just past Bourne Lock, Brimscombe in the East. Correction to the Evidence Base summary record. Also add a term in the Glossary poss.

Include reference to invitees and attendees of events in Engagement summary text within the SPD Document.

State that the evidence base summary is representative of the list of material and consultees provided by SDC at the outset of the commission and that it is a list of consulted contributors. In addition to this a more exhaustive review of other related material was carried out where stakeholders or key listed documents suggested this be useful. Include in text about the evidence base within the SPD doc.

Reviewed "Stroud Canals" title vs "Canals in Stroud District" to avoid SDC's implied jurisdiction/ownership over the canals. Resolved to keep "Stroud Canals" title in interests of consistency.
- now made clear in the Evidence Base Summary that the canals are under different ownership and management.

Crossings: District wide: (in Blue): consider adding reference to wildlife & habitat crossings or highlight that the Drivers already do this.

"The western end of the [Wallbridge] proposal area lies between a section of the canal that was primarily used since its closure as a flood relief channel for the northern watercourses including Slad Brook, Painswick Stream and Ruscombe Brook. Whilst the canal design incorporated this function it would be designed below current climate change standards so will need to be revisited as part of the wider Wallbridge Strategy to identify opportunities to future proof this area with regards flood risk." Consider including text in the introduction to the Placemaking Frameworks for the need to reference wider policy and regulation material. Statement that the PM Frameworks have a role in considering the placemaking opportunities specific to a Strategy area location.

General: The River Frome corridor is specifically highlighted in section 5 in relation to biodiversity strategies. The Frome corridor and floodplain and tributaries is equally important in other reaches. Consider including text in the introduction to the Placemaking Frameworks for the need to reference wider policy and regulation material. Statement that the PM Frameworks have a role in considering the placemaking opportunities specific to a Strategy area location.

Include an explanation within introductory text that the profiles are a future vision of the Strategy Area, not an analysis of its current performance.

Add text to the Methodology section regarding PM Frameworks which allows for more detailed studies in areas such as cycling and pedestrian provision to be part of the design and delivery process.

Saul and Frampton Canal Area sub-heading: take out hyphen at “each-other” (R3). Comment ‘5’ changed from “might be extended to join with other ecologically important areas...” to “might be <u>managed alongside enhanced ecologically important areas, particularly open wetland habitats...</u> ”
Upper G&S Canal Area: Refer to C&RT ownership and management of the G&S canal and Sharpness within the framework comments 1-4. Comment ‘3’ should read “A reinstated historic crossing at Stank Lane...” and not “A new crossing”.
Lower G&S: add sentence re public transport provision and traffic management for the benefit of local village character. Also, change “access places” to “recreational and historical destinations” with inclusion of text about increased recreational impact on landscape management.
Sharpness Canal Area: change sentence to read “ <u>Maximise local spaces and development land</u> for the primary benefit of local residents, providing access for recreation, health and well-being.” Change to “Improving access <u>onto recreational spaces...</u> natural and industrial environments that make up this rich <u>heritage area, notwithstanding the constraints on development to protect local habitats</u> ”
Ebley Canal Area: change from ‘strong canal banks’ to ‘ <u>defined</u> canal banks’. (R3) Include “The canal between Ebley and Lower Wallbridge acts as a Flood Alleviation channel to protect many properties and businesses. This function must be maintained and wherever possible enhanced to help counter the impacts of climate change on the local flood regime.”
Ebley Canal Area: Amend point 6 to read “A comprehensive vehicle management plan for the mixed-use heart of Ebley would improve people’s enjoyment of the area which is currently dominated by ad hoc parked cars and through-traffic. and add reference to the gauging station critical to water management (both high and low flows) in the Ebley reach.
Stroud Canal Area: Amend point 9 to note that - The length of canal up to the Slad Brook confluence acts as a Flood Alleviation channel to protect many properties and businesses. This function must be maintained and wherever possible enhanced to help counter the impacts of climate change on the local flood regime, although replicating this approach should be considered with caution.
Thrupp Canal Area: Add that the areas shown are indicative but are more widespread than shown.
Brimscombe Canal Area: Add reference to the A419 being a N/S ‘barrier’ and opportunities at the Port and Mill... Also add, “This area is also important in interacting with the nearby watercourse in relation to flood risk and ecology.”
Chalford Canal Area: In areas where the canal is not navigable (not just Chalford) consider changing “canal” references to “canal route” so that a navigable restoration is not implicit in the Framework Diagrams. Add reference to existing biodiversity and the River in this area.

<p>Eastern Upper Valley Canal Area: Add reference to managing tourism and recreational impact on the landscape/ecology. (R8) Consider replacing “Towpath improvements...” with “Long-term land management for the reduction of recreational pressures along the canal route may <i>include provision of</i> sustainable multi-modal travel options...” Change “water management” to “<u>floodrisk</u> management”, and “horticultural, engineering or green infrastructure interventions... for the benefit of the wider region.” to “horticultural, <u>naturalfloodmanagement</u> or green infrastructure interventions... for the <u>environmental</u> benefit of the wider region.” Change “landscape character and tourism experiences on offer” to “landscape character and visitor experiences on offer.”</p>
<p>Flood map data is regularly updated and multi-faceted so it is not practical to have a flood risk overlay but the importance of referencing existing and current flood risk data has been made clear.</p>
<p>Carbon Reduction Opportunities: Waste as a resource” updated to include Circular Economy principles and make greater links to the sections on energy.</p>
<p>The statement that the canal corridor provides a resource for sequestering carbon as a water body and in its green infrastructure needs to be tempered to acknowledge that the existing habitats including marshy wetland and mature trees that would be in the footprint of a navigable canal almost certainly sequester carbon more effectively than navigable open water. Wherever possible these features should be maintained, or if necessary compensated for and/or off-set. Review text within Ingredient BB.</p>
<p>Crossings profile ‘6’ is long-winded and should be simplified.</p>
<p>Crossings profile ‘4’ should read “Bridging the canal reduces the perception that rail, river and topography cause a barrier to movement.”</p>
<p>Crossings profile ‘2’ should have a comma to read “...nature of the canal banks, ecological links and green infrastructure...”</p>
<p>Crossings profile ‘1’ should add ‘independent’ to read “...are divided and have <u>independent</u> economic and social functions.”</p>
<p>Clustering profile ‘8’ should have a hyphen and change <u>in</u> to <u>by</u> to read “Planned-for development is pro-active <u>by</u> integrating...”</p>
<p>Clustering profile ‘7’ should have a hyphen to read “Planned-for development utilises the canal...”</p>
<p>Clustering profile ‘5’s first sentence needs to be restated.</p>
<p>Clustering profile ‘2’s last sentence can be simplified to read better.</p>
<p>Consider word change from “Crossings” to “Linkages”.</p>
<p>Consider word change from “Continuity” to “Connectivity”.</p>
<p>Consider amending the clustering profile text to also reflect natural habitat creation and enhancement.</p>

'D' - "...providing breathing space for <u>thecanal</u> to flourish. This enables <u>avarietyof</u> choices of sustainable <u>meansoftravel</u> at key interchanges."
'E' - "...providing access to* and along* the corridor, public transport..." - omit commas to improve readability.
'H' - change "city" for " <u>urbanareas</u> " and "corridor" for " <u>canalroute</u> "
'I' - "through short term measures <u>aimstoequip</u> people to make long term choices..."
'L' - option here to include habitat expansion and restoration for wildlife movement...
'LL' - Education <u>willenable theunderstandingand</u> celebration of varied lifestyles..." Residential moorings should mention the influence of planning and development within the floodplain and the importance of flood risk management alongside planning policy.
'M' - "...with public space and <u>their</u> integration with nature."
'O' - "...views <u>ontoandalongthecanalfromtheurban</u> centres to the landscape around..."
'P' - omit comma for readability, also "Building provide* passive surveillance and <u>framethe</u> public realm..." - omit 's'.
S' - Change Residential moorings text to reference the influence of planning and development within the floodplain and the importance of flood risk management alongside planning policy.
'W' - add comma: "...resource to Stroud District, bringing visitors..." Consider adding planning policy as a guiding principle.
'X' - consider adding " <u>Appropriate</u> tree planting along connected lengths..." in response to comments re woodland and open wetland provision.
'AA' - consider adding that sustainable building also addresses recreational and access impacts on habitats.
'DD' - consider changing "canal <u>restoration</u> " to "canal <u>management</u> ".
'EE' - Put greater emphasis on the opportunity to preserve and enhance water quality and for contribution to flood prevention and drought resilience.
'II' - omit second 'with' in first sentence.
'KK' - hyphenate "confidence-builders..."

Definition of 'Built form and public realm Typologies' added to glossary of terms
Define 'Legibility' within Glossary of Terms.
Definition of 'Built form and public realm Typologies' added to glossary of terms
Definition of 'Whole Canal Corridor' added to glossary of terms
Include references to personal 'active' watersports and angling in relation to opportunities for people to be physically active on the water in ingredient descriptions for H, FF, L, P and S.
Expand on the opportunities for volunteering in ingredient descriptions for GG, T, U and Q.
Clarify that timings for delivery of ingredients and how ingredients are delivered is entirely flexible in 'Implementing the Vision: Ingredients of the Future Place.
Make requirement for water quality control explicit in ingredient description for EE.
Refer to other sources for towpath guidance in ingredient description for P and & and add reference to other wider information sources in addition to the evidence base, in the methodology section of the SPD document.
Make clear the nature and status of the Strategy and the relationship with other policy and legislative requirements in introductory text.
Changes to Ingredients set out in Annex A of the NE response incorporated into text descriptions.
Reference made to Glos. Wildlife Trust comments and Stroud Valleys Project in rewording of ingredients X, Y, Z, AA, A, MM, NN.
Make explicit that the three drivers respond to climate and ecological emergencies.
Make stronger reference to connectivity under the crossings driver description. Ensure that the clustering profile reflects natural habitat creation and enhancement.
Give more prominence to references to the historic environment.
Guidance on carbon reduction measures in the Strategy now refers to the re-use of recycled materials in 'Carbon Reduction Opportunities'.
Review wording of ingredient EE to ensure sufficient reference to preservation of water resources is made.

Make description of the vision defined by the drivers more explicit.

For Ebley Central Area add reference to canal's function as a flood alleviation channel alongside the Nailsworth Stream.

For Stroud Canal Area add reference to the importance of the canal's function as a flood alleviation channel.

For Brimscombe add importance of this area in interacting with nearby watercourse in relation to flood risk and ecology.

Easter Upper End : Amend text to note that:

The canal and river again interact in this area. Landscape development could aid in the future management of flood risk for lower category events in the form of Natural Flood Management, as this is part of the upper catchment and could benefit downstream communities.

Wallbridge Area: Add text in point 9 to note that:

The western end of the proposal area lies between a section of the canal that was primarily used since its closure as a flood relief channel for the northern watercourses including Slad Brook, Painswick Stream and Ruscombe Brook. Whilst the canal design incorporated this function it would be designed below current climate change standards so will need to be revisited as part of the wider Wallbridge Strategy to identify opportunities to future proof this area with regards flood risk.

Refine 'Linking the Canopy' ingredient X to ensure reference to GWT concerns (R8)

Clarify Ingredients explanation and use in the SPD Document, stressing 'pick and mix' and 'indicative selection' as well as changing priorities providing alternative ingredient opportunities.

Review placemaking frameworks east of Brimscombe to avoid potential adverse impacts on biodiversity.

Make reference to GWT guidance in ingredient MM and local specifics.

Review wording of ingredient NN specifically to acknowledge that some uses will be incompatible in some locations.

Make reference to the need to consider emerging evidence.

Add to the Project Delivery tool spreadsheet a set of carbon reduction opportunity criteria.

Text review within SPD Document: How to Use The Canals Strategy.

Text review within SPD Document: Methodology for developing the Strategy.

Text review within SPD Document: Profiling the Strategy areas.

Text review within SPD Document: Change Ingredients refs Numbers/Colours.

Text review within SPD Document: Ingredients of the Future Place.
Text review within SPD Document: Future Drivers Text - Cross check to 3 images.
Text review within SPD Document: Project Delivery Process Tool.
Simplify analysis layers for the Strategy Areas -layered annotated process of building up definition of strategy areas.
Prepare a single SPD Document which combines all of the Canals Strategy material which was within the public consultation for legibility and ease of reading.
Remove reference to 'Restoration Phases' within the Canals Strategy Area plans to avoid confusion between these and the commitments of the Strategy itself.
Compose a logical narrative of the methodology of preparing the Canals Strategy identifying how the different sections have emerged, their relationship to evidence base and engagement & consultation, and the purpose each part plays in the overall Strategy, as well the purpose of the Strategy in the context of other aspects of policy relevant to the canals.
Carry out a review of the use of 'jargon' or confusing descriptions of parts of the Strategy or descriptions of the process and where possible simplify this and clarify the process and purpose of parts of the Strategy. (This review has generated other changes as above to be actioned separately).
Add page numbers.
Change Ingredients Lettering to Numbering (on tabs in the Project Delivery Tool Spreadsheet as well as in the SPD Doc and other locations).

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STROUD CANALS

VISION & STRATEGY

Supplementary Planning Document



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- The Purpose of a Strategy for the Canals in Stroud District
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- The Evidence Base Summary Matrix
- A Vision for the Canals in Stroud District (3 Future Drivers)
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- Evidence Base clinics
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INTRODUCTION:

The Purpose of a Strategy for the Canals in Stroud District

The Stroud Canals Strategy has been prepared to provide guidance and further detail to support the delivery of Policy ES11 (Maintaining, restoring and regenerating the District’s canals) in both the Adopted Stroud Local Plan and the emerging Stroud Local Plan Review. It reflects the Council’s commitment to ensure that the Cotswolds Canals restoration plays a positive role in the district and to take advantage of opportunities to utilise the canal corridor to achieve wider objectives, including improving transport infrastructure, safeguarding heritage assets, extending public access and making public realm improvements.

The Canals Strategy is a wide reaching piece of work, establishing a series of vision themes (in the form of Future Drivers), identifying how this vision is articulated across the corridor in different ways (Canal Strategy Areas & Placemaking Frameworks), and, at its highest level of resolution, outlining the typologies in the built environment, public realm and landscape which enable the vision to be implemented in each location.

The Canals Strategy provides placemaking guidance and advice, for use by those preparing plans and proposals along the canal corridors, and officers making decisions on planning applications. The Strategy provides a whole corridor approach to the canals and identifies opportunities to enhance the canals as a resource to maximise the social, economic and environmental well-being of the District’s communities. It sets out how the Council,

our partners, communities and landowners can work together to deliver improvements to make better use of our canals for culture, recreation and leisure, to support the local economy and to enhance our environment and local wildlife. The strategy will also provide the platform to make effective future funding bids to Government and other funding bodies as well as providing guidance and a ‘menu’ to inform infrastructure improvements that could be delivered through Section 106 agreements for relevant development proposals.

The SPD is not a masterplan for the development of the canal area, nor does it provide site specific guidance, but rather provides guidance and a series of tools to be used when preparing and considering proposals within and adjacent to the canal corridor. The Wallbridge Pilot Study, a supporting document to this SPD, provides a useful worked example that demonstrates how the Canals Strategy can be applied to a site or area.

What is a Supplementary Planning Document?

Supplementary planning documents (SPDs) should build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan although they are a material consideration in the determination of planning applications.

The SPD provides guidance on Policy ES11, Maintaining, restoring and regenerating the District’s canals, in both the Stroud District Local Plan, November 2015 and the emerging Stroud District Local Plan Review. Development proposals affecting the district’s canals will need to have regard to the guidance in the SPD, as well as to Policy ES11 and to all other relevant policies in the development plan (including any made neighbourhood plans, as appropriate).

Relationship to Planning Policy and other Canal Initiatives

Local Plans: The current adopted local plan is the Stroud District Local Plan, November 2015. The Stroud District Local Plan Review will replace the current adopted plan and its preparation is well underway, as it is currently at examination.

The key policy for the SPD in both local plans is Delivery Policy ES11, Maintaining, restoring and regenerating the District's canals. The Local Plan Review policy includes reference to the emerging Canals Strategy at para 6.78. The first paragraph of the policy wording varies slightly between the two plans, with the newer Local Plan Review policy continuing to "support and deliver the restoration of... the District's canals" whereas the Adopted Local Plan policy "encourages the restoration..."

The role and value of the canals is recognised and referenced in a number of places throughout both local plans in terms of their potential to support regeneration, enhance employment and tourism opportunities, provide health and wellbeing benefits to local communities, support active travel, leisure and recreation, and to celebrate the district's historic and natural environment. Any development proposals would need to have regard to all relevant policies in the local plan(s) as well as to the guidance in the SPD.

Neighbourhood Plans: there are a number of made Neighbourhood Plans in Stroud District. Those plans whose areas include parts of the canal corridor are listed below. Made neighbourhood plans form part of

the statutory development plan for the area that they cover. Made Neighbourhood Plans in Stroud District that include canals within their area are:

- Eastington NP, adopted October 2016
- Hardwicke NP, adopted October 2017
- Minchinhampton NP, adopted July 2019
- Stonehouse NP, adopted February 2018
- Stroud Town Centre NP, adopted October 2016

Canal Initiatives: The District Council is a partner in the Cotswold Canals Partnership, whose vision is to restore the Cotswold Canals to full navigation in the interests of conservation, biodiversity and local quality of life. The restoration would act as a catalyst for wider social, economic and environmental regeneration in areas neighbouring the canals. The project was split into three sections, to enable funding sources to support the incremental roll-out of the restoration.

The Cotswold Canals Connected project is Phase 1B of the wider Cotswold Canals restoration project, it will link the Stroudwater Navigation canal with the Gloucester and Sharpness canal at Saul Junction. The Cotswold Canals Connected project is co-led by The Cotswold Canals Trust and Stroud District Council. Its key partners being Gloucestershire County Council, the Canal and River Trust and the Stroud Valleys Canal Company.

An Evidenced Strategy

A significant evidence base underpins the Strategy. This has been prepared using a range of techniques:

- A comprehensive baseline, desktop document review, including historical research, at a range of scales, from Global/National, through Regional, District and down to local level. The evidence base review resulted in the identification of fifteen themes for the Strategy, these were discussed further in the stakeholder workshop (see below).
- A series of stakeholder and officer evidence gathering clinics, including sessions with the Canal and Rivers Trust, the Cotswold Canals Trust, Gloucestershire County Council, a number of service areas within Stroud District Council, and relevant town and parish councils.
- A stakeholder workshop was held in July 2021 attended by a variety of stakeholders, representatives from statutory bodies, Stroud District Council officers and the client group.
- Public online survey, preceded by a workshop for parish and town councils. The online survey was designed to provide an accessible and quick way for the public to indicate where and how they use the canal and what they perceive the obstacles are to the canal reaching its full potential in the District.
- Formal consultation on the draft Stroud Canals Strategy SPD.

Engagement and consultation

Stakeholder and public engagement has formed an important part of the development and evidencing of the strategy and has been incorporated in a variety of ways throughout the process as set out above.

The preparation of the strategy over the period between May 2021 and January 2022, coincided with a period of time over which restrictions on in-person meetings and group gatherings were in place to some extent and ever changing due to Covid19. Further to this, assessment of risk at an individual parish level and among the public has varied regardless of legal restrictions being in place or being lifted.

Stroud District Council and its partners have a variety of responsibilities alongside their strategic planning function. Covid19 recovery has required attending to the immediate needs of communities as they emerge from the pandemic. The result has been the need for sensitivity about how to engage the public in the preparation of a Canals Strategy which, while necessary for the long term planning in the District, should not take priority over short term community concerns.

It was necessary to conduct public engagement, as well as other forms of engagement and communication, virtually. Clinics and Group activities were held online using Zoom and breakout groups to discuss a variety of issues and gather views. Direct public engagement was conducted using an online survey. A record and analysis of the public online survey and how it contributed to continuing development of the Canals Strategy is summarised

in the survey summary report (see accompanying summary report supporting the Strategy):



The Canal remains an important asset to the District. It serves a role in securing the health of the district: environmentally, economically and socially. For this reason, the Canals Strategy, while in part concerned with long term planning, is of value in contributing to Covid19 recovery.

A record of clinics and group discussions is provided in the Evidence Base Summary report.

Formal consultation on the draft Stroud Canals Strategy SPD took place from 22nd February to 27th May 2022. 115 individual responses were received from a variety of local residents, civic and community groups, parish councils, the Canal & River Trust and statutory consultees including the Environment Agency and Natural England. Responses included support for the Strategy and its aspirations, as well as objection due to concerns of the impact that the restoration of the canal in the Eastern Upper Valley would have on biodiversity in that location.

Common themes in the responses were:

1. Readability issues and use of jargon concerning the Strategy documents;
2. Objections to development east of Brimscombe, advocating for the protection of the canal in its current state and/or the protection of the natural environment surrounding the canal;
3. Apparent conflict between the Strategy and legislation/planning policy.

The Strategy has been revised to take account of these comments, including changes to the layout and content to improve the readability and navigation of the Strategy.

Stroud District’s Strategy 2030 and the Canals

The Stroud District Council 2030 Strategy Masterplan - Limiting, Adapting, Recovering and Responding in a Changing Climate was adopted in March 2021. Developed with community, business and statutory partners, the Strategy Masterplan sets out a ‘one council’ approach to responding to the climate and ecological emergency and encouraging others to play their part too.

The council was assessed as carbon neutral in 2015 in respect of its own operations that it has direct control over and the Strategy Masterplan builds on this, providing a framework for how the whole council will achieve carbon neutral by 2030 and setting out how the council can be most effective as:

- An exemplar – as a pathfinder in its own estates and practice
- An enabler – through partnerships, services and as a policy maker
- An encourager – informing, incentivising and supporting community-led action.

The Strategy Masterplan sets out a vision for 2030 over 7 contextual and 7 cross-cutting themes. It addresses a wide range of issues from affordable, healthy homes and nature recovery to low carbon economy and mobility planning while addressing issues of social justice, inclusion and community to help keep a balanced approach that leaves no one behind.

The Strategy Masterplan plays an important role in providing a Stroud district focus to the way that relevant county strategies can be applied and expanded upon.

In having a close relationship with the local plan review and a wide range of other council policies and strategies, The 2030 Strategy Masterplan performs an important and significant cross-cutting strategic document for the Canals Strategy which identifies potential carbon reduction opportunities in the guidance for each of the 14 Canal Strategy Areas.

The Evidence Base summary matrix appendix to the Canal Strategy cross references all other evidence documents against the 7 contextual themes from the Strategy Masterplan informing the longlist of goals for the canals and, ultimately to identify the 3 drivers in the Canals Strategy (Continuity; Clustering; Crossings) which are accountable to the body of evidence and the overarching 2030 Strategy.

Climate Change and Ecological Emergency

The Canals Strategy was commissioned by Stroud District Council in order to create an overarching direction for the canals throughout Stroud District. The Strategy has been prepared in the context of, and in response to, other wider reaching objectives of the Council and its partners as well as the global challenges faced through climate change.

The Council has declared a climate emergency and the Canals Strategy and its contents have integrated a response to this emergency throughout with climate change and the ecological breakdown of the environment an umbrella to the whole Strategy, rather than being singled out as an individual theme. All of the Strategy content, whether it be environmentally, socially or economically themed, is positioned as a response to the climate emergency.

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						

Emerging Themes

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						

Appendix B
Agenda Item 6

How to use the Canals Strategy:

The Canals Strategy is designed to be a complementary piece of work to existing and forthcoming planning policy as well as a resource and tool to a variety of participants in the future of the Canals in Stroud District.

The Strategy is not a fixed series of proposals but rather should be approached as a toolkit to be used in guiding a variety of interventions along the whole canal corridor and to ensure these are considered in a coordinated way.

The Strategy can be used as a top down and bottom up tool, helping strategic decision makers to be considerate of the role the canal plays, but also helping individuals and local organisations build a case for their proposals in the context of the wider vision for the Canals in Stroud District.

The Strategy as a whole comprises a series of parts, each part a tool for a particular purpose. Together these tools identify a hierarchy to consideration of the Canals in Stroud District from an overall Vision (The Future Drivers), a description of the contrasting parts of the canal corridor (The Canal Strategy Areas) and the means by which the Vision can be expressed within each area (The Ingredients of the Future Place).

The Strategy is proposed to be used as follows:

1. Consider the Vision for the whole canal corridor, expressed as 3 distinct Drivers for the future function and identity of the canal corridor in the future:

- Continuity;
- Crossings;
- Clustering;

2. Consider the 14 contrasting Canal Strategy Areas and how the Strategy outlines how the Vision is relevant to, and varies between, each of these Areas (Canal Strategy Area Profiles);

3. Identify an individually relevant Canal Strategy Area and consult the Placemaking Framework Diagram for that Area.

4. Use the Catalogue of Ingredients to identify the types of interventions which can be used to implement the Vision in that Strategy Area (depending on the priorities, objectives and resources at the given time)

5. The Project Delivery Tool provides a template way for how the Strategy can be applied to primary project implementation scenarios:

- Identified project but funding to be identified;
- Funding identified but project to be identified.

The tool can be used to build a case for project implementation or fund raising according to an identified set of priorities. The Canals Strategy can form the strategic case for individual projects and provide the accountability to the wide variety of evidence base relevant to the whole canal corridor.

What can the Strategy do for you? (User Groups and applications)

Policy makers and decision makers

- guide the development of policies that contribute to the canals vision

Development management

- assist in the assessment of applications and in consideration of how they impact the canals

Landowners & developers

- provide direction in project selection and prioritisation

Consultant planners and designers

- offer a broad and multi-scale context for consideration in developing proposals

Community groups/Parish Councils/Neighbourhood Plan groups

- help to build a picture for how projects can fit into a wider strategy and offer support for appropriate projects

Volunteer groups

- target action to projects that contribute to a long term vision and provide policy support for funding applications

A fold out wall chart has been produced summarising the Canals Strategy and may be a useful reference tool in certain settings.

Supporting Strategy Documents:

Evidence Base Review Summary document

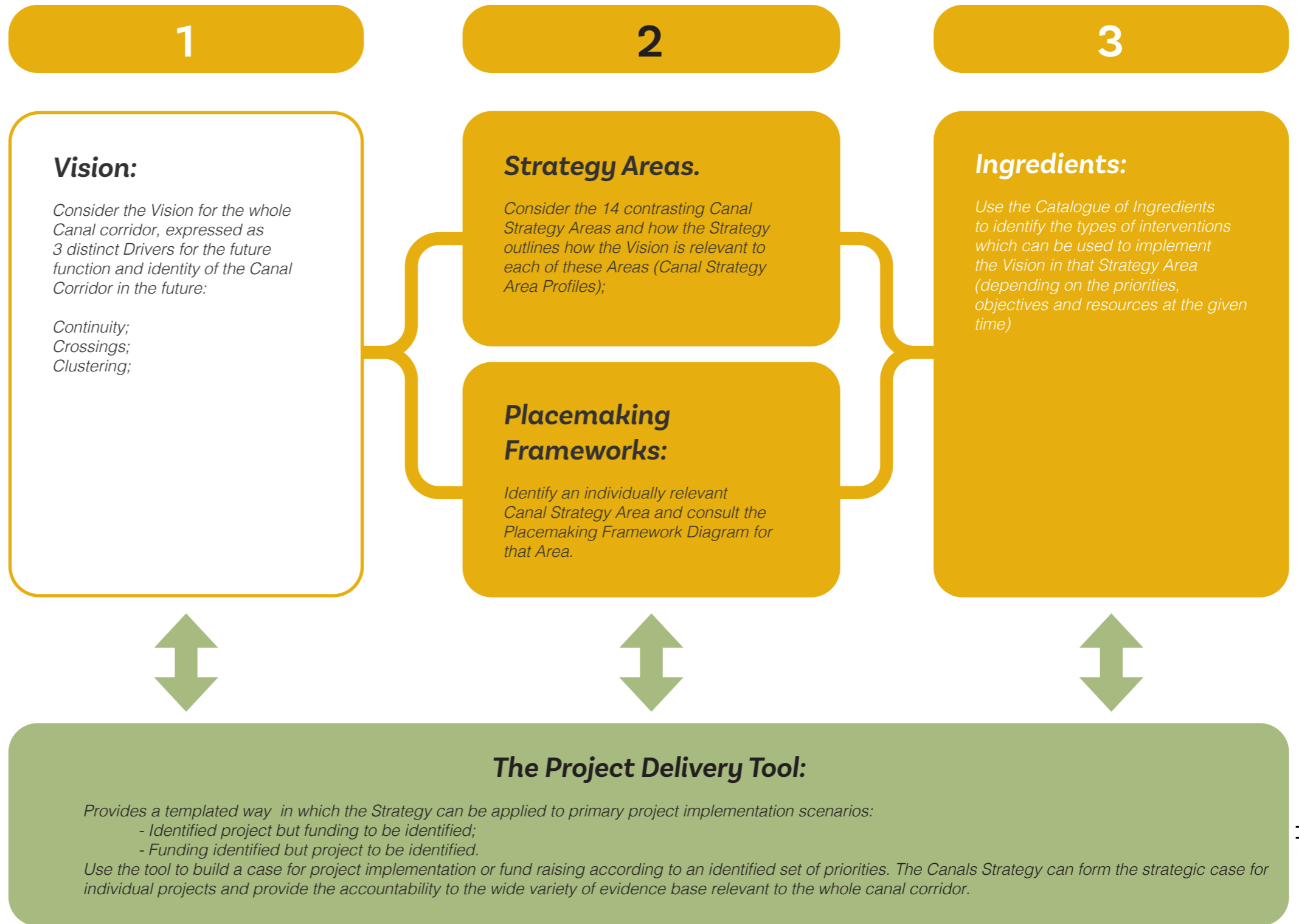
Evidence Summary Matrix
Record of Stakeholder Clinics
Record of Stakeholder Workshop
Goals and Obstacles long & Short Lists
Development of the Future Drivers

Canals Strategy Wallchart

Drivers (A Vision for the function and Identity of the whole canal corridor)
Canal Strategy Areas, profiles and indicative ingredients
Catalogue of ingredients with descriptions

Piloting the Canals Strategy at Wallbridge

Summary of online public survey



GLOSSARY OF TERMS:

Action Plan

A means of managing the process of using the Strategy to guide projects. This will identify the actions required to move from Strategy to delivery. The Canals Strategy includes a Project Delivery Process Tool which Stroud District Council can use to prepare and review an Action Plan for the Canals Strategy.

Biodiversity

The variety of all life on earth. Biological Diversity is a description of everything that makes up the communities of living things, the ecosystems - forests, oceans, deserts and cities. Biodiversity is necessary to support natural process and to cope with change. Humans are not separate from ecological processes and so we need biodiversity to survive on the earth as well.

Built form and public realm Typologies

Typologies are used to give a general impression of a design idea or solution. Typologies are used where it would be inappropriate or not possible to prepare a site specific design. Since the Canals Strategy spans the whole district the number of potential projects along the length of the canal could run to thousands. Typologies are a useful way of providing some detailed design guidance.

Canal Strategy Areas

The Canals Strategy divides the whole canal corridor into 14 Canal Strategy Areas. This is so that more locally specific opportunities can be identified. The canals extend across the whole district and there are many contrasting characteristics. A single vision applied indiscriminately would risk damaging this diversity. The Canal Strategy Areas are a tool to applying the vision more locally.

Canals Strategy Pilot

In parallel to the preparation of the Canals Strategy a pilot exercise was carried out. This was to test the use of the Strategy in a specific location. The Wallbridge area of Stroud was chosen to test the use of the Strategy since this was an area that Stroud District Council and Stroud Town Council have identified for transformation. The Canals Strategy could help in supporting proposals.

Canal Restoration

The Strategy does not advocate any proposals either for or against physical restoration anywhere along the length of the canals in Stroud. However, those parties concerned with the restoration of physical canal infrastructure can use the Canals Strategy to represent the multi-facted opportunities of any proposed restoration, environmental, economic and social.

Canals Strategy Wallchart

The Canals Strategy has been summarised in a single sheet wall chart as a useful tool in the day to day use of the Canals Strategy. Whether the wallchart is used in a canalside site hut, or in the planning department the Strategy is intended to be used to inform forthcoming project proposals and designs.

Carbon Footprinting

A description of the impact (measured in tonnes of carbon) made by an individual, organisation or activity. The Canals Strategy calculates the carbon footprint for each Canal Strategy Area in order to identify the relative carbon value of different interventions in the different Canal Strategy Areas.

Carbon Reduction Opportunities

The Carbon Footprint of each Canal Strategy Area varies and the reasons for a particular carbon footprint can also vary. Some areas have bigger emissions from travel, others because of the consumption of goods and services. The carbon reduction opportunities can be realised by identifying projects which address these areas of high carbon emissions.

Corridor

Refer to 'Whole Canal Corridor'.

Drivers

Refer to 'Future Drivers'.

Evidence Base

A body of information used as the basis of decisions and design proposals. This is often a recognised list of documents, technical studies and background information which is added to or updated periodically. In this case a list of evidence base relevant to the preparation of the Canals Strategy was provided by Stroud District Council at the outset of the commission.

Evidence Base clinics

In order to understand a wide range of perspectives on the canals in Stroud several 30 minute appointments were made with individuals from a variety of different organisations. These clinics were facilitated by a short preparatory questionnaire and they were very helpful in highlighting the wealth of background information available regarding all aspects of the canal.

The Future Place Toolkit

A tried and tested methodology for helping imagine, and plot a path towards a, vision of a place in the future. The Future Place Toolkit comprises three Tools (the Future Drivers, Identification of Future Districts (in this case the Canal Strategy Areas, and the Ingredients of the future place) which guide the design of places which are distinctive in their function and identity.

Future Drivers

The Future Drivers are a tool used to articulate a vision for the canals in Stroud District. Three Future Drivers have been identified and they describe the function and identity of the canals in Stroud District in the future. They are 1.Continuity; 2.Crossings and; 3.Clustering. Together they provide a simple and easy to understand vision of the potential for the canals in Stroud in the future.

Indicative Ingredient Phasing

The Canals Strategy includes an indicative list of Ingredients for each of the fourteen Canal Strategy Areas as a way of indicating some of the most appropriate ways that the vision may be implemented in each area. This exercise is important in identifying that a district wide strategy like The Canals Strategy cannot be implemented, comprehensively, all in one go.

Ingredients of the Future Place

A list of design solutions for implementing the vision in each Canal Strategy Area. These solutions range from landscape and public realm measures to ideas for buildings, events and water related projects. They are not restricted to canal engineering or restoration projects and represent a wide range of environmental, social and economic interventions essential to the success of the whole area.

Legibility

The ability to read, distinguish or anticipate the way forward. In towns and villages, legibility is used to describe how easy it is to find one's way around the place. Legibility can be influenced by the positioning and form of buildings, the design of streets and spaces. Legibility can also be improved by creating contrast such as landmarks, or memorable features.

Parish workshops

Events designed to involve representatives from the nine Parish Councils along the canal corridor. The Canals Strategy proposed to survey the public about how they use and value the canal. The Parish Councils were asked to help in the design of the public survey. The Parish workshops and the public survey all had to be held online due to COVID19 restrictions in place at the time.

Pilot

Refer to 'Canals Strategy Pilot'.

Placemaking

The process of designing which includes the physical elements and the resulting feel and function of a place. Placemaking involves identifying what can strengthen communities and creating the conditions within which these things can happen. It often involves thinking about what's different from one place to another and why people prefer one place to another.

Project Delivery Process Guide

An identification of a sequence of considerations which are necessary in the process of implementing the vision. The Project Delivery Process Guide allows for a variety of projects and funding opportunities to contribute to the overall vision in the Canals Strategy and it outlines how and when the different parts of the Strategy can be used to support various project processes.

Public online survey

A tool for understanding how the public use and value the canal. The survey was structured as a quick fire series of themed questions each with an 'agree/disagree/neutral' responses available. The survey included recording the part of the canal people wanted to respond about and the survey analysis was therefore able to identify trends in the use of the canal in different areas.

Social Value

The value to individuals or communities of experiences or changes which affect equality, wellbeing and environmental sustainability. In the Canals Strategy indicators of Social Value have been used to describe the Ingredients and identify how different ingredients have the ability to delivery different social value.

Stakeholders

A group of people and organisations identified for having an interest in a project or process. In this case the list of Stakeholders was provided by Stroud District Council to the consultant team at the outset of the commission. It included statutory bodies, parish and community groups and some specialist organisations.

Stakeholder workshops

Organised events designed to gain knowledge from interested parties. Activities often involve themed discussions and participants are encouraged to express their opinions. It is important that contrasting views are heard so that the full range of issues can be represented in any emerging design. In the case of the Canals Strategy the stakeholder workshop informed the Future Drivers.

Statutory public consultation

A formal consultation held by the Council for documents which they want to adopt into the Local Plan. The Canals Strategy was published for public consultation between March and May 2022. The feedback received through the consultation has contributed to the amendment and improvement of the Strategy.

Stroud District Local Plan

Guides the decisions about the future of towns, villages and the countryside. The Local Plan seeks to balance environmental, social and economic objectives relating to the future of the district and indicate the spatial implications of addressing these mixed objectives. A Local Plan should involve everyone who has an interest in the document.

Stroudwater Navigation

The stretch of canal from the River Severn (at Upper Framilode) to Foundry Lock at Stroud is known as the Stroudwater Navigation although it is incomplete in some locations. SVCC owns or leases the Stroudwater Navigation from Whitminster Lock in the West through to just past Bourne Lock, Brimscombe in the East.

Typologies

Refer to 'Built form and public realm Typologies'.

Vision

A representation of the future of a place or process. A vision helps articulate the anticipation of that which is to come. The vision for the Canals Strategy is expressed through three Future Drivers. These Drivers articulate what can be anticipated in the function and identity of the canal. The Canals Strategy has been careful to create a vision which is unique and distinctive to the canals in Stroud.

Wallchart

Refer to 'Canals Strategy Wallchart'.

Wallbridge Pilot

Refer to 'Canals Strategy Pilot'.

Whole Canal Corridor

An umbrella term used to described the canals and the strips of land alongside the canals through Stroud District. There was no defined width to this corridor and the work included exploring how much land around the canal should be included in the Canals Strategy. The term has been useful to describe all of the canals because some parts of the canal have different names.

METHODOLOGY FOR DEVELOPING THE STRATEGY:

Stroud Canals: Future Place

The Stroud Canals Strategy has utilised the Future Place methodology to understand and inform the function and identity of the canals corridor throughout Stroud District. This methodology is developed from the Toolkit for Future Placemaking - part of the national Future Place programme (RIBA & partners) - a tried and tested method of visioning and strategic placemaking endorsed by RIBA, MHCLG, Homes England, Historic England, the RTPI and Local Partnerships.

Using the Future Place methodology has helped the Canals Strategy to identify unique and locally distinctive drivers to define an overarching vision for the whole canal corridor; this vision is aligned to a series of individual canal strategy areas - with reference to how the Drivers apply in each area; and goes on to establish a catalogue of ingredients to enable Stroud District Council to implement this vision.

The resulting Canals Strategy is based on an assessment of the ways in which the canal areas can fulfil their potential (socially, economically and environmentally) and identifies each part and the corridor's relationship with its surroundings.

The Future Place methodology brings together a series of top down/bottom up tools into a Toolkit for Future Placemaking, satisfying the need for locally derived, future focussed design. Many visions, strategies, design guides and reports have at their heart an attempt to universally improve design. They bring much needed general awareness of design process and basic principles to be applied everywhere, but few are able to be employed systemically or are suitable for use in the early stages of placemaking and plan formation. Neither do they provide the procedural means by which locally distinctive and place specific strategies can be achieved and remain intact from vision through to delivery.

The methodology used in developing the Stroud District Canals Strategy is built upon four stages of the Future Place methodology which have a successful track record of application in a variety of situations and scales.

In summary the Strategy is structured as follows:

1. Vision

The Strategy identifies a series of Drivers for Change which describe the combination of aspirations for the canal corridor as a whole in the future;

2. Canal Strategy Areas

The Strategy has defined fourteen contrasting areas and the way in which the vision applies differently in each of these areas;

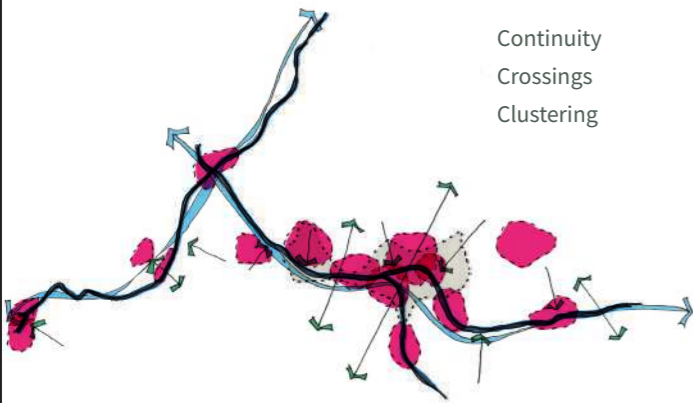
3. Ingredients

The Strategy provides a series of detail design tools for implementing the vision in each Strategy Area and allows for the varied application of these to reflect changing priorities over time and changing opportunities at a local level due to a variety of circumstances;

4. Piloting

In addition to the above structure to the Strategy, a pilot exercise has been carried out in the Wallbridge area of Stroud, to test the credibility and usability of the various aspects of the Strategy, and also to demonstrate the use of the Strategy to help guide future application of the Strategy in other areas.

1 Tool 1: Drivers for Change



Continuity
Crossings
Clustering

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.

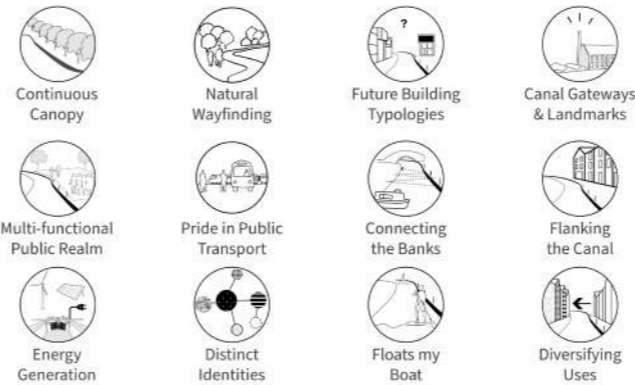
2 Tool 2: One Place, Many Parts



Define Strategy Areas Area Profiles Placemaking Frameworks

A tool for recognising the opportunity for contrasting areas of the corridor to play their individual role in the overall distinctiveness and performance of the corridor.

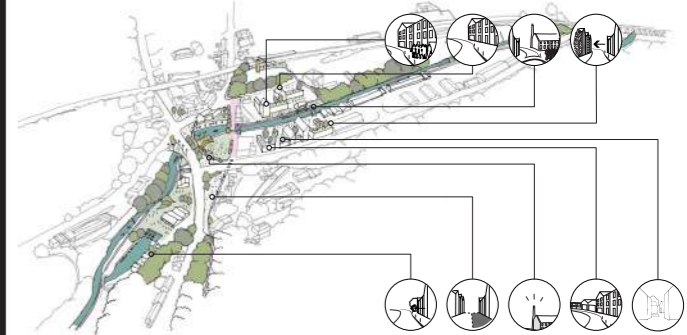
3 Tool 3: Ingredients of the Future Place



Continuous Canopy	Natural Wayfinding	Future Building Typologies	Canal Gateways & Landmarks
Multi-functional Public Realm	Pride in Public Transport	Connecting the Banks	Flanking the Canal
Energy Generation	Distinct Identities	Floats my Boat	Diversifying Uses

A pick and mix of project typologies which enable the implementation of the Vision in each Strategy Area.

4 Tool 4: Pilot Application



The use of the Canals Vision & Strategy has been piloted in the Wallbridge area in order to demonstrate its application. This exercise has fed back into the refinement of the Strategy and how it is applied.

a TOOLKIT for FUTURE PLACEMAKING



Drivers of Change

The Future Place methodology identifies a series of Drivers of Change unique to each place: a series of themes which frame the projection of a vision of the canals in Stroud District in the future born out of the canals' distinctive identity and function. These are multi faceted, reflecting climate & ecological emergency and seek to address these global challenges in a variety of ways.

Canal Strategy Areas

The Stroud District canal corridor does not exist in isolation and very few people will regularly experience it as a single entity. The preparation of a whole corridor vision must acknowledge that people and wildlife interact in occasional ways and with portions of the corridor, there is also interdependence between the various component parts which create an interconnected system (reaching beyond Stroud District) and the lives and ecosystems of the place as a whole.

For this reason the whole canal corridor stretching from Sapperton in the east to Saul Junction in the west and the north and south limits of the Gloucester & Sharpness Canal has been studied carefully to develop an understanding of the different contrasting sections of the corridor.

As places transition to a net-zero-carbon future, the neighbourhoods and districts which people identify with, and function within, will adapt as will the ecological systems around them. The Future Place

methodology facilitates an understanding of how different areas of the canal corridor are influenced by the pressures exerted by this transitioning. The drivers of change provide a bench mark of the future place identity against which each area's role in this future can be established. Applying this methodology helps equip each component part to play its unique role in the overall function and identity of the corridor.

Alongside the evidence base review GIS dataset analysis was carried out to determine a comprehensive and thematic mapping of canal system conditions, both on the ground, in planning terms and with reference to the community and social make up.

A client and consultant collective understanding of multi-functioning systems and the general conditions which many district wide systems such as the canal system experience and how they are influenced from the bottom up by grass roots interventions and the top down by overarching policy and strategic direction helped ensure this mapping exercise was thorough.

A broad understanding of the systems's overall function, morphology, landscape and key characteristics as well as the social and economic profiling of communities along the length of the canal using existing sources of data and interpretation of these (eg. ONS data, Glos JSNA) was established.

Initial hypotheses were formed through the

early stages of the work regarding the future distinctiveness and function of different areas of the canal corridor which later became the basis for more directed enquiry with wider stakeholders.

While reported on as a linear work process, effective integration of existing workstreams and testing of Future Place emerging thinking has in reality come about through an iterative process of hypothesising and counter-evidencing. The richness of understanding gained through early analysis and other activities has contributed to all aspects of the Canals Strategy including the 'Identification of Drivers', the formation of an understanding of 'Canal Strategy Areas' and the design of the catalogue of 'Ingredients of the Future Place'.

The team also undertook an immersive site visit walking and cycling the full length of the Gloucester & Sharpness Canal, The Stroud Navigation and the Thames & Severn Canal.

This 'Walking the Bank' exercise coordinated with a series of meetings with key members of the client group along the route, coinciding with key sites, issues and features of concern to different parties.

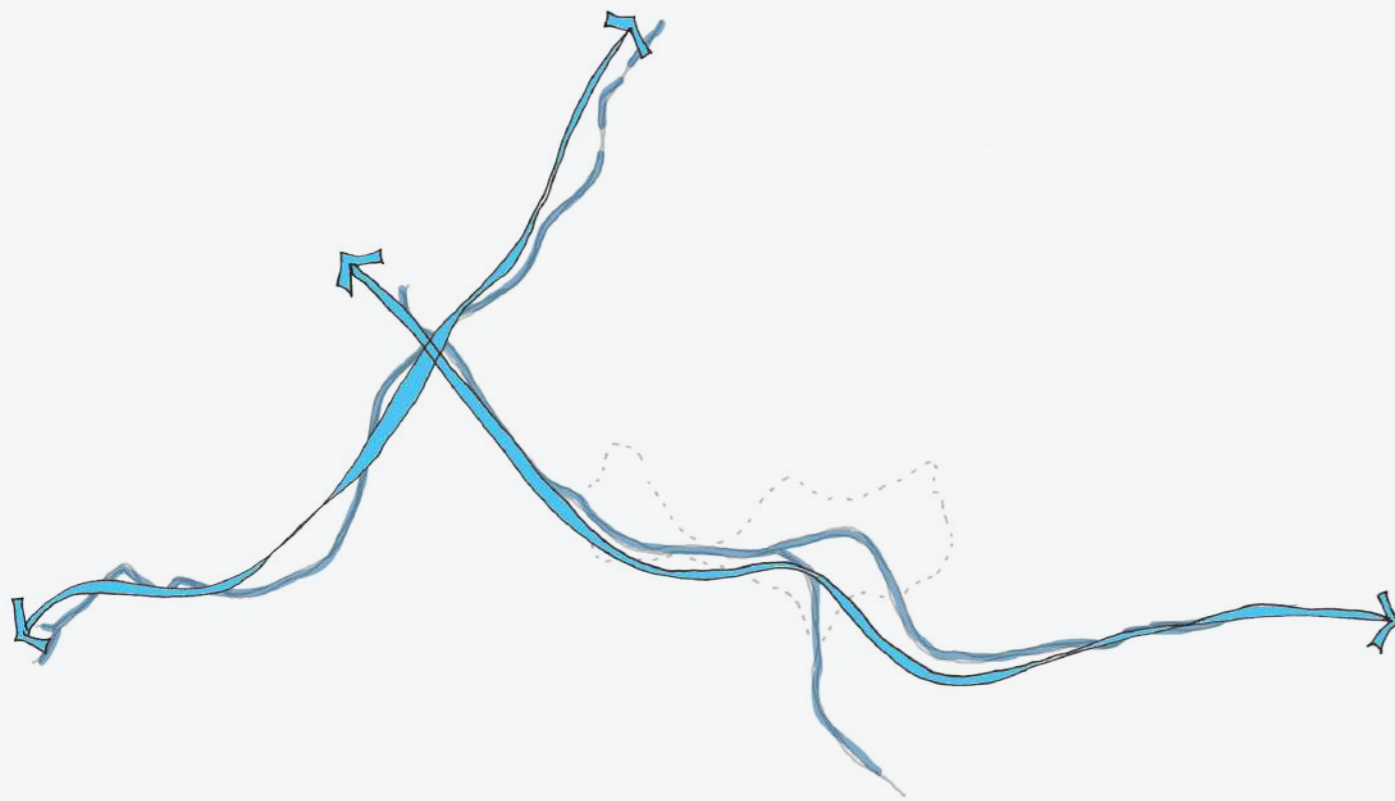
A film record of the 'Walking the Bank' site visit was compiled and the film record has served as a tool as well as an output for a variety of purposes throughout the preparation of the Canals Strategy.

Defining a Vision for the future of the canals in Stroud District

Three Future Drivers were derived by distilling the review of evidence base, weighing the wealth of information received throughout the engagement process and reflecting on site and professional observations of the place: environmental, social and economic. A more comprehensive record of this process can be found in the Evidence Base Summary document supporting the Strategy:

1. CONTINUITY. 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.

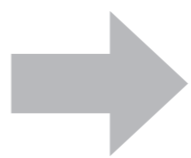
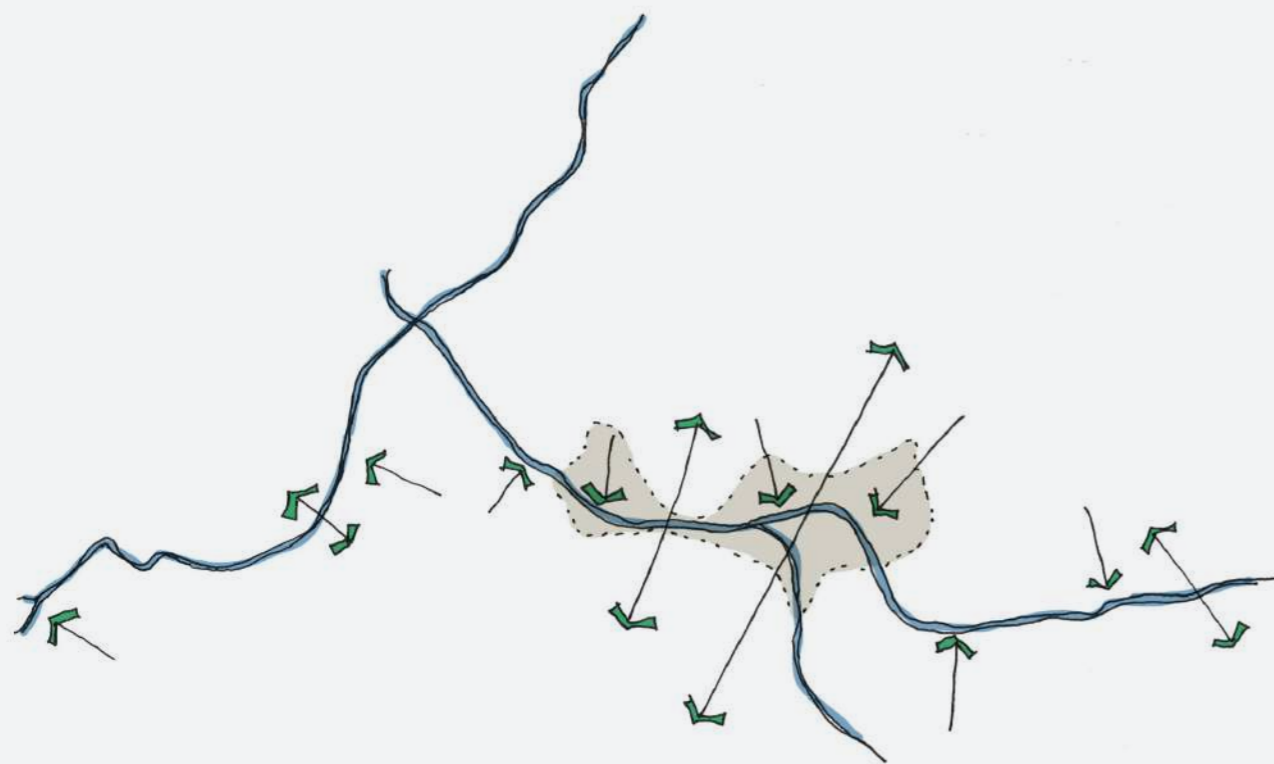


7 related Emerging Themes:

- 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**

2. CROSSINGS. Key Features:

- Connecting to and across the canal, the valley and other barriers is essential to making the canal inclusive and accessible.
- Connection east to west does not address all issues.
- 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
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- m Jobs, lifestyle & innovation; social well being; contrasting use of the canal**
- n Diversity & uniqueness; culture & arts**
- o Tourism and community pride**

3. CLUSTERING. Key Features:

Layered spheres of influences of different functions and concerns:

- Historic
- Economic
- Community
- Natural habitats and wildlife
- 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
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- 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**

Understanding the Canal Strategy Areas

A thorough analysis of the surroundings and context of the canal has been carried out with the following layers contributing to an understanding of the Canal Strategy Areas:

- Industrial Heritage Conservation Area Character Areas
- Conservation areas
- Stroud District Council Local Plan Parish Clusters
- Parish Areas
- Neighbourhood Plan areas: Hardwicke, Stroud, Stonehouse, Eastington, Slimbridge, Brimscombe & Thrupp, Chalford, Minchinhampton.
- Functional walking and cycling catchment analysis
- Accessible local centres
- Public transport hubs, buses and train stations
- Strategic local plan allocations and contribution to sense of place
- Spatial visions for Stroud district from Local Plan 2015 and review
- Settlement hierarchy and retail centres

In addition to compiling these mapping layers, analysis of the District also reflects the input of many participants and stakeholders throughout the Evidence Base review stage of the work. Many of the reference documents reviewed as part of the evidence base review (and highlighted through the clinics and stakeholder workshop) yielded important spatial, demographic, economic and environmental information which has informed the understanding of the Canal Strategy Areas.

These areas are defined primarily for the purpose of the Canals Strategy and while they reflect some of the other structural ways of understanding the District (eg. Local Plan policy areas, or geographic designations) they are a hybrid of many influences on the canal's function and identity.

Overtime, individual communities and/or authorities may wish to describe a, or some, Canal Strategy Areas differently based on additional emerging evidence. The Canals Strategy provides the flexibility to consider the changing futures of neighbourhoods and communities and the methodology described here can be revisited to describe the Canal Strategy Areas in a different way and then to identify how the Vision is expressed within each alternative area.

The Canal Strategy Areas are simply a tool to be able to apply the whole corridor vision in a more localised way which has more meaning to local communities and individuals involved in thinking about how the canals function in their local area.

A single blanket vision for the whole canal corridor which does not take account of the many contrasting conditions along its length would fail as a strategy in its ability to influence the future of the canal near to each town and community or as it changes through the different landscapes across the District.

Once analysis work had progressed to be able to identify a series of contrasting areas along the canal corridor (see page 19: Emerging Canal Strategy Areas), these draft areas were considered in discussion with the client groups to determine a practical list of Canal Strategy Areas which reflected the layers of analysis but which also served a practical tool for the ongoing application of the Vision and identification of implementation opportunities. This refinement process resulted in the Canal Strategy Areas shown on page 20.

The layering of District analysis:

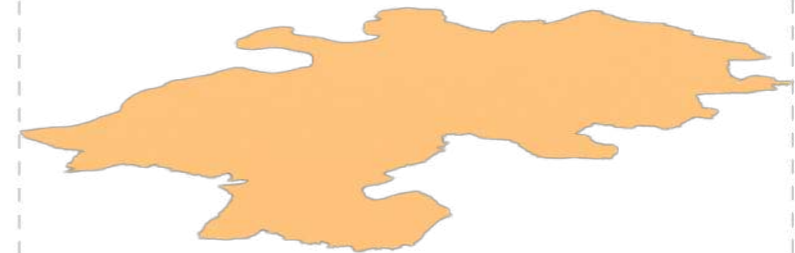
Historic landscape and settlement analysis including heritage and conservation area appreciation



Administrative boundaries



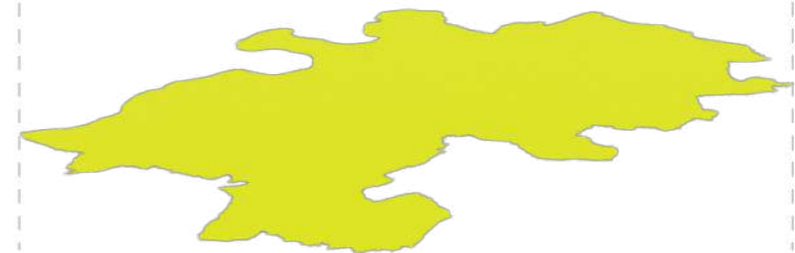
Functional walking and cycling catchments, public transport hubs and accessibility and local centre accessibility



Planning policy influences, County, District and Neighbourhood Plan,

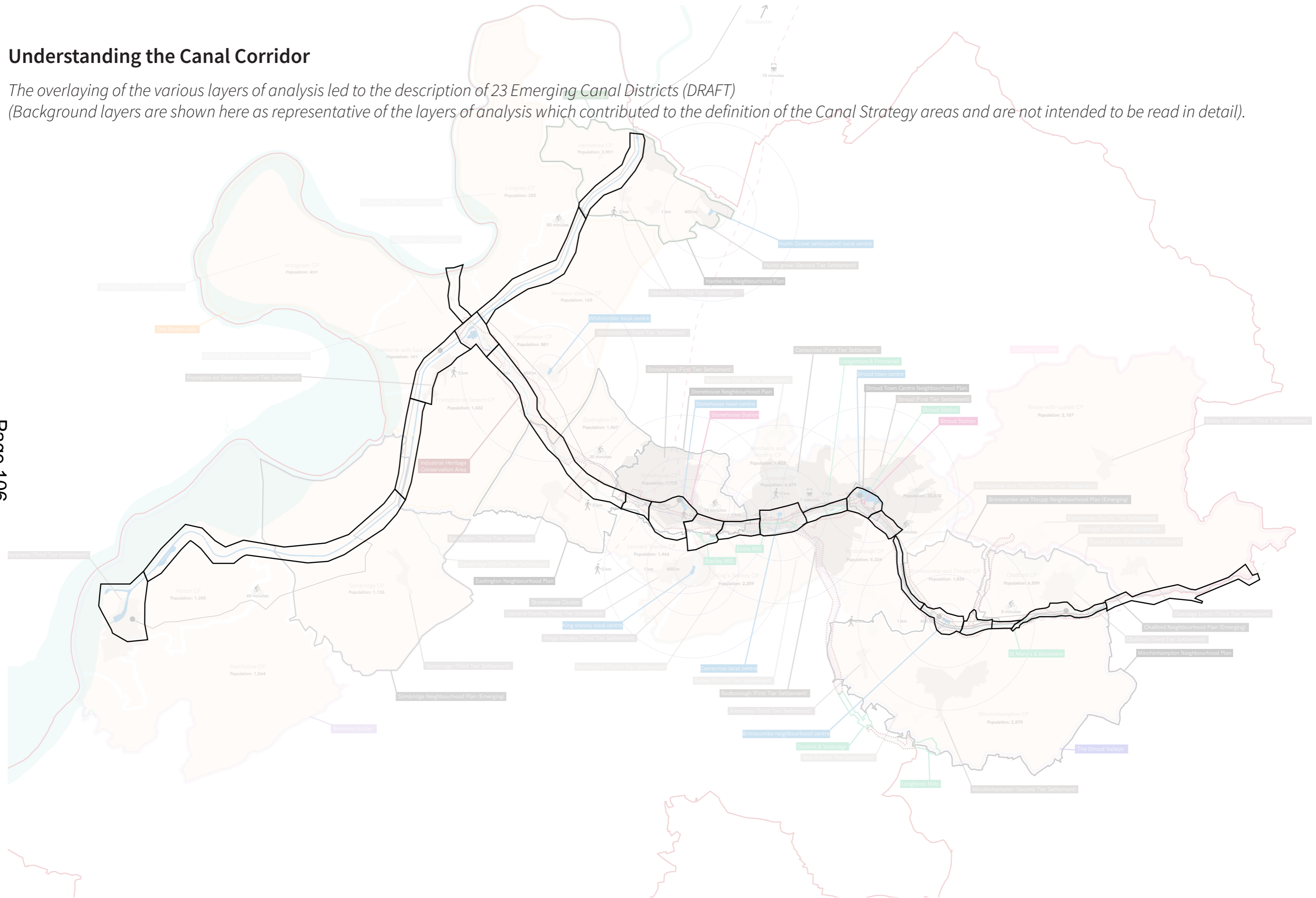


Settlement hierarchy and distribution of centres



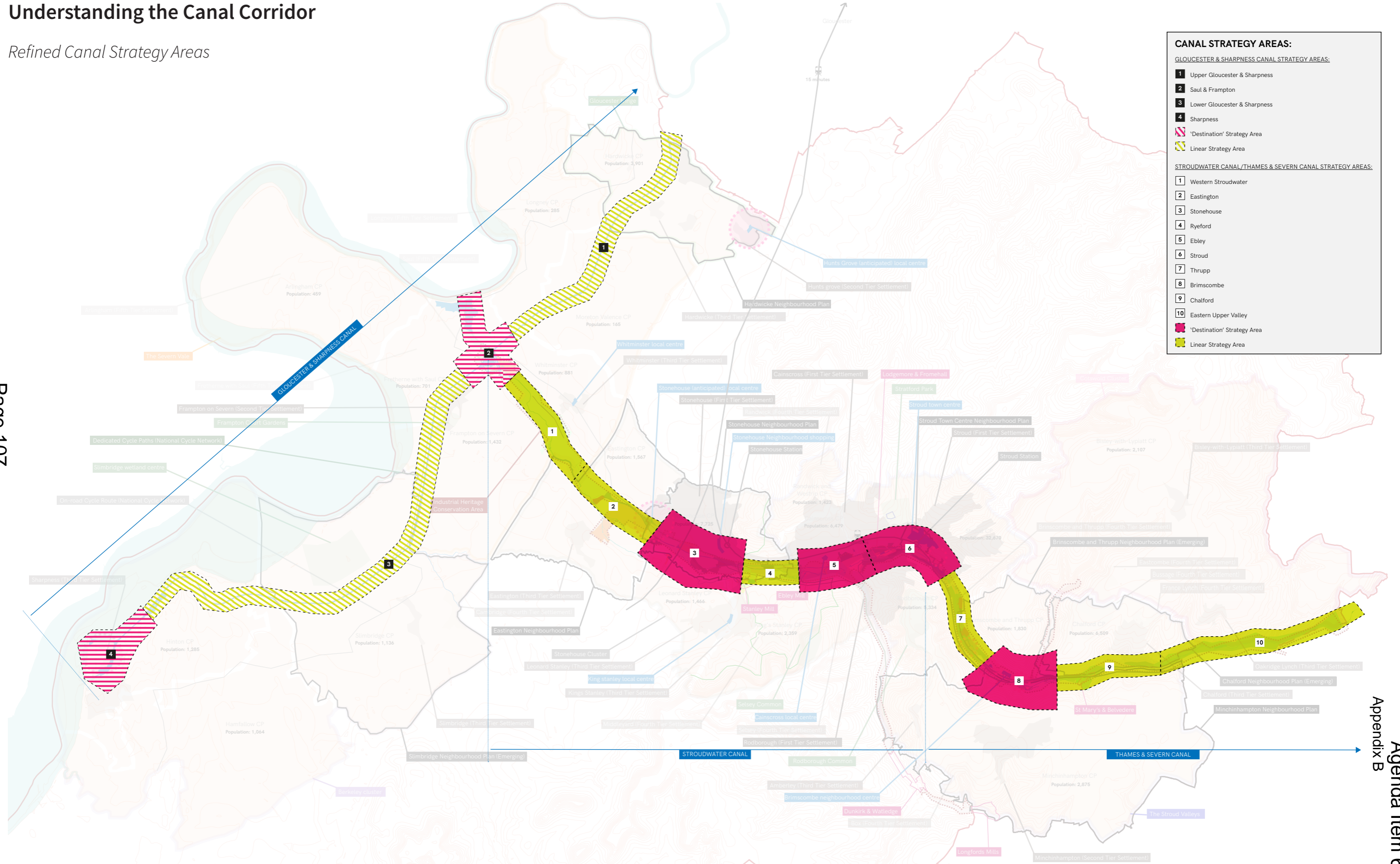
Understanding the Canal Corridor

The overlaying of the various layers of analysis led to the description of 23 Emerging Canal Districts (DRAFT)
(Background layers are shown here as representative of the layers of analysis which contributed to the definition of the Canal Strategy areas and are not intended to be read in detail).



Understanding the Canal Corridor

Refined Canal Strategy Areas



CANAL STRATEGY AREAS:

GLoucester & SHARPNESS CANAL STRATEGY AREAS:

- 1 Upper Gloucester & Sharpness
- 2 Saul & Frampton
- 3 Lower Gloucester & Sharpness
- 4 Sharpness
- Destination Strategy Area
- Linear Strategy Area

STROUDWATER CANAL / THAMES & SEVERN CANAL STRATEGY AREAS:

- 1 Western Stroudwater
- 2 Eastington
- 3 Stonehouse
- 4 Ryeford
- 5 Ebley
- 6 Stroud
- 7 Thrupp
- 8 Brimscombe
- 9 Chalford
- 10 Eastern Upper Valley
- Destination Strategy Area
- Linear Strategy Area

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Appendix B Agenda Item 6

Profiling the Canal Strategy Areas

The Canals Strategy aims to identify how an overarching vision (The Three Future Drivers) for the whole canal corridor can be applied more locally to individual locations along the corridor (the Canal Strategy Areas).

In creating a 'vision profile' for each of the Canal Strategy Areas a vision of the canal's role in each place in the future has been established.

A set of criteria was created for each of the Three Future Drivers which considered how each Future Driver might be manifested. This created a 1 - 10 scale for potential performance against each of the three Future Drivers.

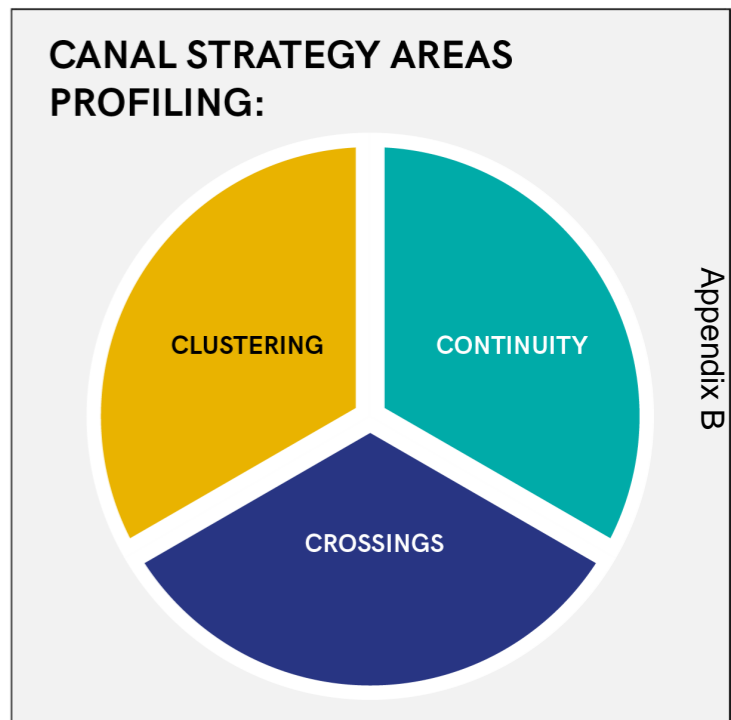
Using the profiling criteria each Strategy Area was scored against the Future Drivers. This process acknowledges 2 important aims of the Canals Strategy:

- To identify the future potential of the canal in each location along the corridor and;
- That not every district contributes to the vision in the same way.





In creating a profile of the vision for each place along the canal a generic or meaningless vision is avoided. A single universal vision is difficult to apply or recognise at a local and site level making the delivery of a vision difficult. Instead by identifying the Strategy Areas and profiling the vision for each of these the Strategy establishes the means by which the vision can be implemented and

coordinated along the whole corridor.

The whole canal corridor functions as a body of many parts. The vision profiles established for each of the Canal Strategy Areas recognise the individual way in which each area is best able to contribute to the future vision for the whole canal corridor. Each area will contribute in a unique way to the overall function and identity of the whole canal corridor by fulfilling its own individual potential. The profile established for each area provides the basis for identifying the design priorities and placemaking objectives in each area and forming the basis of delivering the vision in that location.



Agenda Item 6
Appendix B

- CANAL STRATEGY AREAS:**
- GLOUCESTER & SHARPNESS CANAL STRATEGY AREAS:
- 1 Upper Gloucester & Sharpness
 - 2 Saul & Frampton
 - 3 Lower Gloucester & Sharpness
 - 4 Sharpness
 -  'Destination' Strategy Area
 -  Linear Strategy Area
- STROUDWATER NAVIGATION/
THAMES & SEVERN CANAL STRATEGY AREAS:
- 1 Western Stroudwater
 - 2 Eastington
 - 3 Stonehouse
 - 4 Ryeford
 - 5 Ebley
 - 6 Stroud
 - 7 Thrupp
 - 8 Brimscombe
 - 9 Chalford
 - 10 Eastern Upper Valley
 -  'Destination' Strategy Area
 -  Linear Strategy Area

PROFILING CRITERIA

10

The canal is first choice for travel & recreation and a relied upon ecological and engineering resource. It comprises the highest quality, traffic free, designated routes, interlinked habitats and water and energy systems. Now a significant and attractive desire line, activity gravitates to locations within easy reach of the canal. These places are favoured for their connectedness and variety of function.

9

There is good opportunity for travel & recreation along the canal and it offers some ecological and engineering resource. It comprises good shared paths, unique habitats and coordinated historical storytelling. The canal is a significant desire line between locations which are within easy reach of the canal. These places and communities are thriving due to their connectedness and variety of function.

8

Signposting compliments the legibility of buildings/structures and spaces and serves various purposes including travel and recreation. There is localised use of the canal for ecological and engineering purposes. Certain key destinations and communities are connected by the canal and these locations have direct access to the canal. For other wider connections there is a reliance on other modes and routes.

7

Signposting and waymarking to and along the canal helps legibility, mainly serving travel and recreation. There is localised use of the canal for ecological and engineering purposes. Certain key destinations are connected by the canal and these locations have direct access to the canal. For other wider connections other modes and routes are more favourable.

6

Integrated recreational and ecological function provides a rich experience for users of the canal at key locations where the canal functions as a linear park. This multifaceted role facilitates social engagement between communities. There is some direct access to the canal within these areas and to individual destinations when accessed by water, but wider connections are mostly by other modes and routes.

5

Various recreational and ecological functions provide individual experiences for users of the canal at key locations along the canal. There is some direct access to the canal within these areas and to individual destinations when accessed by water, but wider connections are mostly by other modes and routes. The use of the canal for travel conflicts in some cases with its other ecological and engineering functions.

4

Key destinations, pockets of activity and key access points to the canal have become connected by a variety of means (cycle and pedestrian routes/mixed recreation/programmes of activity) and function well together and enabling links between communities to develop. Wider connectivity other than by water for uses alongside the canal is not perceived as possible along the canal corridor.

3

Key destinations, pockets of activity and key access points to the canal have become connected and function well together and this compliments existing links between communities. The canal is not the means by which wider links and associations between places are established and in some cases it frustrates corridor continuity.

2

Use of the canal is localised and generally for single specific purposes (e.g. recreation only). The canal allows for good ecological continuity but access for recreation or travel compromises this. Where the canal provides any greater ecological or engineering resource this interrupts the continuity for other purposes such as travel or recreation.

1

Use of the canal is very localised and limited to single specific uses (e.g. recreation only). The canal is not the most effective connection to adjacent areas and access to the wider corridor is not direct and requires the use of different modes and routes than just the canal. The canal does not contribute to biodiversity and/or water and energy management.

CONTINUITY

CROSSINGS

CLUSTERING

The canal corridor is accessible and used by people from across the district for a variety of reasons and provision of services. Communities and centres of activity are single entities which bridge the canal making connections physically, economically and socially. Unimpeded movement across and along the corridor have allowed the district as a whole to thrive, ecologically, economically and socially.

The canal corridor is accessible and has an influence beyond its immediate banks. By connecting activity across its banks with a combination of bridges and other crossings the canal has brought communities together. A network of connections to the canal corridor coupled with movement along the corridor have helped link locations across the district with activity within the corridor.

A variety of vehicular, pedestrian and cycle, and green infrastructure crossings, are spread along the corridor, corresponding to activity located either side of the canal, the river and the railway. Use of, and activity along, the canal is encouraged by the regular use of crossings. Community's and business's sustainability and biodiversity and ecological networks are improved for being connected to the wider district.

Preferred vehicular, pedestrian and cycle crossings, are located at key settlement locations along the corridor and correspond to and join activity located either side of the canal, the river and the railway. More localised crossings are dedicated ecological and historic canal crossings. Both groups of crossings are limited in their ability to connect outlying areas of the district.

The variety of canal crossings are located mainly at key settlement locations along the corridor. Although these major north-south thoroughfares bypass activity located at the canal/within the corridor, a series of more local crossings, some dedicated pedestrian and cycle crossings provide alternative (but less legible) ways to link north-south. These include dedicated ecological and historic crossings.

A series of primarily vehicular canal crossings are located at key settlement locations along the corridor. These crossings correspond to major north-south thoroughfares and bypass activity located at the canal, or within the corridor. There are few crossings locally, apart from those located in the nearby settlements.

In serving an isolated building/group of buildings, canal crossings catalyse movement to the canal corridor for the public and communities in the wider district. Bridging the canal reduces the perception that rail, river and topography cause a barrier.

Canal crossings serve an isolated building/group of buildings. Most of these are not publicly accessible. In some situations crossings bridge activity either side of the canal but any wider north-south connections are prevented by rail and/or river and topographical constraints.

Stretches of canal extending further than walking distance (400m) have minimal crossings. The need to travel to nearby settlements to cross the canal means activity and communities either side are only linked indirectly. However, due to tree cover and the nature of the canal banks, ecological links and green infrastructure north-south is in tact.

Stretches of canal extending further than walking or cycling distance (800m) are without any crossings. The lack of crossings and additional barriers like the river and railway mean activity and communities either side are divided and have independent economic and social function. The nature of the canal in this location also means that north-south ecological links and green infrastructure are interrupted.

The canal is the heart of the place, stimulating a rich mix of uses and natural habitats, uniting employment and living space, creating walkable, vibrant neighbourhoods uniquely canal focussed as a resource for movement, recreation, community and nature. Buildings and spaces incorporate the canal within their typology embracing it as a catalyst for easily accessible diverse and thriving places. It's obvious when you have arrived and when you are leaving the place.

The canal is located at the heart of the place linking a variety of uses. Buildings and spaces incorporate the canal within their typology. It is obvious when you have arrived and when you are leaving the place. The recipe of the canal and the surrounding buildings and spaces create a distinctive sense of place which is easily accessed as a destination and a focal point for the community.

The canal is an integrated part of the place and easily accessible. It is the reason for a lot of the activity that occurs here but this tends to be for a single specific reason (e.g. tourism, recreation or housing). Planned-for development is pro-active by integrating the canal for a variety of purposes and built form and open spaces respond positively to the canal including natural habitat creation and enhancement.

The canal contributes to the function of the place by linking uses locally. Some of the activity that occurs here is canal focussed but there is limited mix of uses. Planned-for development utilises the canal primarily for recreation or movement. There are specific access points to the canal which have good landmarks. There are distinct areas of natural habitat creation and enhancement.

Occasional pockets of localised activity have given rise to this location becoming a destination or a community focus. A single building, open space or engineering feature acts as a landmark along the canal and within nearby areas. Although separate from other built form/settlement centres locally, this location serves a purpose through its links to the nearby settlement.

A few pockets of localised activity are the focus for the local community and include natural habitat creation and enhancement. A single building, open space or engineering feature acts as a landmark along the canal and within nearby areas. This location serves a purpose on the canal but is remote from other built form/settlement centres locally.

The grouping of buildings and/or spaces at the canal gives rise to localised areas of single use. These can vary from employment clusters, concentrations of houses, to areas of particular natural interest. In some cases a focus of activity is due to features/engineering of the canal itself, such as a lock or mooring location.

The grouping of buildings and/or spaces at the canal gives rise to localised areas of single use. These can vary from employment clusters, concentrations of houses, to areas of particular natural interest. In some cases a focus of activity is due to features/engineering of the canal itself, such as a lock or mooring location.

A mix of canal specific activity (e.g. boating or wildlife interest) occur due to individual buildings or spaces and limited to single use/types of activity. These areas serve a local need but are passed by in favour of larger more attractive destinations. Longer journeys required between different uses (e.g. home/work or work/recreation) are a result of separation between localised pockets of activity. The canal is less able to serve these longer journeys.

A single canal specific activity occurs on or near the canal which primarily exists as a location en-route to larger more attractive destinations. Access to the canal at these localised pockets of activity is only for specific reasons.

Preparation of Placemaking Frameworks for each Canal Strategy Area

For each of the Canal Strategy Areas a high level Placemaking Framework has been prepared which highlights the opportunities to apply the Canals Strategy, at a local level according to the fourteen Canal Strategy Areas and to realise the future vision for each location and in turn the whole corridor as a composite of many individual Canal Strategy Areas.

This work provides the bridge between the whole corridor vision and site implementation by setting in context the expectations of individual sites within their Canal Strategy Area.

Each high level framework diagram comprises a variety of opportunities observed for each Strategy Area: urban design, landscape and architectural components such as gateways, open space function, movement, landmarks, ecological structure, interfaces, canal features, heritage value. How the role and identity defined for each future canal district is realised has been clearly outlined for each Canal Strategy Area. The resolution of framework diagrams varies from area to area. Opportunities differ from relatively small/simple interventions through to major regeneration/macro landscape opportunities and links to wider developments, either new or retrofit and regeneration interventions.

The opportunities do not include the level of detail for comprehensive proposals, for example the detailed application of cycling and walking provision, but bring awareness to those design aspects where appropriate, to consider for future

delivery.

Where the Local Plan already indicates masterplans or area frameworks which affect the realisation of future canal districts, district framework diagrams account for change already underway. Where the delivery of these policies can still be directed to contribute to the whole corridor vision and strategy and the realisation of the role and identity of each of the Canal Strategy Areas then the framework diagram seeks to coordinate existing policy direction and future placemaking guidance.

Ingredients of the Future Place

The Canals Strategy includes a catalogue of more specific ingredients of the future place which provide built form, public realm and landscape typologies for implementing the vision in each strategy area. These ingredients are proposed to be used in accordance with the drivers of change - their selection as design typologies for any given site is justified on the grounds of the contribution they make to realising the reframed vision of the Future Place. A series of Placemaking Frameworks assist in identifying the spatial priorities in each strategy area.

Once a broad understanding of the whole canal corridor and the potential of each canal area had been established and mapped using the placemaking frameworks the process of identifying the range of ingredients began.

In order to identify ingredients which are suitable for shaping the future of the canal corridor reference is made back to the three Future Drivers to focus on more specific design solutions which can support: 1. The Continuity of the canal corridor; 2. Crossings linking either side of the canal corridor; and 3. The Clustering of activity in its various forms.

In focusing on the Future Drivers and the underlying origin of these in the evidence base the identification of ingredients concentrated on design solutions and innovations which were distinctive to the canal corridor in Stroud rather than recycling generic urban design and placemaking principles. This material published elsewhere can still provide a valuable design tool alongside the Ingredients.

The catalogue of ingredients does not seek to replace, or replicate, other more standard or generic design guidance and best practice in canal restoration or broader landscape and urban design guidance. Rather it complements other Development Management tools by augmenting their capacity to promote and deliver the whole corridor vision. Neither is the catalogue solely for Development Management use. The ingredients offer an accessible way for a variety of parties to express the vision for the whole canal corridor at a site scale. Following the selection of suitable Ingredients there may be the need to consult other technical guidance and use this alongside the Ingredients descriptions to refine solutions and ensure their compliance to more specific technical guidance and regulation.

The catalogue structure was explored with the client group and themed according to project type (movement, urban form, uses & activity, infrastructure & utilities, green infrastructure & biodiversity, events, programmes) but also reflects an in depth project search exercise as part of the evidence base review process. The catalogue structure has also therefore been informed by a variety of attributes of initiatives and potential design solutions described within various documents within the evidence base such as: landscape character, location, settlement relationship, Local Plan and Neighbourhood Plan project categories etc.

Initially a longlist of future place ingredients was created, at first referencing many of the documents within the evidence which promoted positive

interventions within, or associated with the canal corridor, and secondly using the breadth of urban design, architectural and landscape architectural design expertise within the consultant team in response to the constraints and opportunities identified within each of the Placemaking Frameworks for each of the Canal Strategy Areas.

The variety of engagement activity and the site visit also contributed to this creative process of designing a variety of interventions which were necessary as solutions to the identified constraints and opportunities.

A workshop was held with the client group and key stakeholders to review the long list and consider the structure of the catalogue and following this each short listed ingredient was refined and finalised.

Evidence Base Review

The Evidence Base has informed the diversity of the Ingredients, reflecting the wide variety of opportunity and mixed priorities for environmental, social and economic interventions along the whole canal corridor.

Vision:

The Vision identifies three overarching Drivers distinct to the canal corridor in Stroud. The Ingredients have been developed in order to implement these three drivers and they represent the many contrasting ways that this may be achieved throughout the canal corridor.

Canal Strategy Areas.

A description of the contrasting condition and context along the canal corridor. The Canal Strategy Areas are the basis for a local expression of the vision and structure the selection of the Ingredients according to the potential of each area.

Placemaking Frameworks:

An identification of the placemaking opportunities in each Strategy Area and a bridge between the Vision and the Ingredients

Catalogue of Ingredients:

The Catalogue of Ingredients is a series of typological design approaches to the built environment, public realm and the landscape.

The Canals Strategy does not have a role in designing individual detailed solutions for the many contrasting locations along the whole canal corridor. The Ingredients are the means by which the Strategy can influence subsequent proposals, detailed design solutions, varying opportunities and priorities at a level of detail suitable to a district scale strategy. The intention is to coordinate the implementation of the vision by guiding individual proposals in a thematic way. In turn the wider objectives represented in the evidence base are attended to.

The Ingredients have been prepared in an iterative way, drawing upon the evidence base, stakeholder input, site visits, engagement and consultation as well as professional design input and creativity.

SUMMARY OF ENGAGEMENT & CONSULTATION:

The preparation of the Canals Strategy has been supported by a wide range of engagement activity.

Evidence Base clinics

Prior to the site visit 'Walking the Bank', a pro-forma was issued to a list of key officers and contributors (identified with the Stroud District Council at inception). The pro-forma comprised some basic questions about existing workstreams/projects, relevant information and datasets and the potential of the canal system to perform within or influence each individual's area of expertise. The pro-forma was completed in preparation for individual knowledge gathering clinics/conversations. An invite was sent to a comprehensive list of Stakeholders and interested parties as approved by the client group and a series of 30 minute conversations were organised. Although some invitees were unable to attend (including some key statutory bodies) a large number of completed pro-formas were received and representatives from the following organisations were interviewed:

- [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](#)

Stakeholder workshops

Through the evidence base review and the clinics a long-list of Goals was compiled which harnessed and reflected all past influences and future potential. Set against this were a series of obstacles to the canal system as a whole moving towards these goals.

Many of these goals and obstacles were long-standing and acknowledged (as identified through the clinics and stakeholder workshop) and the Evidence Base Summary supporting document outlines the cross referencing to existing resources which corroborate a thematic summary.

Equipped with the long-list of goals and accompanying obstacles a variety of technical and professional stakeholders (identified and agreed with the client group at inception) were engaged in an activity designed to qualify and shortlist these.

The event was shaped around two questions:

How the canal system can function in the future?
(Goals)

What is preventing it getting there?

(Obstacles)

A range of tools and techniques were used for use in virtual workshops (Covid restrictions were still in place during the summer of 2021 at the time of these events) which assisted people to be future focused in their approach. Using the online tool Jamboard in combination with Zoom various sessions were organised and run which not only enabled people to contribute effectively their perspectives and technical expertise, but also facilitate cumulative goal setting exercises within which individual goals are considered with, and in response to, others to create composite and collective goal setting. In this way the Stakeholder Workshop outputs were multi-dimensional, appreciating the social, economic and environmental opportunities, over time, of the Canals Strategy.

Two templates were successfully used to shape the goal setting exercise in stakeholder group workshop settings:

Template for plotting goals within parameters of human needs and planetary limits - set within this context, one goal could be an improvement to above a minimum standard (eg housing quality & performance), while another goal maybe a reduction to come within planetary limits (eg energy consumption by transport).

Template for joint goal setting. A previously defined set of goals were prefixed with the question 'What if...?'. Each subsequent response began with 'Yes, and...'

build on each others goals and avoid an 'either-or' mentality to goal setting.

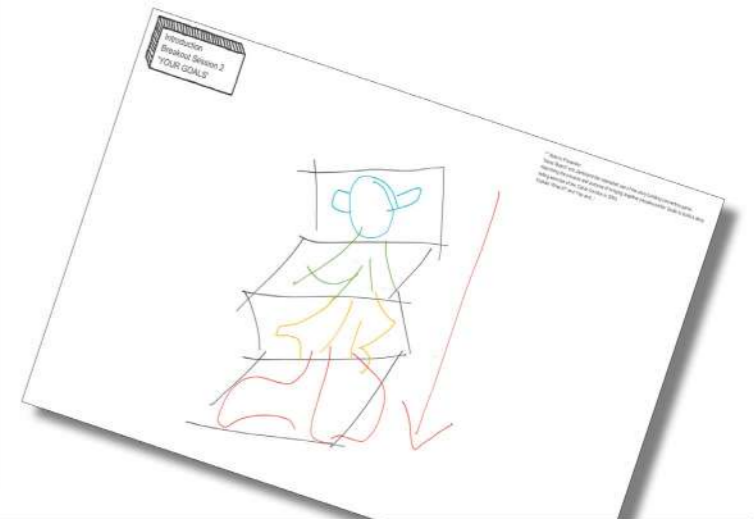
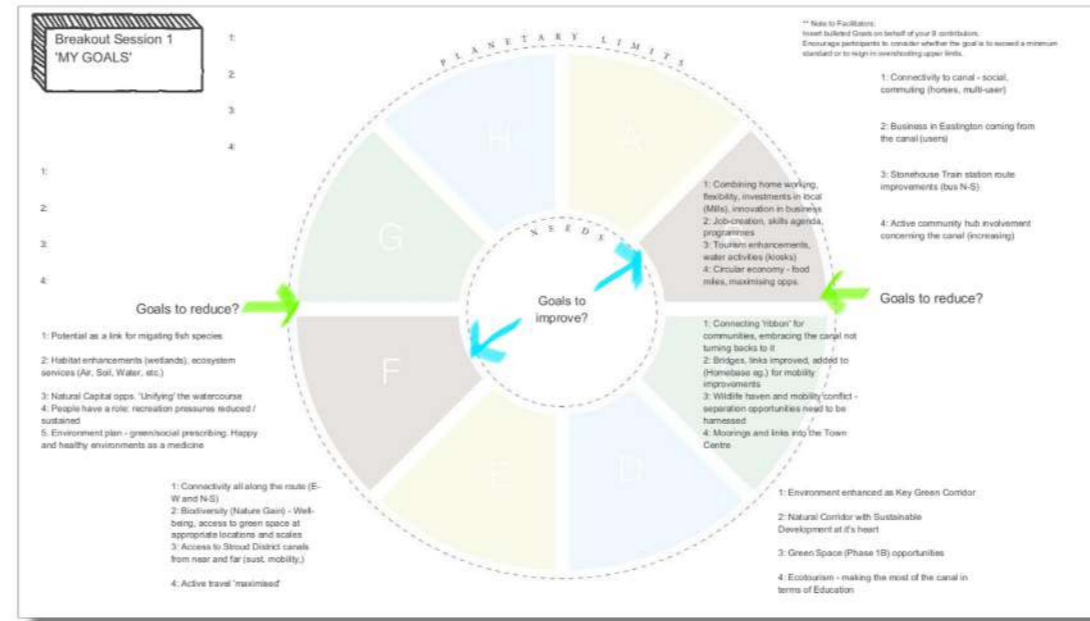
This workshop exercise facilitated the design thinking and work which resulted in the distillation of the three Future Drivers.

Parish workshops and public online survey

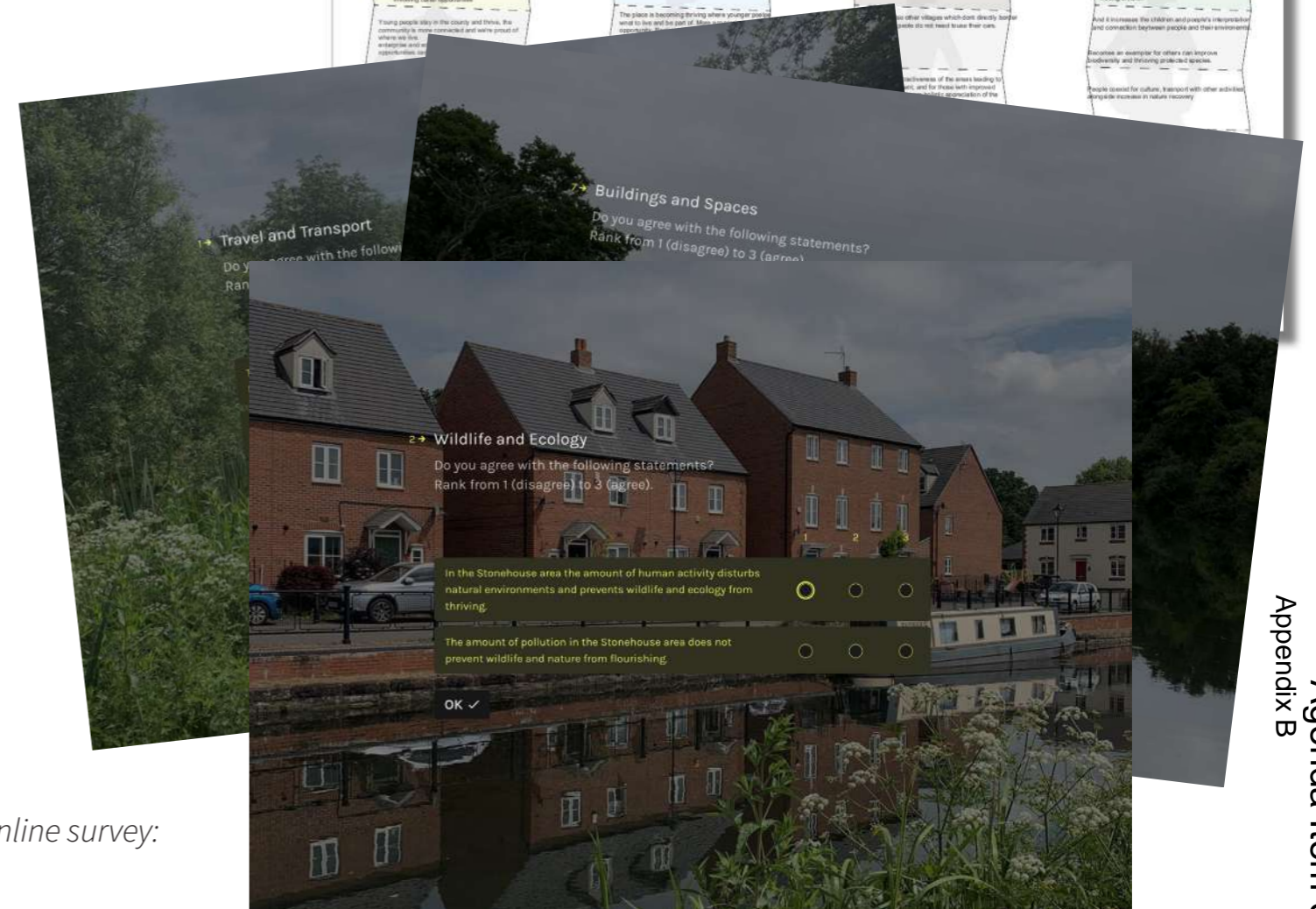
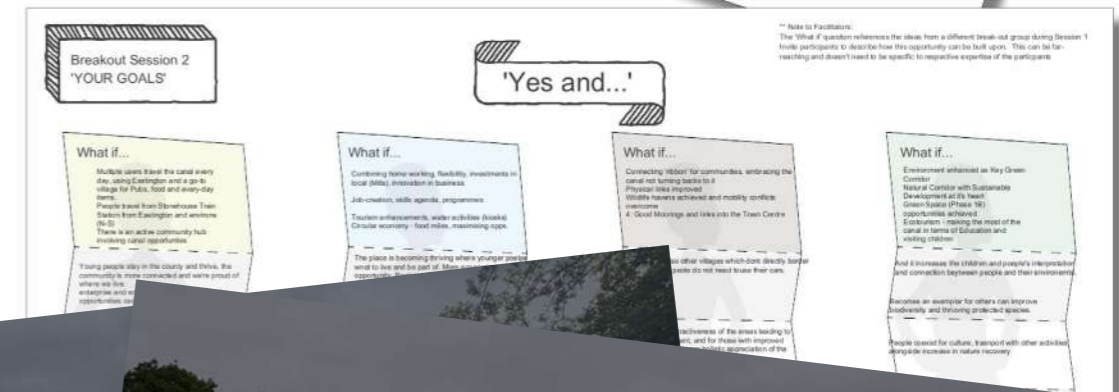
The Canals Strategy includes an overarching Vision for the whole canal corridor and indicates how this Vision can be expressed locally. In order to do this a community engagement exercise was designed to understand how people perceive the potential of the canal in their area.

Due to the COVID19 restrictions in place at the time of the public engagement a decision was made to use an online survey platform. This had the benefit of also being able to reach a more diverse audience that those who are able, and have time, to attend an event in person.

Prior to the online survey being launched it was tested through a series of online Parish workshops. All of the 9 parishes along the canal corridor were invited and representatives from 5 attended. Valuable input was gathered as to how the online survey could be more effective and accessible. The survey received 532 responses which were analysed to identify the priorities for the potential of the canal in various locations. These findings are presented in the report which summarises the public online survey and how it contributed to the understanding of the opportunities in different areas.



Some of the outputs of the stakeholder workshop:



Extracts from the public online survey:

The Evidence Base Summary Matrix

A rapid review and synthesis of both existing Plan Policy and Evidence Base as well as policy and research that is emerging in response to Canals and Waterways restoration, comparable ‘whole corridors’ or systems, Green Infrastructure, Social Infrastructure, Active Travel, and other components and strategies of net zero carbon programmes nationally was carried out at the outset of the commission to prepare the Canals Strategy.

Working from lists already identified by the project team and other contributors, a series of themes of enquiry were drafted to guide further research and evidence base review. The lists already captured the breadth of issues and provided direction for further investigation into the challenges and opportunities.

Furthermore where workstreams and working groups were already assembled or being formed to resource work and projects previously identified, the Canals Strategy process was able to quickly draw upon already presentable findings.

The Canals Strategy is designed to be a 'live' document and have the ability to be applied in an ongoing variety of contexts and scenarios. For this reason there was careful thought given to how the Evidence Base review and early analysis contributing to the Strategy could be recorded so that it could be referred to in future in a easy way. As The Canals Strategy covers a large geographic area, and encompasses many contrasting constraints and opportunities it has the potential to influence environmental, economic and social aspects of

variety of projects over time. It will be necessary therefore to be able to demonstrate accountability of decision making and design to the evidence base which forms the foundation of the Strategy.

The Evidence Base review has been summarised in a summary matrix. This matrix is prepared as a digital pdf programmed to highlight different relationships and cross referencing of various layers of the evidence base documentation. This matrix has been used throughout the preparation of the Canals Strategy to guide the identification of various themes and approaches. As the Canals Strategy has taken shape, additional columns have been included within the matrix to demonstrate the origins of certain aspects of the Strategy.

The Evidence Summary Matrix is shown on the following page in static form, but can be appreciated and interrogated more in its digital pdf form. The digital pdf format also contains summary notes and references made from the extensive evidence review process and engagement which was carried out to understand the canals and all of their constraints and opportunities.

The Matrix is designed to be an ongoing tool in the use and application of The Canals Strategy in various scenarios, including development management. It is important therefore that it remains as a live, interactive pdf providing an audit trail of the origins of various aspects of the Canals Strategy. It may not therefore suit all readers and audiences.

Ultimately the Evidence Base Summary Matrix provides the means by which the District Council and other parties can demonstrate how individual projects are accountable to, not only vision and strategic objectives but also, the broad range of evidence base informing the vision and strategy.

Designed in a digital pdf format, the Matrix charts the progress through various stages of the methodology, listing and shortlisting key outputs of different stages of evidence review and various engagement activities to make the process transparent.

The Evidence Base Review Matrix provides the ability to link to documents and sources, allowing easy case building for future feasibility and funding applications for individual projects anticipated to be undertaken in the Action Plan.

Thursday, 10 June 21

Name, Organisation

Canal & Rivers Trust

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

- Mar
- Key
- Deliv
- surro

DH adds: Na
Waterways &

2 Please can you identify any constraints particular to your activity?

The Gloucestershire

3 Please identify any constraints particular to your activity?

<https://canalrivertrust.org.uk/values-and-benefits>
<https://canalrivertrust.org.uk/values-and-benefits>
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<https://canalrivertrust.org.uk/values-and-benefits>

DH asks: Outline
Call & Rivers Trust
Board presence on

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

Challenges to community engagement and well being -getting people to the canal and access to it and its spaces. Practical challenge. Funding is a considerable constraint. In Stroud, funding of towpaths surfaces etc. Maintaining visitor presence is difficult with limited infrastructure and facilities. prevents access etc. Not so many constraints relating to water use because the breadth of responsibility for other/all users.

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.

- 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

DH adds: Planning offers opportunities to bring greater awareness of wider patronage of the canals. And to promote the canal to benefit funding of necessary improvements.

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:

10th July 2021

Longlisting "Your Goals"

Longlisting "Your Goals" - A grid of notes and ideas for various goals related to the canal corridor, such as "Dispersed Clusters", "Local distinctiveness", and "Reconnecting (E-W) Thames to Severn".

Group 3

Breakout Session 1 MY GOALS

1. Values and priorities to create some common shared ground for the whole diverse communities. Buy in from communities.
2. To make the feel joined up as part of other work the agenda is being set by the community.
3. Fair economic development that provides for local people and addresses jobs and homes for local people.
4. Catching the skills knowledge and practice of knowledge and experience from the past and the future, embedded and the new work.
5. Bridge the gap between the historic environment and the new work.
6. A feel that can be used to help support funding and create impact.

Goals to reduce?

1. Bringing in the active participation of the community.
2. Universal accessibility of canal. Consider space. Mental and physical health - then an afterthought. Access to water.
3. Make marginalised communities participate for all.

Group 1

Breakout Session 2 YOUR GOALS

What if...
The canal corridor is a vibrant, multi-use space that is accessible to all and provides a sense of place and identity for the community.

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The canal corridor is a vibrant, multi-use space that is accessible to all and provides a sense of place and identity for the community.

Shortlisting Stakeholder Goals cross-referenced to the emerging themes

Dispersed Clusters - Mills, settlements joined by river and canal
Local distinctiveness: Parish Clusters
Reconnecting (E-W) Thames to Severn, social groups/district
Local distinctiveness: Parish Clusters
Reconnecting (E-W) Thames to Severn, social groups/district

STROUD CANALS, FUTURE PLACE: DEFINING & EVIDENCING



- 1 Site day
- 2 Officer interviews & Pro-Forma responses
- 3 Desktop Document Reviews
- 4 Historical Research
- 5 Stakeholder Workshop
- 6 Public Engagement

- Contextual Themes (Stroud 2030 Strategy)
- Energy
 - Built Environment
 - Natural Environment
 - Mobility
 - Our Economy
 - Waste and Resources
 - Community

	G: GLOBAL & NATIONAL		R: REGIONAL					D: DISTRICT								L: LOCAL
	G1. The Values & Benefits of Waterways	G2. Building with Nature	R1. Active Gloucestershire Strategy 2017-2021	R2. Gloucestershire's Nature Recovery Network and natural capital maps	R3. Draft Gloucestershire Local Industrial Strategy (2019)	R4. Gloucestershire Sustainable Energy Strategy (2019)	R5. Gloucestershire Local Transport Plan LTP4 (2021)	D1. Draft Stroud District 2030 Strategy (2020)	D2. Stroud District Local Plan (2015)	D3. Draft Local Plan Review (2021)	D4. SYCC 25 year Business Plan (M&M Plan)	D5. Stroud Settlement role and function study	D6. A Heritage Strategy for Stroud District (2018)	D7. Industrial Heritage Conservation Area Design Guide SPA (2008)	D8. Gloucestershire Wildlife Trust Conservation reports for the corridor	L1. Missing Mile Heritage Lottery Bid (2020) Activity Plan
Energy	●●●●		●●●●	●●●●			●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●		
Built Environment	●●●●	●●●●	●●●●	●●●●		●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●		●●●●
Natural Environment	●●●●	●●●●		●●●●			●●●●	●●●●			●●●●	●●●●	●●●●		●●●●	●●●●
Mobility	●●●●		●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●		●●●●	●●●●	●●●●	
Our Economy	●●●●						●●●●	●●●●	●●●●	●●●●	●●●●		●●●●	●●●●	●●●●	●●●●
Waste and Resources	●●●●	●●●●		●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●		●●●●	●●●●	●●●●	●●●●
Community	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●	●●●●		●●●●

THE CANALS STRATEGY:

The Future Drivers (A Vision for the Whole Canal Corridor):

The Canals Strategy purpose is to coordinate the many and varied activities, initiatives and active groups and organisations along the whole corridor and to avoid piece meal change which may occur in the interest of only one party.

To do this a collective vision of the potential of the canals across Stroud District must be reached.

Work to prepare a vision as part of the Canals Strategy has involved drawing together many varied aspirations and goals and considering a wide variety of perspectives without bias or prejudice.

The approach taken to do this has attempted to frame a future view of the canals in Stroud, inspiring participants in the process to imagine and describe a successful future of the canal from their perspective.

To build a consensus view participants have also been encouraged, throughout the process, to be considerate of other perspectives and aspirations and by creating a dialogue between different parties within different objectives a clearer idea of the themes which people can unite around has emerged.

The Canals Strategy identifies three Future Drivers to express a vision of the unique function and identity of the canals in Stroud in the future.

These three Future Drivers have emerged through various layers of analysis - mapping and data, the review of an extensive evidence base, gathering of stakeholder input and site visits.

They represent what is distinct about the canals in Stroud (their function and identity) in the past and in the present but they are expressed as a vision such that the canal's future respects its past and builds on the evolution of its function and its identity and that of the settlements, landscape and communities that surround the canal corridor.

All of the three Future Drivers represent a mix of environmental, social and economic potential and they are all designed to contribute to the holistic placemaking of the various locations along the length of the canal corridor.

The Future Drivers (A Vision for the Whole Canal Corridor):

Continuity

Activity and movement across the district have been shaped by geology and natural systems resulting in the River Frome valley landscape which has influenced the form of settlements and the relationships between settlements.

From 1783 the vision to connect the Thames to the Severn with a canal looked to utilise the Frome Valley and establish a continuous and accessible route.

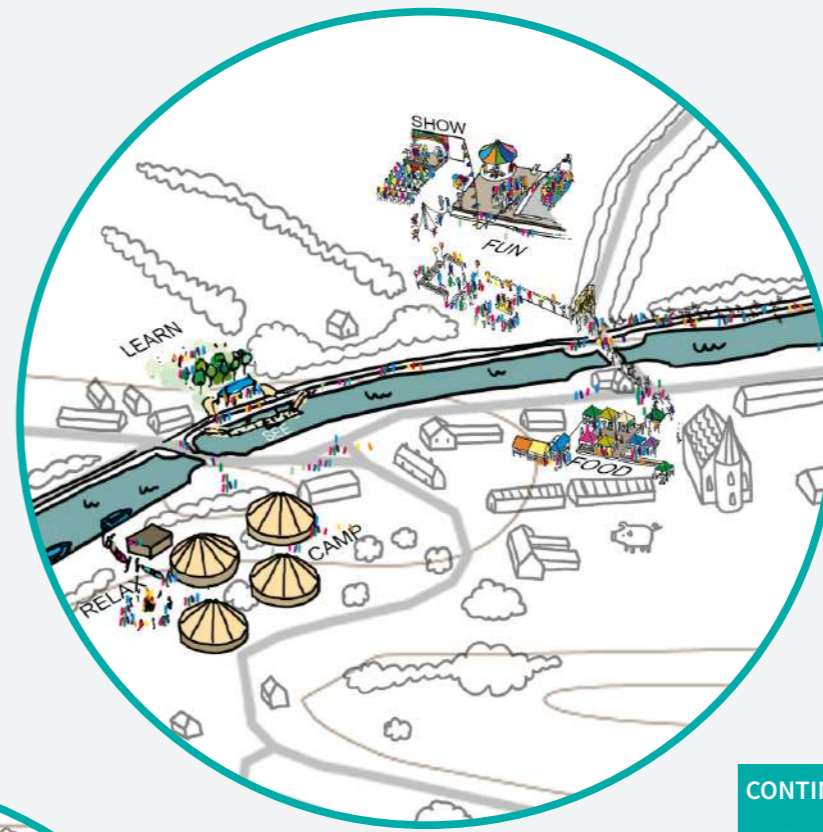
Before being identified as an attractive route for the canal, this continuity through the landscape gave rise to the series of mills which utilised the continuity of the river and the road network along, and to and from, the valley.

Later, the railway also followed this route and the economy and population growth in Stroud has stretched along and out from the valley bottom.

From Sapperton to Saul and then connected to the north and south along the Gloucester & Sharpness Canal, the Stroud canals provide the continuity required in a predominantly linear landscape form. By providing access in a variety of ways, the canal can connect communities and create essential links between businesses, services and functions as well as continuous green infrastructure and wildlife corridors as a spine through the District.

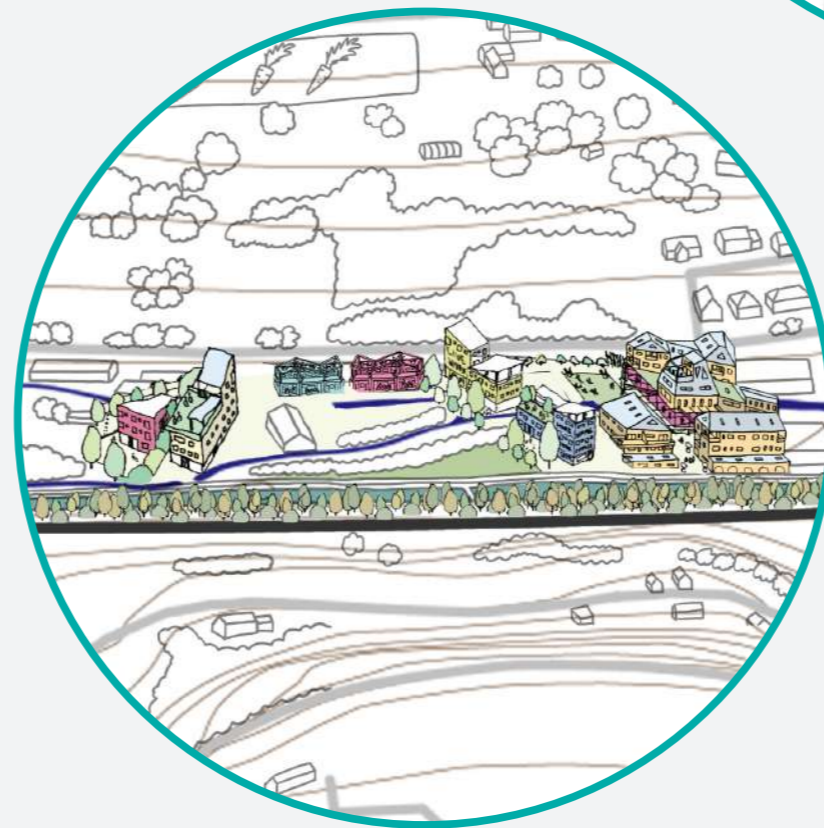
CONTINUITY: People:

- + continuity along the canal is promoted through a series of different activities and functions along the canal
- + routes along the canal become more diverse and engaging drawing local residents and visitors further along the waterway



CONTINUITY: Nature:

- + the canal achieves its full potential as a continuous wildlife corridor
- + wildlife barriers are addressed and new development must have a fundamentally integrated approach to supporting nature



CONTINUITY: Places:

- + the canal and its banks help to improve the links between the main towns and destinations
- + development and interventions along the corridor create new relationships with the canal so that it becomes a desirable route



The Future Drivers (A Vision for the Whole Canal Corridor):

Crossings

Communities and economies grew up around the locations of the variety of Mills along the valley.

Activity in these locations has been funnelled and concentrated by the topography, influencing patterns of living.

The preference for settlement location and function was first stimulated by demand for resources and the means by which people could access these.

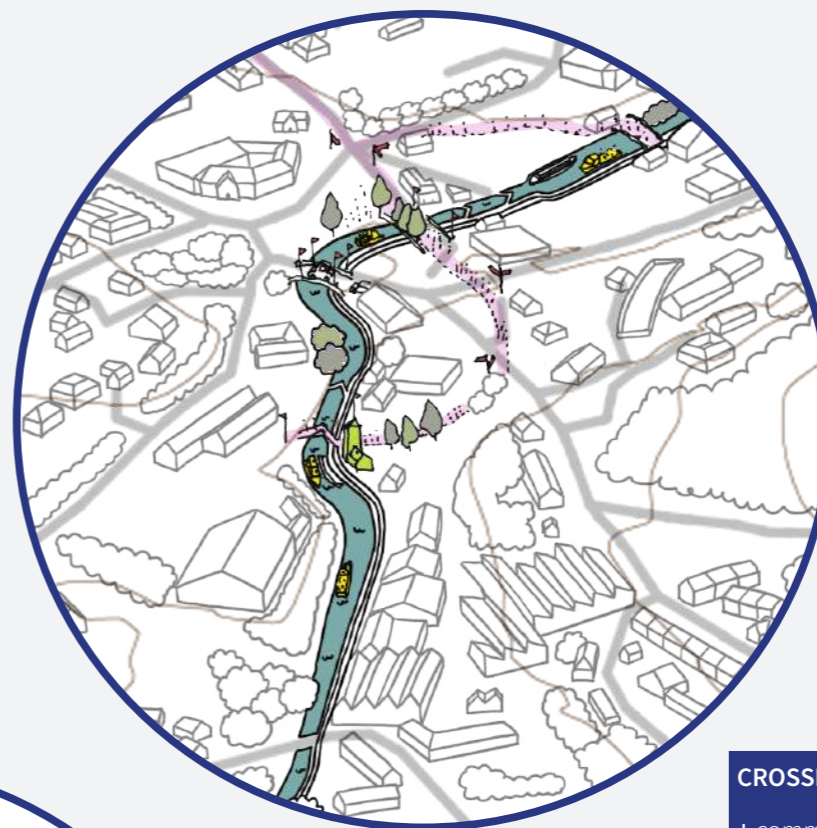
Initially the canal was established as a piece of industrial infrastructure and stopping points, origins and destinations of goods largely hidden as mechanisms of the economy.

Now with the changing role of the canal - people, activities and places can unite around the canal as a thoroughfare, an attraction, a centre of activity, a point for connectivity and a unique recreational space.

In this way the canal can catalyse focussed activity as a new junction of trade and a centre for sociability and community.

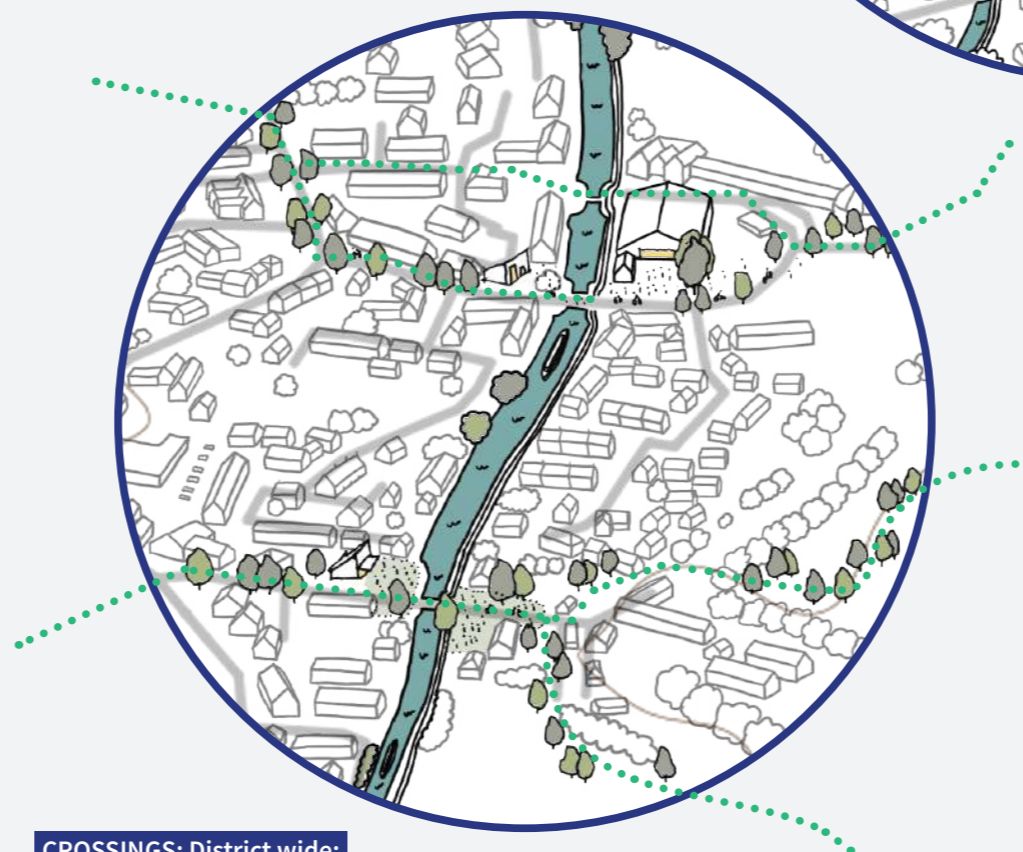
CROSSINGS: Bridges:

- + a hierarchy of bridges is established with safe routes and connectivity for all users
- + signposting is improved to help navigation to and from the canal with improved access to the water



CROSSINGS: Joining Communities:

- + communities are connected to and across the canal with improved permeability
- + a range of building types and mix of uses bring activity to the canal helping to join communities across the water



CROSSINGS: District wide:

- + routes, landmarking and wayfinding are improved including the use of green infrastructure to improve legibility
- + bridges across the canal are enhanced to prioritise active travel and reduce the dominance of roads and cars as well as creating connections for wildlife



The Future Drivers (A Vision for the Whole Canal Corridor):

Clustering

Unlike the roads, the river and the railway, the canal can become a public space, reuniting the district through access and around mixed utility and identity.

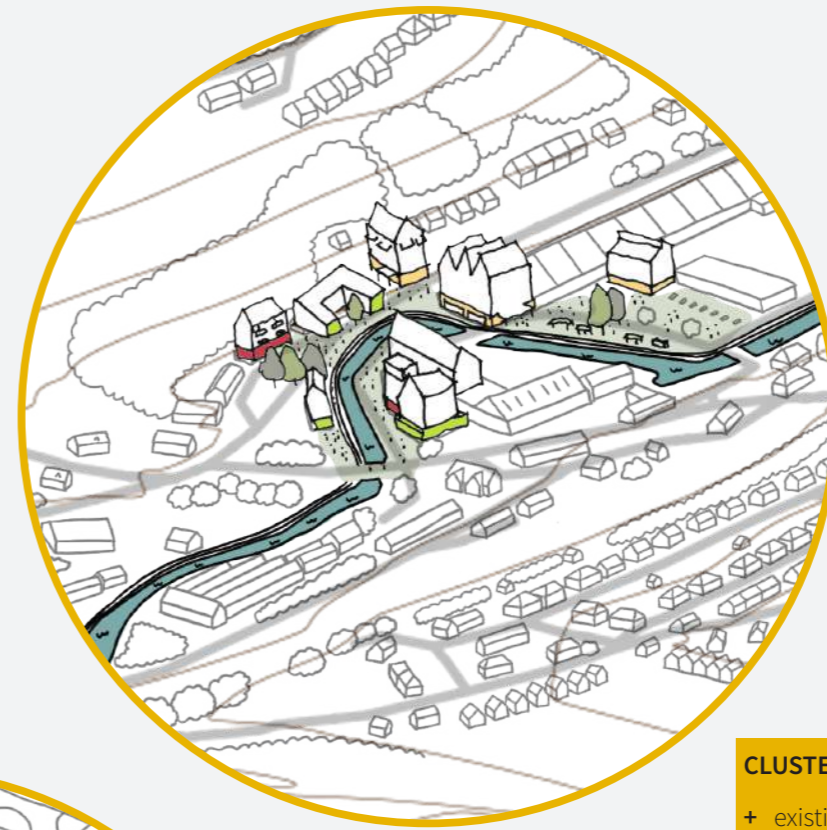
The roads, railways and river form barriers in ways that the canal does not. In being one continuous body of water, the canal joins activities along its banks and connects communities.

The canal is the crossing point between the north and south of the district.

By creating a variety of local crossings and connecting activity on the banks of the canal, more strategic connections and improved natural habitats can be formed at a district level. These enhancements will see people not only accessing the canal corridor but accessing a variety of district-wide opportunities and, in doing so, being enabled to cross socio-economic boundaries as well as physical ones.

CLUSTERING: Diversify:

- + active ground floors help to bring life to the public realm and create an active frontage to the canal
- + more diverse buildings create interest and help to accommodate different uses and lifestyles



CLUSTERING: Public Realm:

- + existing public space is enhanced with highway space reclaimed where possible
- + public realm is re-imagined to have an improved connection and relationship with the canal and towpath



CLUSTERING: Community:

- + barriers created by roads are broken down with a new focus on connectivity and activity on and around the water
- + community buildings and facilities are promoted with an emphasis on active frontages to create vibrant public spaces



The Canal Strategy Areas

As places transition to a net-zero-carbon future, the neighbourhoods and districts which people identify with, and function within, will adapt as will the ecological systems around them. The Canals Strategy identifies how different areas of the canal corridor are influenced by the pressures exerted by this transition. The drivers of change provide the vision which bench marks the identity and performance of the future place against which each area's role in this future can be established.

By understanding the different Canal Strategy Areas and how the vision applies in each of these areas the Strategy can equip each area along the canal to play its unique role in the overall function and identity of the corridor.

Fourteen Canal Strategy Areas

The Canals Strategy identifies fourteen contrasting areas across the Gloucester & Sharpness Canal, the Stroudwater Navigation and the Thames & Severn Canal:

Along the Gloucester & Sarpness Canal:

1. Upper Gloucester & Sharpness
2. Saul & Frampton
3. Lower Gloucester & Sharpness
4. Sharpness

Along the Stroudwater Navigation and Thames & Severn Canal:

1. Western Stroudwater
2. Eastington
3. Stonehouse
4. Ryeford
5. Ebley
6. Stroud
7. Thrupp
8. Brimscombe
9. Chalford
10. Eastern Upper Valley

Profiling the Canal Strategy Areas

The process of profiling the Canal Strategy Areas acknowledges that the vision for the whole canal corridor applies in different ways in different locations. This reflects a recognition that for the canal to reach its full potential means different things in different places.

Localising the vision by applying it in each Canal Strategy Area also avoids the risk of an homogenised approach to the whole canal corridor. This is particularly important in respect of the many contrasting conditions along the canal corridor. These include a variety of different communities and community needs, contrasting habitats with different sensitivities, and varied economic functions with different roles and functions locally, regionally and nationally.

The profile established for each of the Canal Strategy Areas represents the individual way in which each area is best able to contribute to the future vision for the canal corridor. Each area will contribute in a unique way to the overall function and identity of the whole canal corridor. The profile established for each area provides the basis for identifying the design priorities and placemaking objectives in each area.

These area profiles represent the future potential of the canal in each area at the time of preparing the Canals Strategy but they are not intended to be fixed. The Canals Strategy methodology can be used to review the future potential of the canal in each. However when doing this, a full appreciation of the body of evidence and all of the contributing factors to the function and the identity of the canal in each must be considered.

The future profile of each area should not be considered a detailed appraisal of all of the opportunities at a site and community level. They are intended to indicate the relative role of each area in the overall canal corridor. In this way they can guide the priorities for design and intervention in each area.

Understanding the Canal Corridor

Strategy Area Profiles:

CANAL STRATEGY AREAS PROFILING:

CANAL STRATEGY AREAS:

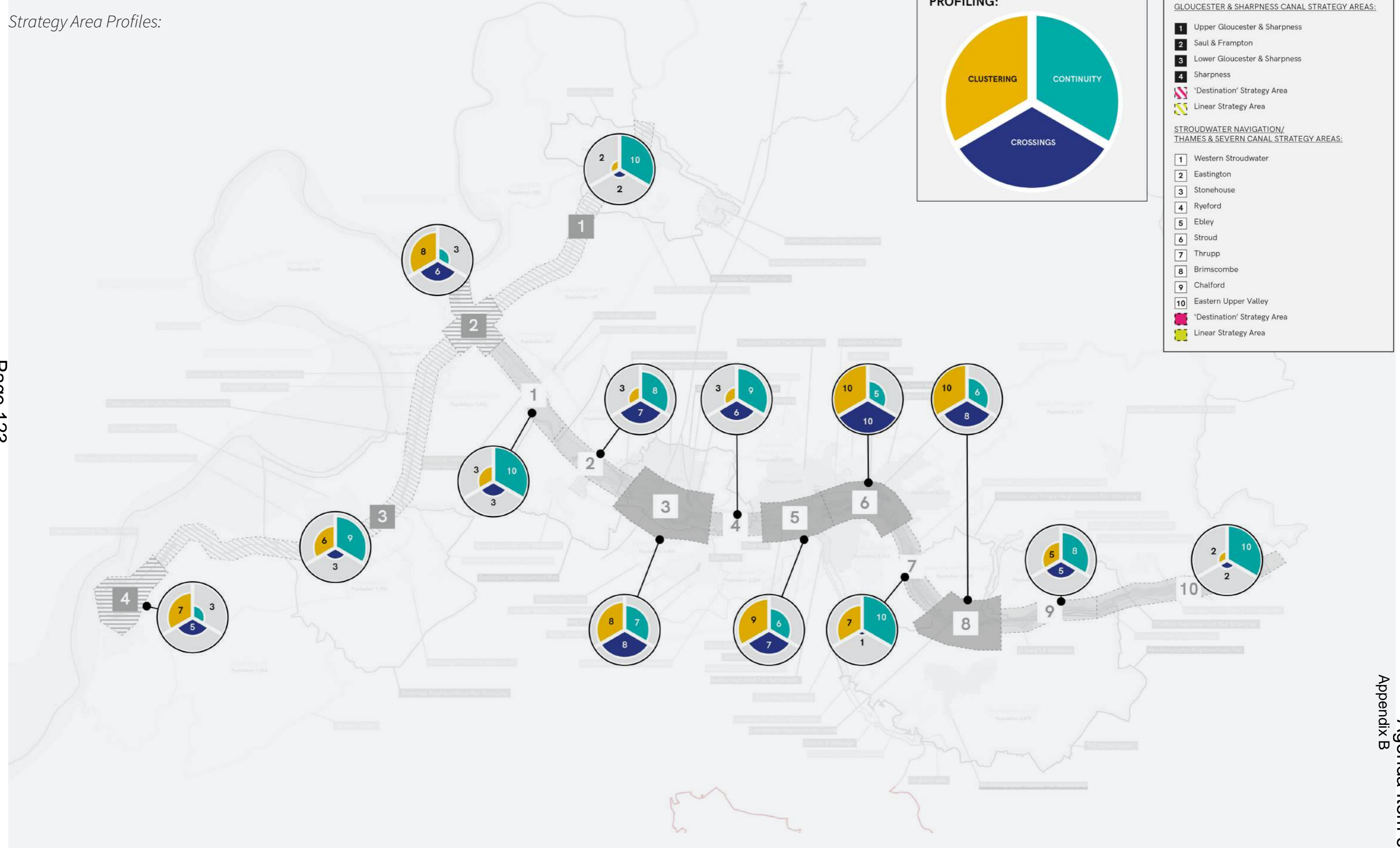
GLoucester & SHARPNESS CANAL STRATEGY AREAS:

- 1** Upper Gloucester & Sharpness
- 2** Saul & Frampton
- 3** Lower Gloucester & Sharpness
- 4** Sharpness
- 'Destination' Strategy Area
- Linear Strategy Area

STROUDWATER NAVIGATION/ THAMES & SEVERN CANAL STRATEGY AREAS:

- 1** Western Stroudwater
- 2** Eastington
- 3** Stonehouse
- 4** Ryeford
- 5** Ebley
- 6** Stroud
- 7** Thrupp
- 8** Brimscombe
- 9** Chalford
- 10** Eastern Upper Valley
- 'Destination' Strategy Area
- Linear Strategy Area

Page 123



Appendix B
Agenda Item 6

Canal Strategy Areas Carbon Footprinting

The Canals Strategy is designed to be complementary to The Stroud District Council 2030 Strategy Masterplan and offer the facility to ensure that interventions along the canal corridor are accountable to a programme of carbon reduction as outlined in the 2030 Strategy.

In order to do this the Community Carbon Footprint Tool by Centre for Sustainable Energy has been used to establish the relative carbon footprints for each of the areas along the canal. This has contributed to the understanding of each of the canal areas and this data on the breakdown of carbon emissions in each area has enabled a relative grading of opportunities for carbon reduction initiatives and facilitates the alignment of projects with the Stroud 2030 Strategy.

This process has also contributed to the preparation of the Project Delivery Process Tool. The subsequent drafting of an Action Plan by Stroud District Council can in turn identify project prioritisation based on a relative 'carbon benefit' filter.

The analysis of the carbon footprint for each canal area is based on a consumption-based approach to carbon foot-printing and uses data from the Impact Tool, an online carbon calculator tool produced by the Centre for Sustainable Energy in partnership with the University of Exeter and with funding from the Department of Business, Energy and Industrial Strategy (BEIS) and the UKRI Strategic Priorities Fund.

This consumption-based approach to carbon foot-printing relies on data at household or address-level that is then aggregated in order to estimate a footprint size for a given geography (e.g. a parish, ward, LSOA etc.). In this case, the data has been aggregated to provide a separate community-scale carbon footprint for each of the fourteen defined areas along the canal.

This type of carbon footprint considers the way in which residents live, and includes upstream and downstream emissions associated with the consumption of goods and services. The analysis divides consumption emissions into five categories:

- Housing
- Travel
- Food and diet
- Other goods and services
- Waste

A detailed methodology paper outlining the calculation process and sources of data can be found on the Impact Tool website here:

<https://impact-tool.org.uk/static/doc/Impact-methodology-paper-v1.6.pdf>

To identify how interventions along the canal can offer opportunities to reduce carbon emissions, the Canals Strategy associates the variety of different opportunities in the built environment, within the public realm and within the landscape

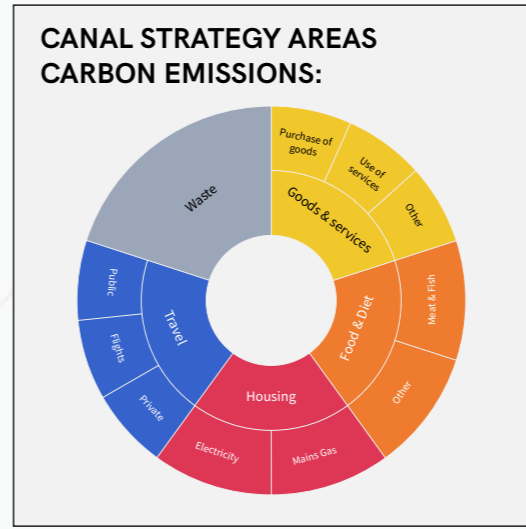
(The Ingredients), with the five categories of carbon emissions sources identified in the Impact Tool.

A broad approach to reduction of carbon in a given Canal Strategy Area can then be outlined by identifying the Ingredients which are most associated with the highest emissions sources for that area.

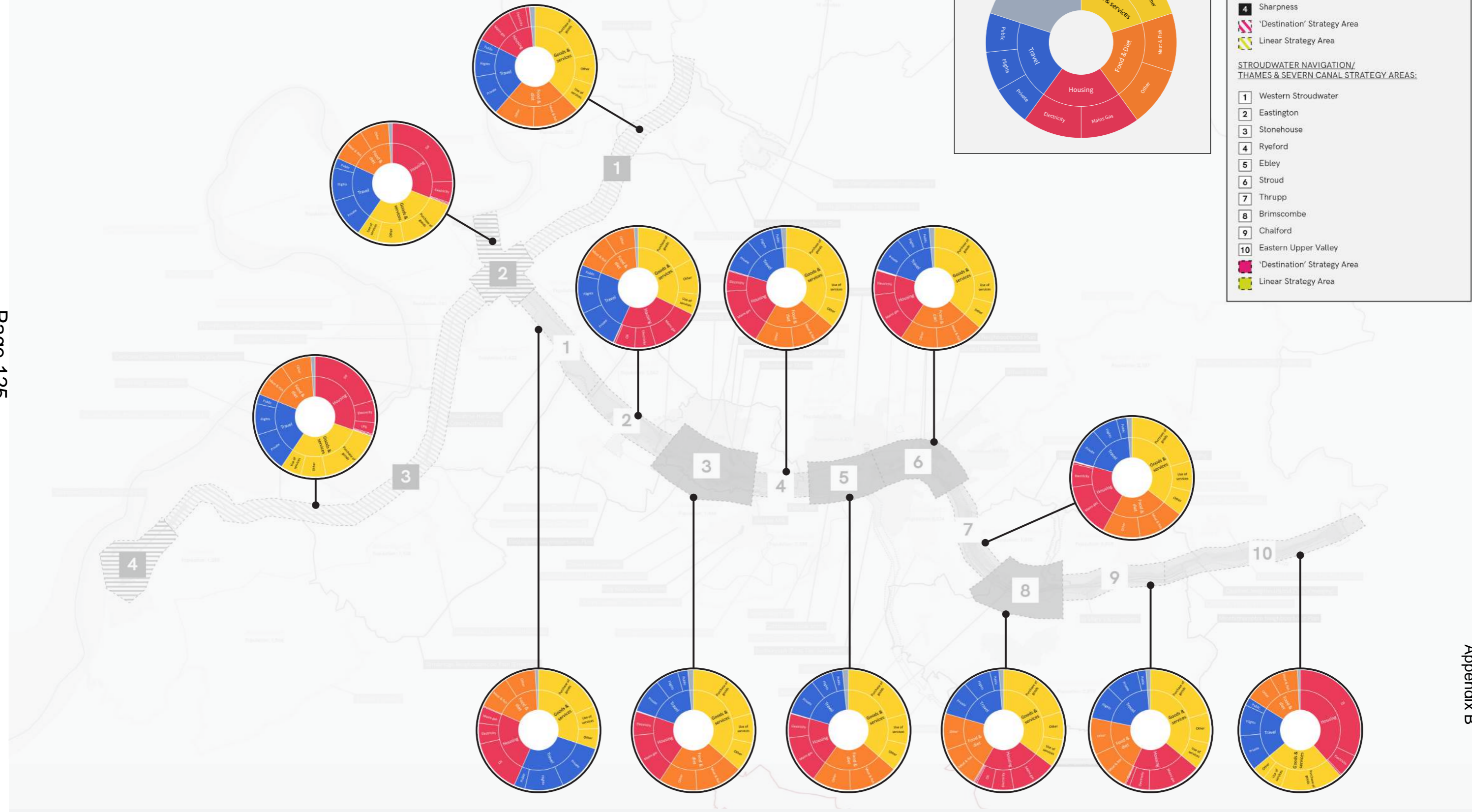
It should be noted that this is a tool for identifying the relative opportunities for carbon reduction along the canal corridor, informing the prioritisation of projects according to a carbon emissions accountability. It cannot be relied upon to quantify carbon reduction or forecast a transition to a reduced carbon footprint.

Understanding the Canal Corridor

Strategy Area Carbon Emissions Profiles:
(See also Carbon Accountability tab in the accompanying spreadsheet)



- CANAL STRATEGY AREAS:**
- GLOUCESTER & SHARPNESS CANAL STRATEGY AREAS:
- 1 Upper Gloucester & Sharpness
 - 2 Saul & Frampton
 - 3 Lower Gloucester & Sharpness
 - 4 Sharpness
 - Destination Strategy Area
 - Linear Strategy Area
- STROUDWATER NAVIGATION/ THAMES & SEVERN CANAL STRATEGY AREAS:
- 1 Western Stroudwater
 - 2 Eastington
 - 3 Stonehouse
 - 4 Ryeford
 - 5 Ebley
 - 6 Stroud
 - 7 Thrupp
 - 8 Brimscombe
 - 9 Chalford
 - 10 Eastern Upper Valley
 - Destination Strategy Area
 - Linear Strategy Area



Fourteen Placemaking Frameworks

Placemaking Frameworks have been prepared which highlight design opportunities for consideration where the Canals Strategy objectives can be applied. These framework diagrams and their associated text form a high-level analysis of each Canal Strategy Area that relate to individual sites, and contribute to the expectations for each area in the context of the whole corridor vision.

The Placemaking Frameworks are not intended as an exhaustive appraisal of all technical constraints which may need to be overcome in order to achieve various placemaking aims. Indeed, further investigations including various technical surveys etc. will be necessary to truly appreciate the constraints pertaining to the placemaking opportunities in each strategy area. In addition there remains a role for a variety of other frameworks and regulations to be referenced in the process of implementing the high level vision which is communicated through the Canals Strategy. The Placemaking Frameworks do not satisfy all of these requirements but are proposed to be considered in the context of these.

Each framework diagram comprises a variety of opportunities observed for each Strategy Area: urban design, landscape architectural and architectural components such as gateways, open space function, movement, landmarks, ecological structure, interfaces, canal features, historic and heritage characteristics. The high-level analysis of the framework diagrams acknowledges that there

are numerous detailed aspects to each Strategy Area that are not taken into account, but which may be incorporated into future decision-making processes or planning policy outcome. These include, but are not confined to land ownership boundaries, Local Plan land allocations, statutory body jurisdictions, land and water management including flood risk management, habitat land allocations and biodiversity policy designations, transport planning and management of the historic environment. Policies and supportive data for future proposals will update over time, for example flood maps for Stroud District, and therefore the Canals Strategy recognises the need to refer to current data alongside the Placemaking Frameworks. A limited data set of base information, therefore, is illustrated here.

The framework diagrams provide strategic opportunities as entry-level considerations to be incorporated into future proposals and towards a coherent vision for each Strategy Area, but they do not preclude the drawing up of necessary comprehensive detailed proposals with any future development along the District's canals. In this way the framework diagrams aim to provide the collective design principles through which detailed proposals can come forward through processes such as the planning process, thereby aligning any subsequent individual proposals with the future vision for the whole canal corridor expressed through the Canal Strategy.

Each Placemaking Framework sheet also illustrates the Strategy's Drivers, Area Profiling and Carbon Reduction Opportunities to provide a strategic overview of each Strategy Area, as well as a listed selection of Ingredients to cross-reference with the framework opportunities.

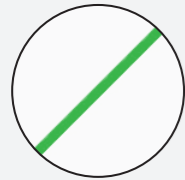


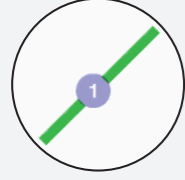
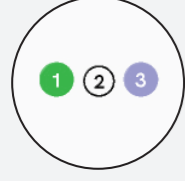
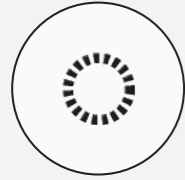

The framework opportunities also cross-reference Stroud District Council's Social Value Themes to indicate opportunities within the Strategy for potential social outcomes. These signpost at a high level the opportunity to focus certain projects on a variety of outcomes both environmental, social and economic depending on where the priorities lie in the future.

The Placemaking Framework Diagrams are an important part of decision-making for stakeholders that will inform future development proposals during the design process. They provide the key character aspects of each Canal Strategy Area in the drawing up of detailed land-use proposals across Stroud District. The Placemaking Frameworks provide a bridge between the overall vision for the whole canal corridor and the way in which this can be implemented to realise the potential of the canal in each location along the corridor.

Legend for Placemaking Framework Diagrams:

The Placemaking Framework Diagrams are schematic in their approach to begin wider conversations concerning Drivers and Ingredients. The Legend below is an overview of the meanings of each of the illustrative tools used within the diagrams


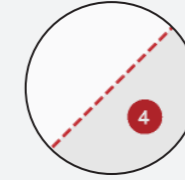
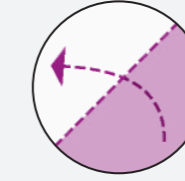
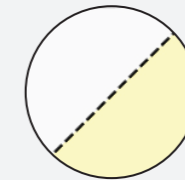
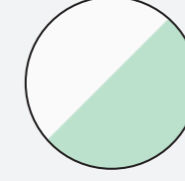

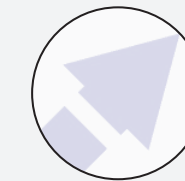
CANAL-FOCUSSED MAPPING:

-  Indicative route of the Stroud District Canals whether existing or proposed
-  Continuation of indicative canal route into adjacent Canal Area
-  Existing crossing point / activity node on the route of the Stroud District Canals
-  Proposed opportunity for improvement or canal-focussed intervention on the route of the Stroud District Canals
-  Numbered reference marker for placemaking notes pertaining to the Canal Area. Colours correspond to the numbers and circles as drawn on the plans.
-  Nodal point along the canal corridor presenting local gathering opportunities and ingredients interventions
-  Existing influential building facades along the Stroud District canals which have a bearing on placemaking and the canal route

MOVEMENT AND ACCESS:

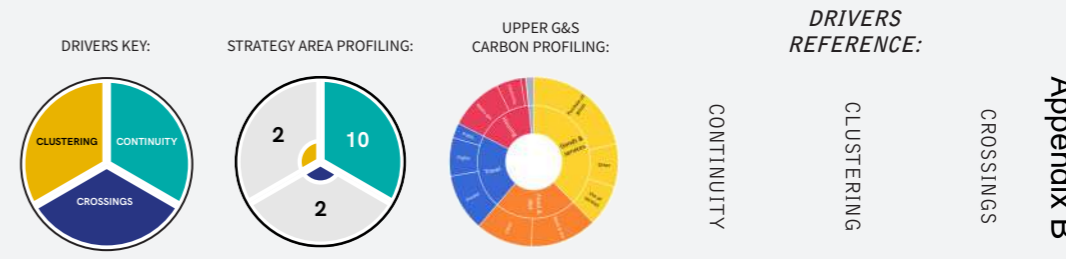
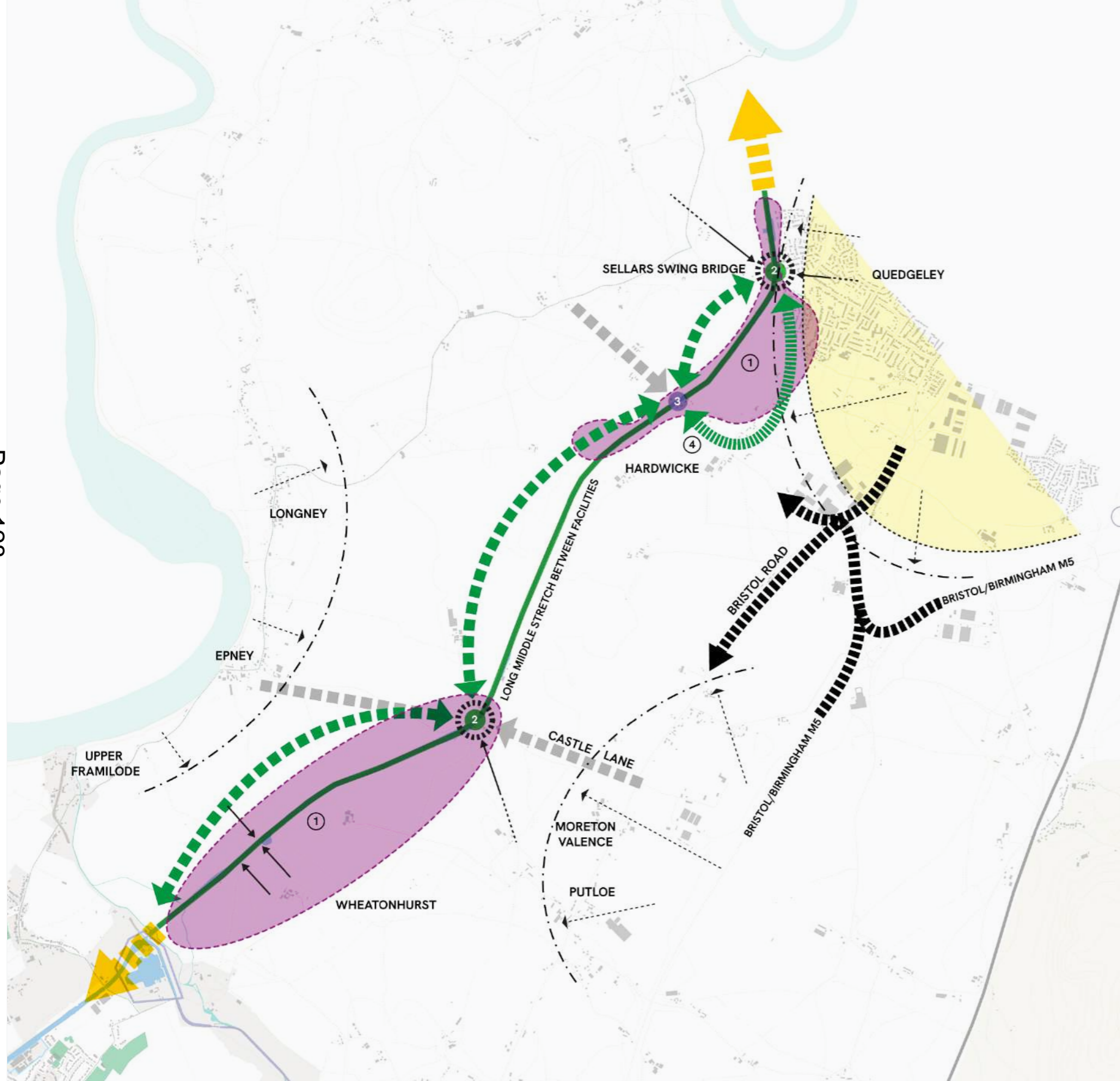
-  Existing primary access routes (indicative) for movement around the canal corridor primarily by road-users and/or pedestrians
-  Existing secondary connections/movement directions along and to the canal primarily by road-users and/or pedestrians
-  Identified local multi-modal routes, access points and opportunities for access enhancements and further considerations
-  Existing Stroud District trainline routes
-  Primary improvement opportunities for access and journey routes, especially green infrastructure opportunities
-  Secondary improvement opportunities for access and journey routes, especially green infrastructure opportunities
-  Existing significant tributaries of the River Frome illustrated for further conversations about their significance in the River Frome catchment

LANDUSE AND LANDFORM INFLUENCES:

-  Landform or built-form influences in the landscape and their indicative shape and direction of influence into the landscape
-  Existing distinctive area of opportunity and influence that is canal-focussed, with notation marker
-  Naturalistic vegetated area/recreational opportunity along the canal corridor with indicative expansion/relationship arrows
-  An urban/built form area of influence close to the canal and associated with its facilities
-  Existing noteworthy open space proximal to the Stroud District Canals
-  Large-scale land use management opportunity (may or may not contain an arrow)
-  Unique ecological management opportunity (mapped only on Eastern Upper Valley Area)

Upper Gloucester & Sharpness Canal Area:

A mix of canal-specific activities associated with long stretches of rural canal-side where people gravitate towards the few existing crossing points. Communities on either side of the canal are only indirectly associated with each other but there is a strong relationship between people and the canal for those travelling north or south.



①	The linear nature of the canal is strongly experienced through there being very few places to cross the canal in this area. Harnessing this aspect to provide a linear, park-like experience, provides opportunity for those living close-by to make more frequent trips to the canal for short excursions. This is as true for the outskirts of Quedgeley as it is for the north of Saul Junction.				MUA
②	Places to access the canal are understated and facilities do not cater for large numbers of visitors who might arrive by vehicle. It is all the more important that journeys to these gateways are integrated and optimised with public transport services to ensure that planning any route along the canal is as efficient and as easy to achieve as possible for visitors.				MUA MUAE
③	A reinstated historic crossing at Stank Lane, south of Quedgeley, would provide recreational and visiting opportunities for destinations around Hardwicke - within walking distance from the canal towpath. The longer distances between facilities and access points along this stretch of the canal means that there are likely fewer visitors to this area compared to others close-by. A crossing here might provide much appreciated optional circular routes for locals who would otherwise not ever contemplate visiting the canalside due to the lack of a viable circular route.	MA			MUA MUG
④	The Gloucester and Sharpness Canal is owned and managed by the Canal & River Trust. The canal benefits from a towpath on both banks north of Sellars Swing Bridge. The towpath can become a valuable means of travel for local journeys. Opportunities exist to utilise the existing towpath along with nearby footpaths and lanes in a coordinated way but this will require a wayfinding strategy for the wider area, coordinated with stakeholders.				MUAG

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CARBON REDUCTION OPPORTUNITIES:
 (See Appendix of Carbon Reduction Opportunities)

MAIN OPPORTUNITY FOR SOCIAL OUTCOME
 (SDC adopted Social Value Themes):

①	Housing: Green infrastructure. Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities
②	Travel: Encourage use of public transport; Minimising the need for travel.	Growth: Supporting Growth of Responsible Regional Business
③	Housing: Green infrastructure. Travel: Provision of safe, practical and attractive routes for active travel.	Jobs: Promote local skills & employment
④	Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel.	Social: Healthier, Safer and more Resilient Communities

Saul & Frampton Canal Area:

An area of established connections and services offering a variety of activities along the canals and a mix of naturalistic and industrial landscapes form the backdrop to the major canal basin and junction.



DRIVERS KEY:	STRATEGY AREA PROFILING:	SAUL & FRAMPTON CARBON PROFILING:	DRIVERS REFERENCE:		
			CONTINUITY	CLUSTERING	CROSSINGS
①	Access to the area is circuitous via only three rural roads - marking out Saul Junction as an important influence for road traffic levels in the surrounding villages. Addressing this will be an important part of the transport plan, in conjunction with other Canal Strategy Areas through multi-modal transport exchange nodes at strategic places along the District's two canals.			MUA	MA
②	A major canal hub within the District, Saul Junction's mixed use of leisure and commercial enterprises provides the context for continued variety in what it can offer in the locality whilst also providing services for the entire canal network.		MA	A	
③	Rural lanes are an important part of connecting local communities here to the canal, even if meeting places and access points are not actually on the canalside. Saul, Frampton and Whitminster village communities can all benefit from improved access to Saul Junction. Better waymarking at the various meeting points and along public rights of way, whilst providing for walking and bicycle use along lanes, will enhance Saul Junction's status as an accessible destination with lots to offer the local community, and a place from which to explore the canals.		MA	MUA	MA
④	Existing crossings are valuable community assets which require safeguarding to maintain their existing levels of use and quality of service to the wider rural communities. Additional design and access improvements may be required as the balance of different transport modes change and shift in the future.				MA
⑤	Established forested land exists to the east and west and, where appropriate, managed alongside enhanced ecologically-important areas, particularly open wetland habitats, in the vicinity of this important canal junction. Likewise, the disused length of canal from Saul Junction to the River Severn might also be considered an important ecological corridor worth enhancing for the benefit of wildlife and people.		AG	AG	AG

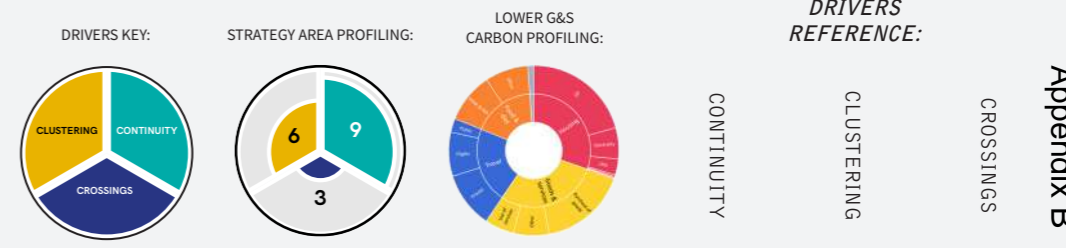
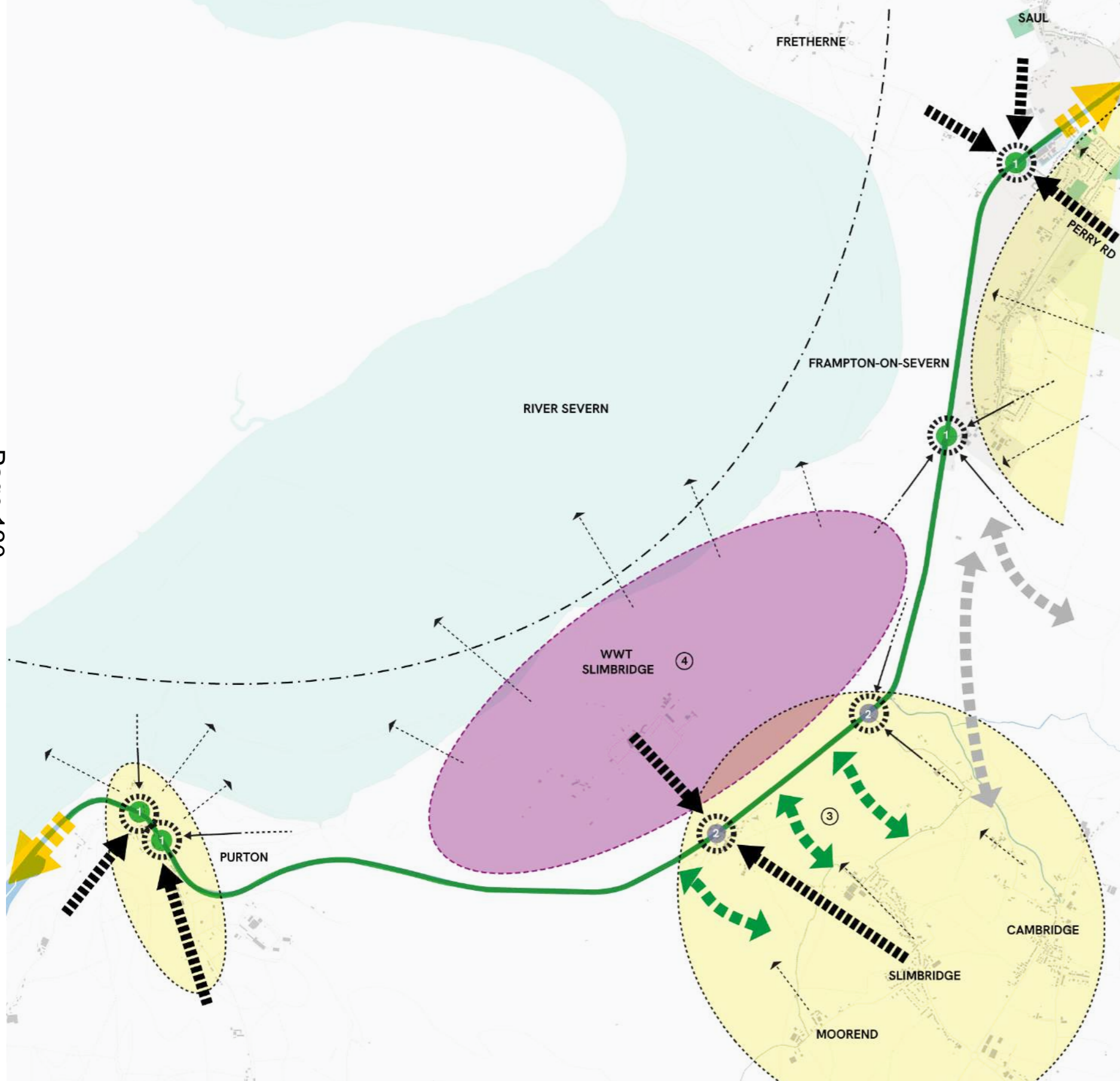
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	CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
①	Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel.	Growth: Supporting Growth of Responsible Regional Business
②	Goods & Services: Engagement with local businesses and service providers Travel: Minimising the need for travel. Food & Diet: Encourage the consumption of locally-produced goods.	Growth: Supporting Growth of Responsible Regional Business
③	Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel.	Social: Healthier, Safer and more Resilient Communities
④	Travel: Provision of safe, practical and attractive routes for active travel;	Innovation: Promoting Social Innovation
⑤	Housing: Installation of small-scale local renewable and low carbon technologies. Housing & Travel: Green infrastructure. Food & Diet: Encourage the consumption of locally-produced goods; Land use.	Environment: Decarbonising and Safeguarding our World

Lower Gloucester & Sharpness Canal Area:

A thriving area ecologically and historically, where the canal offers a communal purpose for activities which tend to be focussed around well-known landmarks or centres. The canal provides cohesion for communities and visitors who otherwise might not have had opportunity to enjoy what is on offer here.



1	Between the three centres of Frampton, Slimbridge and Purton, there exists a number of popular recreational and historical destinations offering a variety of facilities and activities that are sometimes canal-focussed. These diverse service points are more intimately related to the communities of Frampton and Purton due to their proximity to those settlements, with the canal being a locally-enjoyed destination. They can be rich in their use, but they require integrated public transport provision and traffic management for the benefit of local village character too, on behalf of the communities they serve.	MUA	M
2	The relationship of the canal with Slimbridge Village is different to the other settlements because of the distance between them. Crossings in this area can act as conduits of through-traffic to WWT Slimbridge, affecting the character and use of these places.	MA	MAE MA
3	Canal-side activities can be an important part of life for residents of Slimbridge and the surrounding settlements, even with a physical separation between them. Treating the canal and the nearby settlements as one entity, making more connections between all communities and services, will bring a greater degree of benefit to this area, not just for the well-visited destinations nearby.	E	MUA MU
4	WWT Slimbridge is a well-known landmark destination in the locality. Canal-based projects to enhance biodiversity for the wider area and enlarge habitats for wildlife might go hand-in-hand with growing canal-focussed activities and recreation outcomes associated with WWT visitors enjoying the wider area along the canal, notwithstanding an increased recreational impact on landscape management.	MAIGE	MA

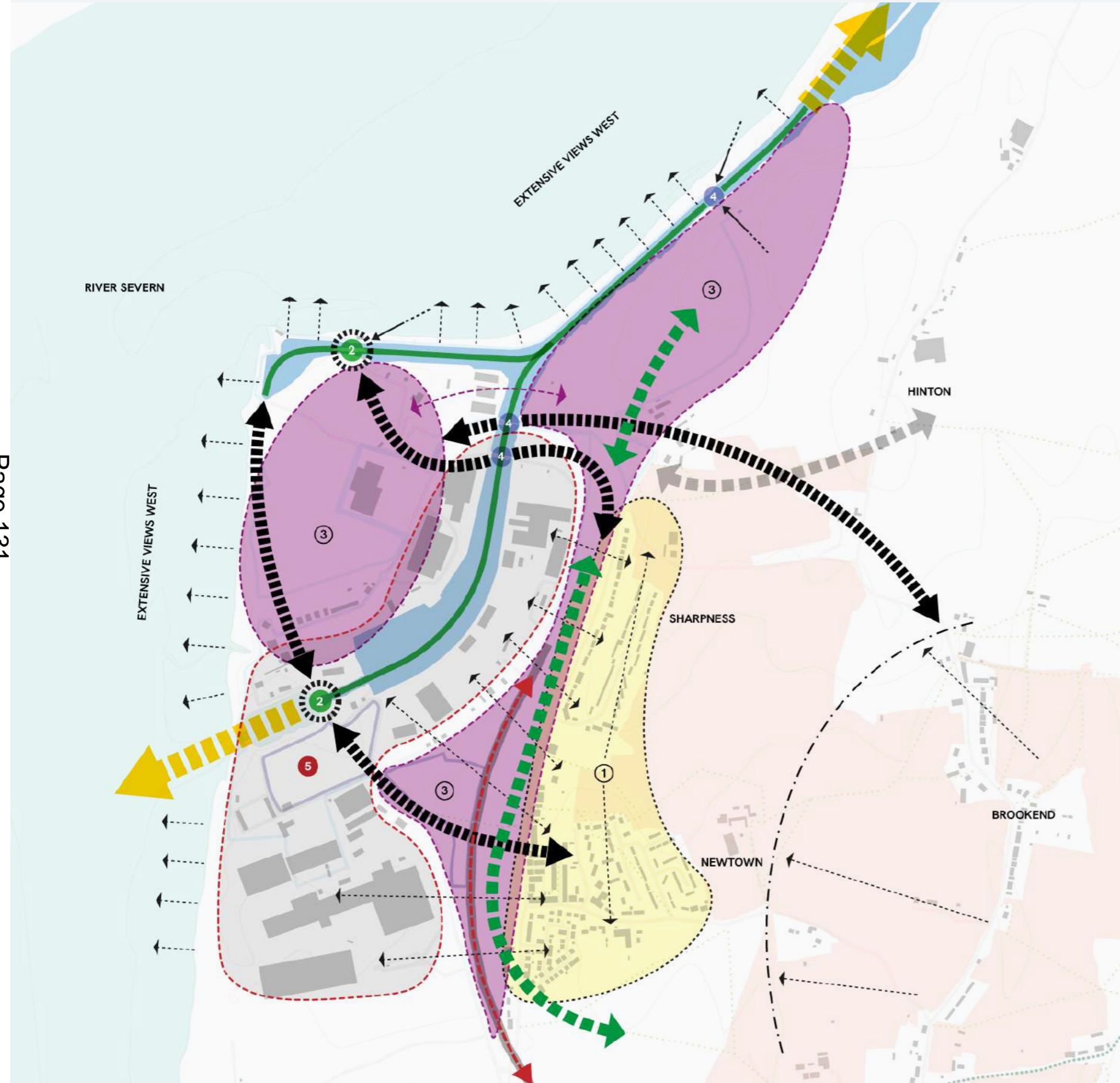
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	CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
1	<p>Goods & Services: Engagement with local businesses and service providers</p> <p>Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel.</p> <p>Food & Diet: Encourage the consumption of locally-produced goods.</p>	Growth: Supporting Growth of Responsible Regional Business
2	<p>Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel; Encourage use of public transport</p> <p>Goods & Services: Engagement with local businesses and service providers.</p>	Growth: Supporting Growth of Responsible Regional Business
3	<p>Travel: Provision of safe, practical and attractive routes for active travel.</p> <p>Housing: Green infrastructure.</p>	Social: Healthier, Safer and more Resilient Communities
4	<p>Goods & Services: Green infrastructure; Engagement with local businesses and service providers</p>	Innovation: Promoting Social Innovation

Sharpness Canal Area:

A major gateway location to the regional canal network that is highly influenced by its industrial activities. Local residents and workers benefit greatly from improved access to the canal's eastern bank, with recreational walkers and canal-users gaining the most from their direct relationship with the canal and its western vistas.



DRIVERS KEY:

STRATEGY AREA PROFILING:

SHARPNESS CARBON PROFILING:

DRIVERS REFERENCE:

CONTINUITY CLUSTERING CROSSINGS

1	The villages at Sharpness and Newtown are in close proximity to the canal for recreation and leisure activities but residents might greatly benefit from improved access to the canal at all its existing access points.	MAE
2	Two significant access 'gateways' to the canal, signifying the beginning of the canal network from the Severn Estuary, have immense capability for inclusion as primary destinations in a Sharpness masterplan, with integrated access to them from the east being of particular importance.	A U M
3	Maximise local spaces and development land for the primary benefit of local residents, providing access for recreation, health and well-being. Raise the profile of the canal for the local communities by incorporating linear and circular routes for walking and cycling.	GE MI
4	Improving access onto recreational spaces requires new and/or improved crossing points over the canal for visitors and local residents. Heritage trails and educational facilities can harness the varied natural and industrial environments that make up this rich heritage area, notwithstanding the constraints on development to protect local habitats.	E MAIE MA
5	The Industrial core of Sharpness is very much a working landscape and is largely inaccessible in physical and visual terms. The scale of industry is often at odds with other local built form, but this rich mix of land use and activities provides stimulus to a vibrant, but under visited area that is well worth celebrating.	AGE

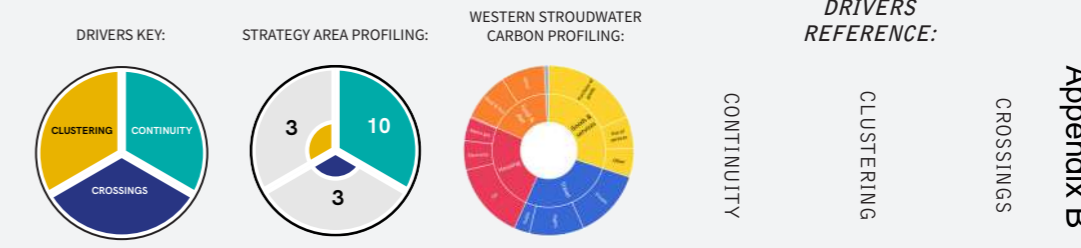
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	<i>CARBON REDUCTION OPPORTUNITIES</i> <i>(See Appendix of Carbon Reduction Opportunities):</i>	<i>MAIN OPPORTUNITY FOR SOCIAL OUTCOME</i> <i>(SDC adopted Social Value Themes):</i>
1	Travel: Provision of safe, practical and attractive routes for active travel. Housing: Green infrastructure.	Innovation: Promoting Social Innovation
2	Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel; Encourage use of public transport.	Growth: Supporting Growth of Responsible Regional Business
3	Travel: Provision of safe, practical and attractive routes for active travel. Housing & Travel: Green infrastructure.	Social: Healthier, Safer and more Resilient Communities
4	Travel: Provision of safe, practical and attractive routes for active travel; Green infrastructure. Housing: Green infrastructure; Engagement. Goods & Services: Green infrastructure; Engagement with local businesses and service providers	Social: Healthier, Safer and more Resilient Communities
5	Goods & Services: Behaviour change; Engagement with local businesses and service providers. Waste: Behaviour change campaigns.	Jobs: Promote local skills & employment

Western Stroudwater Canal Area:

An expansive rural landscape of long vistas and small settlements. Major regional arterial roads service an area that is largely inaccessible by vehicle, but footpaths criss-cross the scene, making it highly desirable as a recreational landscape for locals and visitors alike.



1	The main gateway to this area of the canal is serviced from the A38 and adjoining M5 motorway. The opportunities for appropriate development in a rural setting are many, with recreation being high on the agenda whilst also maintaining a balance away from vehicular travel and engaging in those activities that respect the rural setting, making connections between places.	MAGE	MAE
2	Secondary clustered activities are aligned where paths meet along the canal. A central stretch of canal equally accessible from Whitminster and Frampton provide opportunities to open the canal for educational purposes, particularly for primary school children from both villages. With the canal open to being crossed at multiple points along its length, there are numerous ways to plan a visit to the canal that accommodates all participants' abilities.	E	MAIE MAE
3	The canal length between the M5 and A38 has capability to hold large ecological projects, from floodplain engineering works to tree-canopy renewal and wildlife foraging corridor opportunities. The physical road infrastructure need not create barriers to linking biodiversity between distinctive areas along the canal, including at the A38 roundabout.	G	IG
4	The stretches of canalside in a rural setting provide much needed recreational space, with excellent connections from surrounding settlements and further afield, for a variety of walking and cycling opportunities. These opportunities require collaborative and strategic efforts to enhance and maximise connections between places of interest and the District's canal network as a destination in itself.	UAE	A MA
5	A new mooring with crossing point provides new opportunities for clustered activities and walkable routes along the canal and around the main gateway.	M	MAE M

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	CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
1	Travel: Encourage use of public transport; Provision of safe, practical and attractive routes for active travel; Green infrastructure. Goods & Services: Green infrastructure. Housing: Engagement.	Growth: Supporting Growth of Responsible Regional Business
2	Goods & Services: Green infrastructure; Behaviour change; Engagement with local businesses and service providers. Travel: Minimising the need for travel.	Innovation: Promoting Social Innovation
3	Food & Diet: Land use.	Environment: Decarbonising and Safeguarding our World
4	Travel: Provision of safe, practical and attractive routes for active travel; Green infrastructure. Housing: Green infrastructure; Engagement.	Social: Healthier, Safer and more Resilient Communities
5	Goods & Services: Behaviour change; Engagement with local businesses and service providers. Waste: Local authority waste management policies.	Growth: Supporting Growth of Responsible Regional Business

Eastington Canal Area:

A wider landscape context of broad floodplain characterised by outlying settlement patterns and regional transport connections. Visibly and functionally influenced by road infrastructure, the canal area enjoys a rich mixture of naturalistic landscapes with historic clusters of buildings interspersing the modern housing estates and industrial areas.



DRIVERS KEY:

STRATEGY AREA PROFILING:

EASTINGTON CARBON PROFILING:

DRIVERS REFERENCE:

CONTINUITY CLUSTERING CROSSINGS

1	<p>Although well-connected to transport links and corridors, the Eastington Canal Area can achieve a coherent identity and sense of place through a coordinated wayfinding and interpretation strategy centred on the canal. There are numerous opportunities for infrastructure improvements to aid walking, cycling and recreational access around and along the canal. Business and residential centres are all set to gain from this provision.</p>	E MUAIE A
2	<p>Millend Lane flanks Spring Hill from Eastington and provides an interconnected heritage trail connecting historic places of interest as alternative/recreational North-South routes for residents of Eastington. This heritage aspect requires consideration alongside the wayfinding strategy linking residential areas to the north of the A419, offering diverse experiences of the lower River Frome floodplain landscape centred on the canal as a heritage destination.</p>	E UA MGE
3	<p>Maximising opportunities to enhance continuity along the length of the canal lies in connecting the north to the south across the canal at key places. A western crossing near the M5 would connect medium-distance footpath journeys to the northern canal bank, offering circular routes for locals, whereas other opportunities to improve crossings add a variety of identifiable and efficient local routes for residents and tourists alike to enjoy the length of the canal in this area. A number of accessible nodes along the A419 are in close proximity to the canal where key local destinations can be formally signposted for road users and those using different travel modes.</p>	M IG
4	<p>Biodiversity and habitat enhancements in the floodplain might seek to make linear connections across this canal area, and into others, increasing the naturalistic landscape environment for visitor enjoyment too.</p>	IG A M
5	<p>Where opportunities exist to offer multi-modal transport exchanges, the canal can provide a gateway to maximising the variety of activities on offer throughout the day or night, weekday or weekend.</p>	E AE MUA

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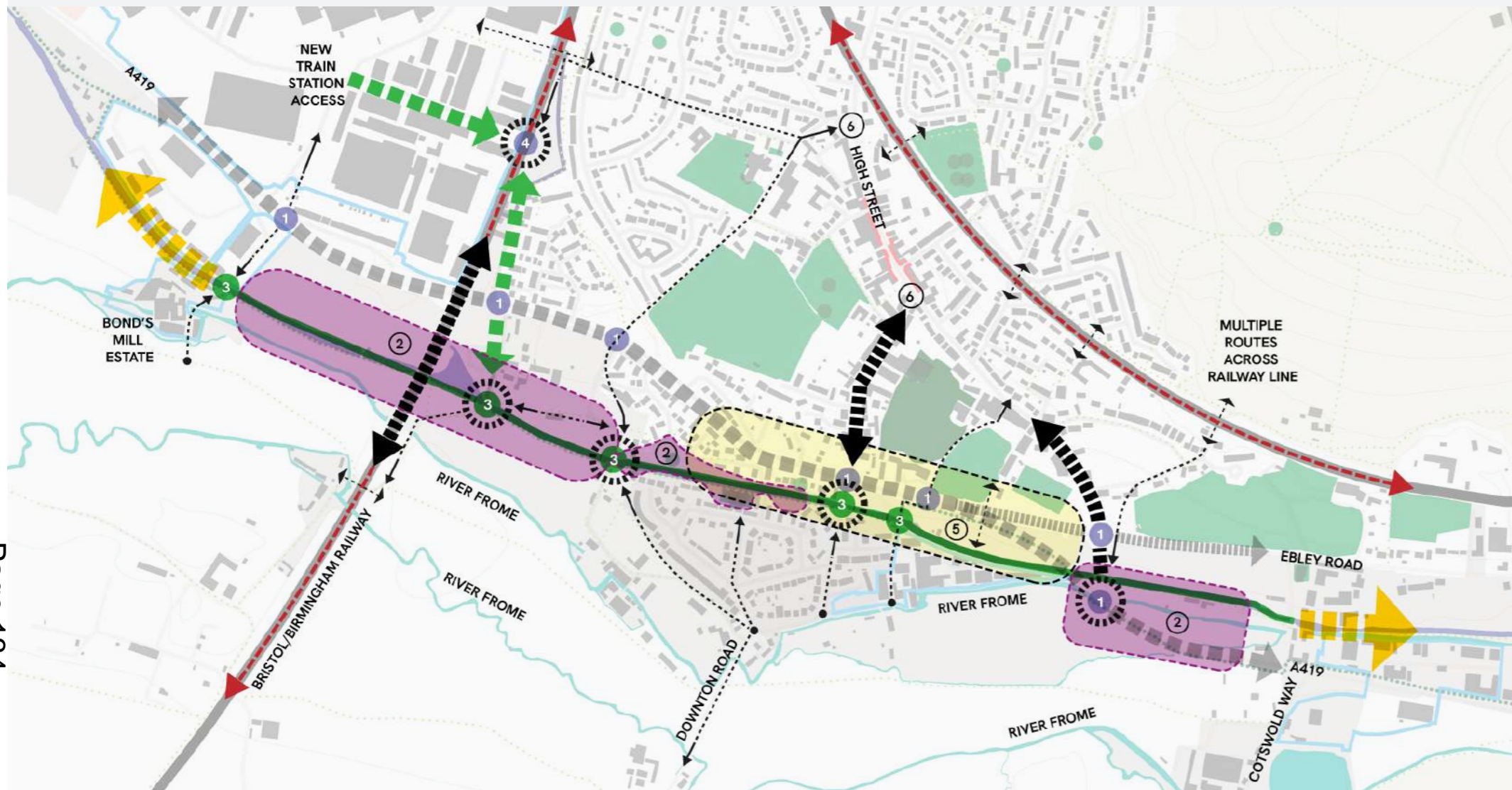
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	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
1	Growth: Supporting Growth of Responsible Regional Business
2	Innovation: Promoting Social Innovation
3	Social: Healthier, Safer and more Resilient Communities
4	Environment: Decarbonising and Safeguarding our World
5	Innovation: Promoting Social Innovation

CARBON REDUCTION OPPORTUNITIES:
(See Appendix of Carbon Reduction Opportunities)

Stonehouse Canal Area:

A well-connected canal corridor integrated with its surroundings being both rural and urban in character, serving the surrounding communities and businesses through its many key destinations.



DRIVERS REFERENCE:
CONTINUITY CLUSTERING CROSSINGS

CARBON REDUCTION OPPORTUNITIES
(See Appendix of Carbon Reduction Opportunities):

MAIN OPPORTUNITY FOR SOCIAL OUTCOME
(SDC adopted Social Value Themes):

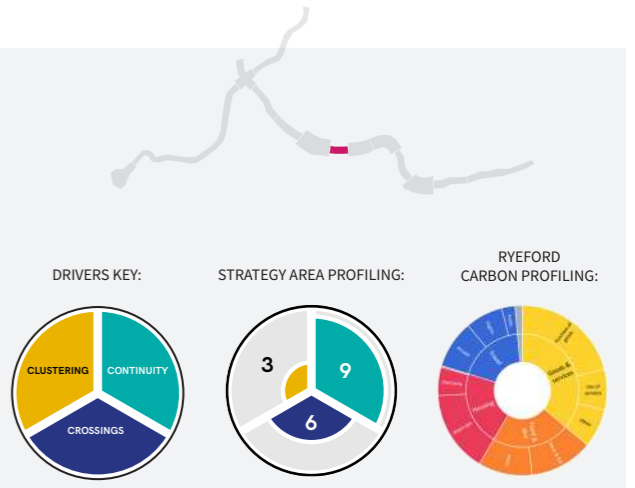
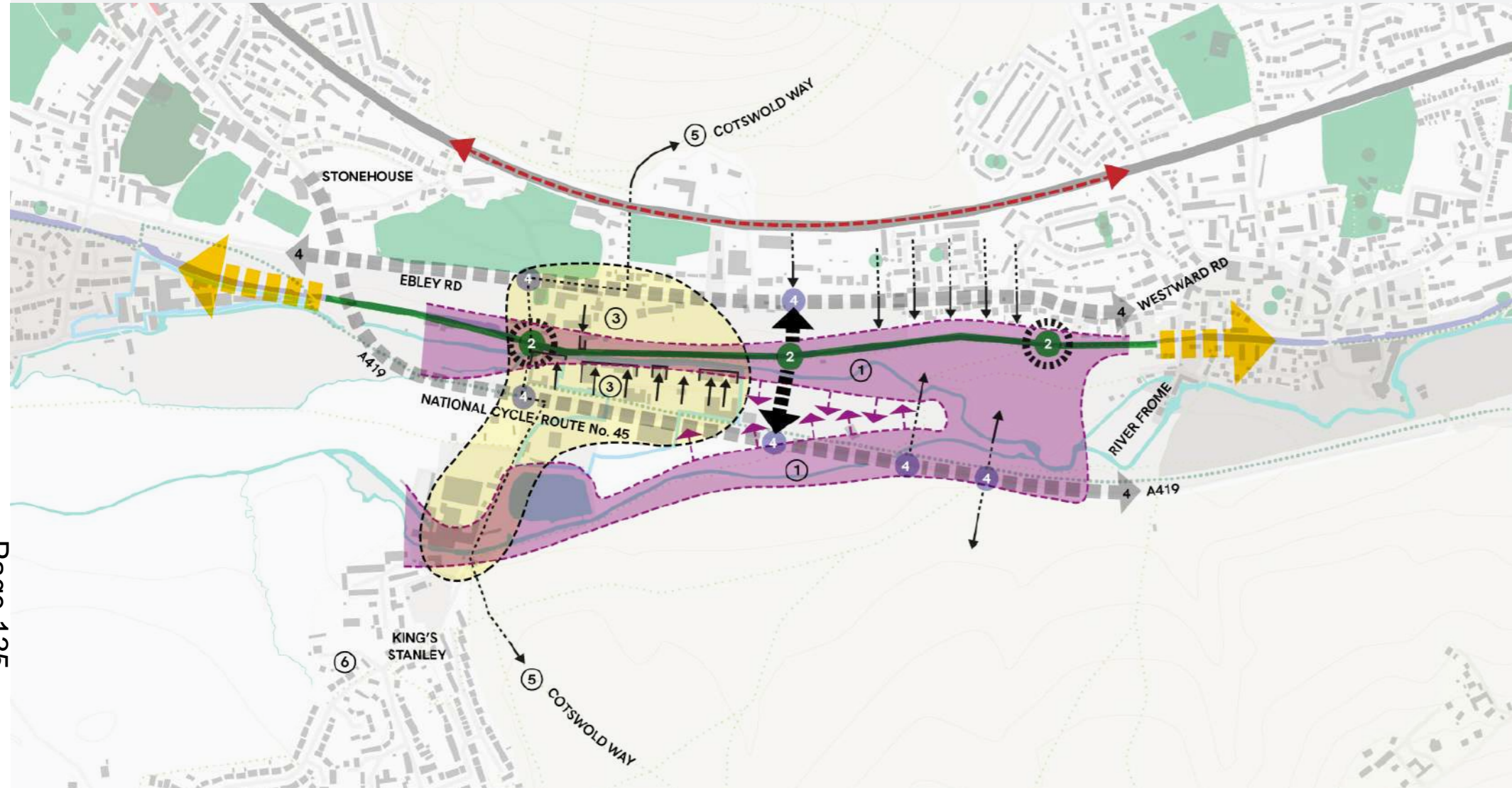
1	Overcoming the road barrier: road space management measures along with the potential for more comprehensive public realm measures along the road corridor in order to unite the canal corridor with the "town", drawing together N/S communities across the canal. National Cycle Route 45 flanks the A419 to a large extent, with only a brief relationship to the canal, but therefore has strong commuter capabilities.				M U A E	Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities
2	There is a generous canal margin to enhance habitat biodiversity and east/west connectivity between Eastington and Stonehouse.	G E	A I G			Housing and Travel: Green infrastructure.	Environment: Decarbonising and Safeguarding our World
3	Strengthen movement links to / from / across / onwards from the canal, making them more consistent and legible.	M U E	M U A I E			Travel: Provision of safe, practical and attractive routes for active travel.	Innovation: Promoting Social Innovation
4	New "Stroudwater" Train Station opportunity to promote new link to potential new train station on N/S route.		U A E	M A E		Travel: Encourage use of public transport.	Growth: Supporting Growth of Responsible Regional Business
5	Development sites along the canal (e.g. Ship Inn site & adjacent site) to be considered holistically in context of unifying the town around the canal. Establish a positive and inclusive relationship with the canal along this stretch.	M U A	A G E			Housing: High standards for new development; Engagement.	Innovation: Promoting Social Innovation
6	Promote/signpost and improve interpretation for the varied routes between the town and canal.	M U A E				Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities

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Ryeford Canal Area:

A transit-orientated canal area that offers key links from the built-up areas north of the canal to the wider recreational areas of the south; a longer visit to the canal area will be rewarded with a variety of destinations of ecological and historic value.



DRIVERS REFERENCE:
CONTINUITY CLUSTERING CROSSINGS

CARBON REDUCTION OPPORTUNITIES
(See Appendix of Carbon Reduction Opportunities):

MAIN OPPORTUNITY FOR SOCIAL OUTCOME
(SDC adopted Social Value Themes):

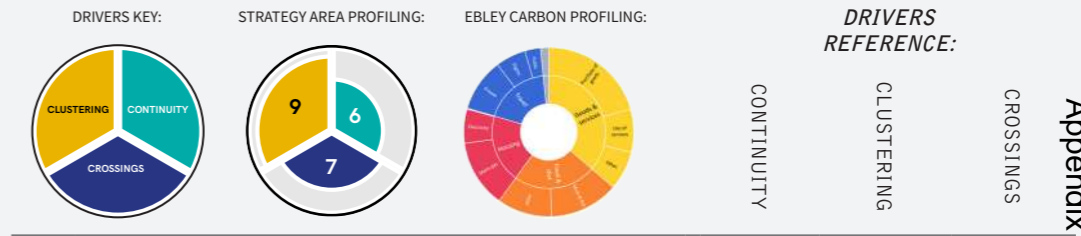
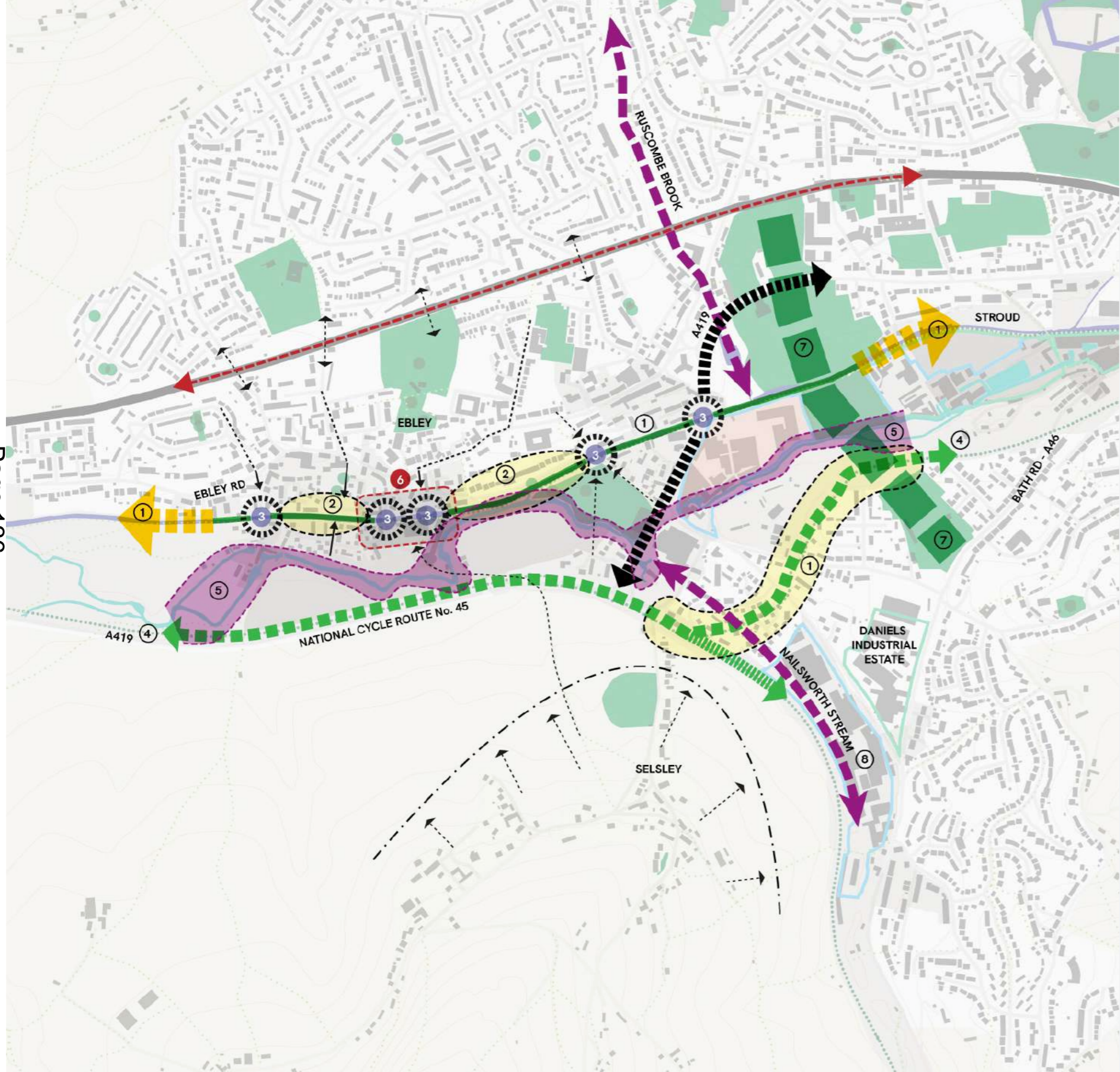
①	Predominant parallel transport routes frame the combined river/canal corridors, creating a nucleus of ecological and recreational continuity. Diverging streams of the River Frome westwards provide opportunities to draw these two habitat corridors together with vegetation cover and for local residents to access natural green space.	GI	M	UAG	Housing and Travel: Green infrastructure.	Environment: Decarbonising and Safeguarding our World
②	Key canal gateways and access points enhanced. This requires improvement to the road corridors for pedestrians and cyclists, for legibility and access to the canal.	M	E		Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities
③	Diversifying uses on industrial sites adjacent to the canal can increase the canal's supervision and increase the safety of activities alongside/on the canal.	MUE	MUAIE		Housing: High standards for new development.	Social: Healthier, Safer and more Resilient Communities
④	Predominant transport routes parallel to the canal alleviate pedestrian and cycle traffic along the canal, but require improvements to accessibility, priority and safety along the corridor.	A		M	Travel: Provision of safe, practical and attractive routes for active travel.	Jobs: Promote local skills & employment
⑤	The Cotswold Way crosses the Ryeford District and also the canal, offering a rich gateway opportunity to the East-West corridor at Ryeford Road North. Historic relationship of industrial buildings help to transition between areas of different character, but the bridge at Ryeford Road North could benefit from better landmarks to assist this.	ME	A	ME	Goods & Services: Engagement with local businesses and service providers.	Growth: Supporting Growth of Responsible Regional Business
⑥	Villages to the south can benefit from better multi-modal connections to the canal through the industrial core along the A419.		MAE		Travel: Encourage use of public transport.	Social: Healthier, Safer and more Resilient Communities

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Ebley Canal Area:

The canal forms a linear social space and destination for locals and visitors alike, with canal-centred activities improving only as much as connections to the canal are improved from outlying areas.



1	Focus in this area is concerned with the enhancement of continuity east to west, and connections to the canal where crossings exist.	ME	M	MAE
2	Proximity of housing to the canal provides opportunities for high-quality public realm, accessible to all, with safe canal-side spaces. Highly-engaged with water activity and connected, defined canal banks. The canal between Ebley and Lower Wallbridge acts as a Flood Alleviation channel. This function must be maintained and wherever possible enhanced to help counter climate change impacts on the local flood regime.	ME	MUAE	MAGE
3	Legible links to the canal are important: there are many crossings across the canal but getting to them is circuitous.	ME	MUE	
4	National Cycle Route 45 is complementary to the canal as a fast / commuter cycle route which alleviates the canal from faster cycle traffic. Improve the strategic cycle route link to Stroud and enhance / define the route with onward connection and interpretation with the Stonehouse & Nailsworth Railway Cycle Path.	MAE	AE	M
5	Explore the River Frome corridor and the canal (not only in this Canal Area) in terms of flood alleviation and biodiversity strategies, notwithstanding points 7 and 8 below. Note that there is a gauging station critical to water management (both high and low flows) in the Ebley reach.	GE	G	
6	A comprehensive vehicle management plan for the mixed-use heart of Ebley would improve people's enjoyment of the area which is currently dominated by ad hoc parked cars and through-traffic.	E		
7	Opportunity to establish a significant green infrastructure crossing. Consider opportunities in conjunction with Ruscombe Brook nearby, a tributary of the River Frome, discharging into the canal which acts as a flood alleviation channel. This function must be maintained and wherever possible enhanced to help counter climate change impacts on the local flood regime.			IG
8	Nailsworth Stream is a tributary 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 and canal working in tandem to alleviate flood risk and exploring more opportunities like this is encouraged.	G	G	

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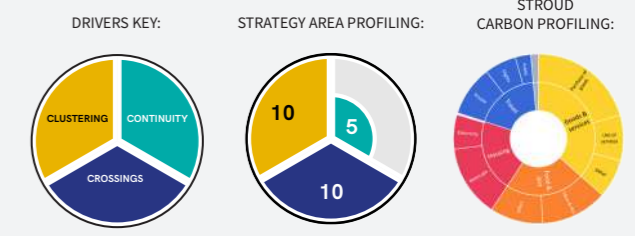
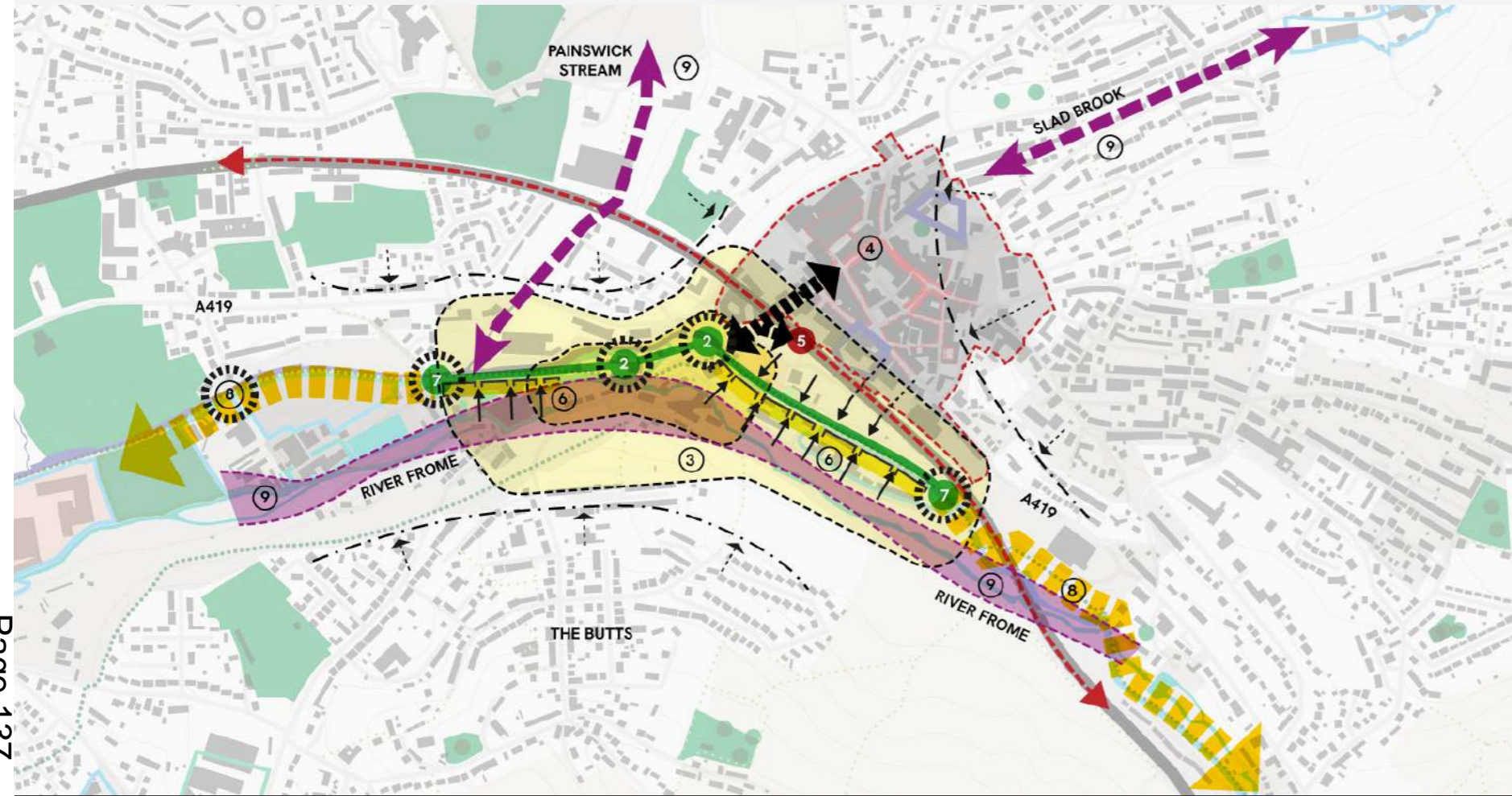
CARBON REDUCTION OPPORTUNITIES
 (See Appendix of Carbon Reduction Opportunities):

MAIN OPPORTUNITY FOR SOCIAL OUTCOME
 (SDC adopted Social Value Themes):

1	Travel: Provision of safe, practical and attractive routes for active travel.	Jobs: Promote local skills & employment
2	Housing: High standards for new development.	Social: Healthier, Safer and more Resilient Communities
3	Travel: Provision of safe, practical and attractive routes for active travel.	Jobs: Promote local skills & employment
4	Travel: Minimising the need for travel; Provision of safe, practical and attractive routes for active travel.	Innovation: Promoting Social Innovation
5	Housing and Travel: Green infrastructure.	Environment: Decarbonising and Safeguarding
6	Travel: Encourage use of public transport.	Social: Healthier, Safer and more Resilient
7	Travel: Green infrastructure.	Environment: Decarbonising and Safeguarding
8	Housing and Travel: Green infrastructure.	Environment: Decarbonising and Safeguarding our World

Stroud Canal Area:

A thriving canal-centred resource at the centre of the community, offering a rich variety of activities, spaces and connections for the wider population, highly influenced by movement to and across the canal.



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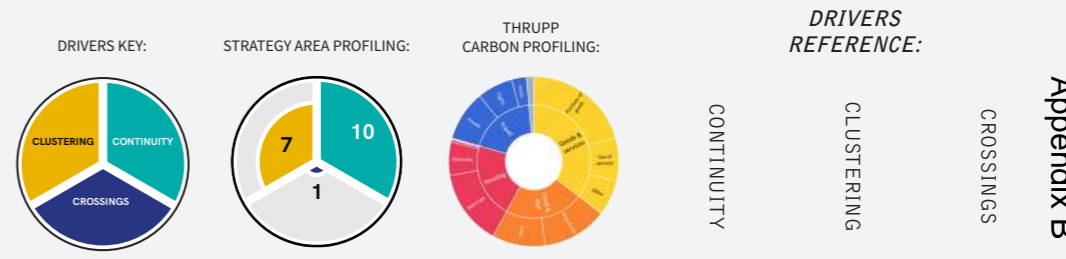
	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
① Core area around the Wallbridge location which is the canal focus for Stroud.		UE		Housing: High standards for new development.	Growth: Supporting Growth of Responsible Regional Business
② Within this area new activity is encouraged through a new public realm destination where the roads currently cross the canal, and a new watered basin and moorings area at Foundry Lock.	MGE	A	U	Housing: High standards for new development; Green Infrastructure.	Innovation: Promoting Social Innovation
③ Secondary focus area within which permeability is improved and routes are created which provide improved access to the canal.		MA		Housing: High standards for new development.	Social: Healthier, Safer and more Resilient Communities
④ Improved links and a relationship is created with the town centre although the town centre and Wallbridge canal area remain very distinct from one another.		AE	M	Travel: Minimising the need for travel; Provision of safe, practical and attractive routes for active travel.	Innovation: Promoting Social Innovation
⑤ Improved links to and from the station and a more prominent and high quality public realm make access to and movement between all areas much easier and enjoyable.			MAUE	Travel: Encourage use of public transport.	Growth: Supporting Growth of Responsible
⑥ Lodgmore Mill and the areas lining the canal to the east of Wallbridge offer opportunities to create new relationships between buildings and the canal.		MAUE		Housing: High standards for new development.	Innovation: Promoting Social Innovation
⑦ Enhanced arrival into the Stroud area is achieved by the creation of gateway improvements and potential new development to the west of Lodgmore and to the east of the Jewsons site on Dr Newton's Way.		MAUE		Housing: High standards for new development.	Jobs: Promote local skills & employment
⑧ Beyond these focus areas the canal adopts a more linear function ensuring links along the corridor are intact and legible, improving the quality and priority of crossings for pedestrians.	MIGE			Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities
⑨ Painswick Stream and Slad Brook are tributaries of the River Frome that discharge into the canal which acts as a flood alleviation channel. Both are worth considering in the wider valley network alongside the canals. The length of canal up to the Slad Brook confluence acts as a flood alleviation channel, the function of which must be maintained and wherever possible enhanced to help counter climate change impacts on the local flood regime. The lower stretches of the canal alongside the River Frome are good examples of river and canal working in tandem to alleviate flood risk and exploring more opportunities like this is encouraged.	UIG			Housing: Green Infrastructure.	Environment: Decarbonising and Safeguarding our World

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Thrupp Canal Area:

A well-used canal corridor for recreation and travel that would benefit from improved connections and enhanced habitat areas linking across the canal. The built heritage offering and numerous clustered commercial units along the canal warrants a richer and more diverse mix of land uses over time, benefitting the local community.



1	Enhance a distinctive canal experience, encouraging visitors to linger, signposting towards mill sites / local areas / parts of the canal.				MUAE
2	The road and the canal act in unison as functional conduits through which the valley's developmental past is interpreted. Key junctions along the road provide opportunities to waymark the adjacent heritage assets of mills and canalside facilities for visitors and local residents alike.	E	MUAE	GE	
3	Local active travel is facilitated by road and rail in unison, facilitating access to Stroud Train Station as a regional link. Opportunities to improve the access routes and gateways exist to strengthen this relationship.		MUE	M	
4	Thrupp is contained within the valley by local topography which will benefit from management to maintain the contrasting landscape characters between the east and the west of the valley/canal banks.				IGE
5	Opportunities exist to increase biodiversity and enhance existing habitats on larger land-areas alongside the canal and river. The areas shown are indicative, so are considered more widespread in the locality than shown.	GE	IG		

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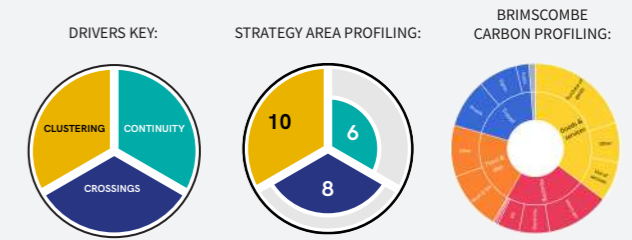
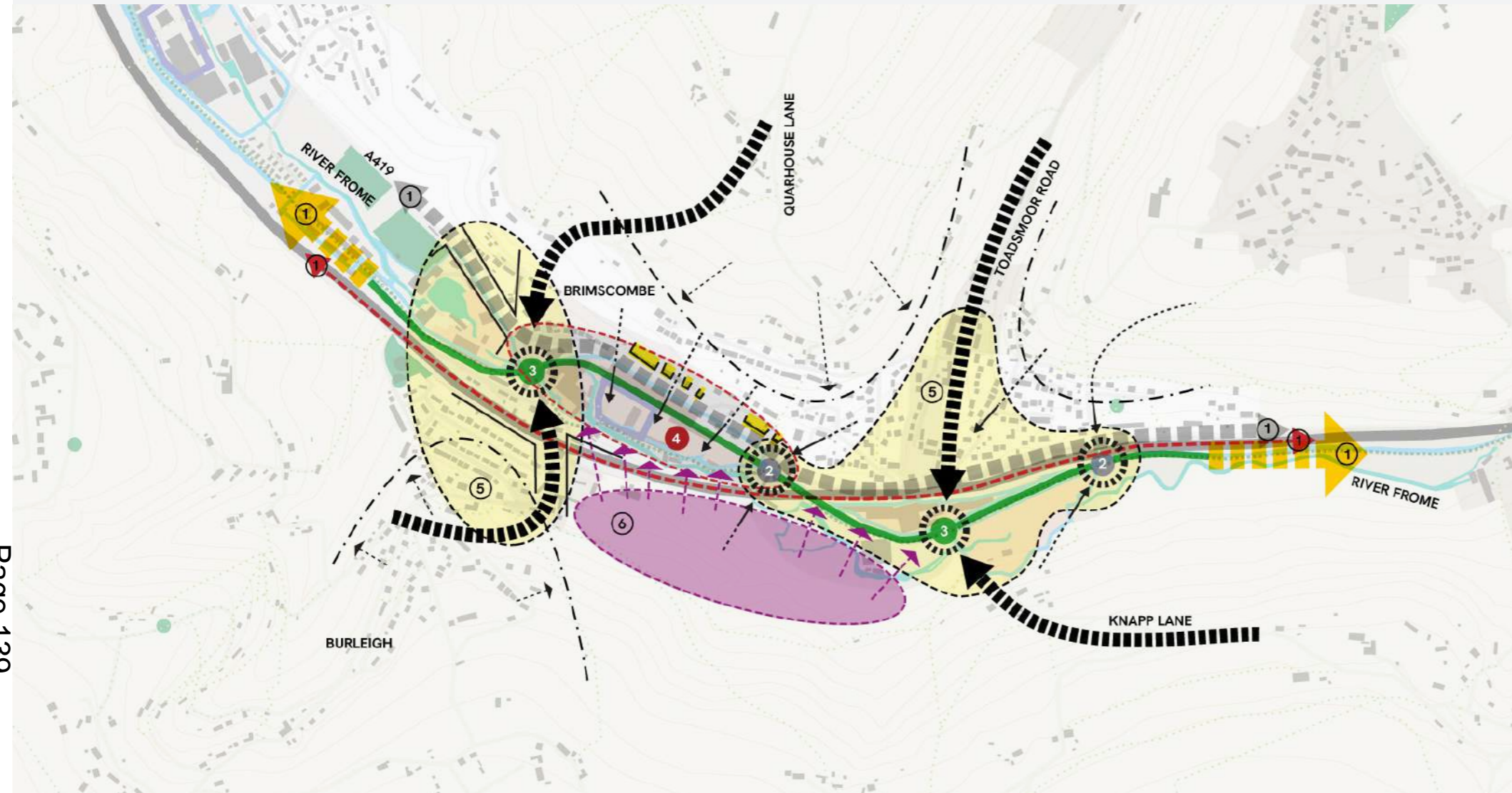
CARBON REDUCTION OPPORTUNITIES
 (See Appendix of Carbon Reduction Opportunities):

SOCIAL OUTCOME OPPORTUNITIES
 (SDC adopted Social Value Themes):

1	Housing: High standards for new development. Goods & Services: Green infrastructure; Engagement with local businesses and service providers.	Innovation: Promoting Social Innovation
2	Housing: High standards for new development. Goods & Services: Engagement with local businesses and service providers. Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities
3	Travel: Provision of safe, practical and attractive routes for active travel; Encourage use of public transport.	Jobs: Promote local skills & employment
4	Travel and Goods & Services: Green infrastructure.	Environment: Decarbonising and Safeguarding our World
5	Travel, Goods & Services and Housing: Green infrastructure.	Environment: Decarbonising and Safeguarding our World

Brimscombe Canal Area:

A walkable, vibrant neighbourhood of mixed employment and living spaces, with the canal being central to the numerous community activities taking place at this distinctive destination.



	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	SOCIAL OUTCOME OPPORTUNITIES (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
① The three infrastructure corridors of road, rail and canal are intertwined and sometimes intimately aligned, producing nodes of movement and activity along the valley.				M U A E	Travel: Minimising the need for travel. Social: Healthier, Safer and more Resilient Communities
② Activity nodes joining settlements from the north and south to the canal. These require waymarking towards multi-modal options for onward journeys by road or along the canal to destinations further afield.	E	M U A	A		Travel: Provision of safe, practical and attractive routes for active travel. Innovation: Promoting Social Innovation
③ Gateways to the canal have the opportunity to become local provision centres for the surrounding villages, connecting residents north of the A419 to recreational spaces, local services and a variety of destinations along the canal.		M U A E			Travel: Minimising the need for travel. Social: Healthier, Safer and more Resilient Communities
④ By providing for a variety of accessible travel modes, the much larger cluster of new built form at Brimscombe Port can provide a cohesive destination for surrounding settlements, and beyond. A permeable frontage along the A419 into Brimscombe Port can multiply and make connections easier between residents, the road and the canal corridor which in turn strengthens permeability, encourages multi-modal movement, and a variety of development functions. This area is also important for its interaction with the nearby watercourse in relation to flood risk and ecology.		U A E	M		Travel: Minimising the need for travel; Encourage use of public transport. Innovation: Promoting Social Innovation
⑤ Local settlements exist at the gateways to the canal. These have large catchment capabilities for serving the wider community, with services at the canal being the focus of gathering people together. The Grace Network community centre at Brimscombe Mills and the local CoFE primary school, south of the canal, are existing examples of such serving organisations.		A G E	A		Goods & Services: Engagement with local businesses and service providers. Social: Healthier, Safer and more Resilient Communities
⑥ Connections to the canal for local educational needs can be facilitated by enhancing access to canal gateways. Biodiversity and habitat improvement capabilities can be linked physically to the canal, providing a variety of educational opportunities at the water's edge, whilst providing the local community the opportunity to participate in widening nature's influence on the canal to the benefit of local residents (the Grace Network community centre at Brimscombe Mills).	I G E				Goods & Services: Engagement with local businesses and service providers. Innovation: Promoting Social Innovation

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Chalford Canal Area:

An industrial heritage village location with multiple transport corridors influencing the character and accessibility to local amenities. Local settlements benefit from access through Chalford with its important links to the surrounding rural landscape and recreational spaces.

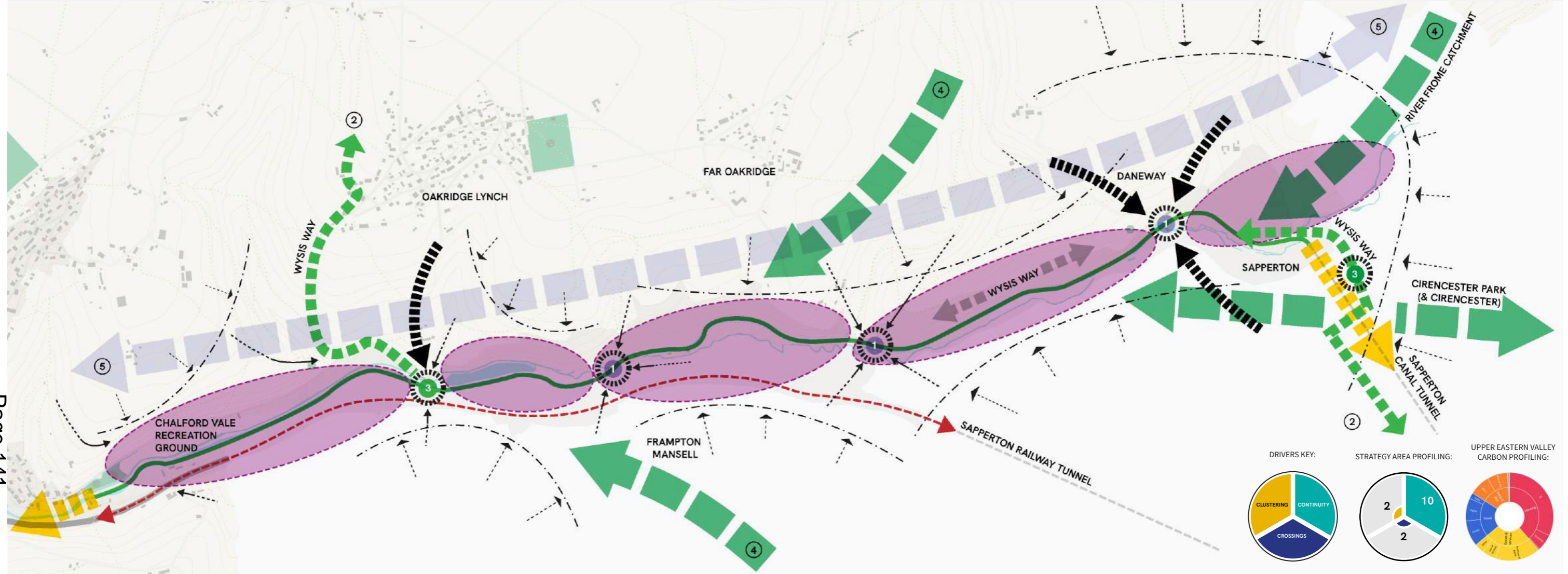


	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	SOCIAL OUTCOME OPPORTUNITIES (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
①	M	A		Travel: Minimising the need for travel.	Jobs: Promote local skills & employment
②	M	A	UA	Housing: Green infrastructure.	Growth: Supporting Growth of Responsible Regional Business
③		UA		Housing: High standards for new development.	Innovation: Promoting Social Innovation
④	E	UA		Housing: Green infrastructure.	Social: Healthier, Safer and more Resilient Communities
⑤	M	UAE		Housing: High standards for new development.	Social: Healthier, Safer and more Resilient Communities
⑥	M	UA		Goods & Services: Engagement with local businesses and service providers.	Innovation: Promoting Social Innovation

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Eastern Upper Valley Canal Area:

Interlinked yet distinctive ecologically rich areas towards the upper reaches of the River Frome catchment form the backdrop to nucleated human activities that bring people to the canal. National and regional walking routes and local recreation/tourism is on offer to those who seek it out above other nearby destinations.



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	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	SOCIAL OUTCOME OPPORTUNITIES (SDC adopted Social Value Themes):	
	CONTINUITY	CLUSTERING	CROSSINGS			
1	Local crossings mark the journey up and down the valley as a series of distinctive ecological areas, whereby visitors to the canal are able to enjoy the natural habitats or the engineering heritage along the canal in a mostly traffic-free environment.	MA	IG	M	Travel: Green Infrastructure.	Innovation: Promoting Social Innovation
2	The Wysis Way is a regional walking route starting at Monmouth which finishes at Kemble, not more than 6 miles from Sapperton Village. It follows the canal towpath from south of Oakridge Lynch to Sapperton Village. Managing and maintaining walking and green infrastructure along the canal in ways that is appropriate to the ecological and river catchment context can offer a series of opportunities to provide not only educational outcomes but sustainable, ecologically beneficial results for all residents within the River Frome catchment.	E	MU	A	Travel: Green Infrastructure.	Innovation: Promoting Social Innovation
3	Long term management of recreational pressures along the canal route may include provision of multi-modal travel options and connectivity between Chalford and Sapperton along the length of the canal. There are opportunities to harness the location of Sapperton for better public transport connections for residents who would use the canal towpath to then travel onwards to larger centres like Cirencester (East), Gloucester and Cheltenham (North) from Sapperton.	M	AE		Travel: Encourage use of public transport.	Social: Healthier, Safer and more Resilient Communities
4	Landuse management of the River Frome catchment, even at this high point in the valley, requires innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and flood risk management in collaboration with all stakeholders. This might be achieved through horticultural, natural flood management or green infrastructure interventions in this area for the environmental benefit of the wider region.		G		Food & Diet: Green Infrastructure; Land Use.	Environment: Decarbonising and Safeguarding our World
5	The unique ecological and heritage qualities of this upper valley area are selling points for the landscape character and visitor experiences on offer. The canal's story through the valley might start here, but the River Frome begins about 10km to the north of Sapperton, with large tracts of forest land linking this area northwards to Miserden Estate on the River Frome. For example, where this might be sensitively harnessed, the area could inherit regional acclaim; akin to being an eastern partner-landscape to the WWT Slimbridge landscape in the west. The canal and river again interact in this area, as in other areas lower down the valley. Exploring appropriate landscape management regimes could aid in the future management of flood risk for lower-category events in the form of Natural Flood Management, as this is part of the upper catchment and could benefit downstream communities.	MAE			Goods & Services: Green Infrastructure; Engage with local business & service providers.	Growth: Supporting Growth of Responsible Regional Business

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Ingredients of the future place

The catalogue of ingredients comprises a variety of innovative ecological, landscape and canal interventions, public realm and building typologies which facilitate a variety of sustainable behaviours in day to day life, relationships with the natural environment, nature restoration and preservation, biodiversity improvements, community activity, economic and commercial function, lifestyle choices and the management of tourism activity and recreation.

These fall into the following categories:

- Movement
- Urban form
- Uses & activity
- Infrastructure & utilities
- Green infrastructure & biodiversity
- Events, programmes

The Ingredients are the third tool in the Canals Strategy for implementing a vision for the whole canal corridor:

The vision, expressed as the three Future Drivers, establish a unified description of what the future function and identity of the canals in Stroud can be;

The Canal Strategy Areas are the means by which the vision is expressed locally through the placemaking frameworks; and

The Ingredients provide the tool to design in detail the solutions for implementing the vision in each area.

As a high level strategy for a canal corridor which spans the whole district and has many contrasting characteristics, The Canals Strategy must be flexible. Therefore the Ingredients only provide a level of detail suitable to guide further more site specific and community level detailed design processes without being prescriptive. It is not possible for a district scale strategy to undertake the technical investigations necessary for further levels of design detail.

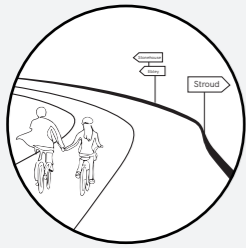
Nevertheless the Ingredients are a series of guiding principles which support the implementation of the three Future Drivers. For this reason they are unique to the Canals Strategy and to the Stroud District Context but they can be used to complement other more generic design guidance and good practice.

The Catalogue of Ingredients should be used in conjunction with the Placemaking Frameworks to identify the opportunities in each of the canal areas to implement the three Future Drivers.

The Ingredients can be used to explore and identify new project opportunities which can contribute to the vision for the canals in Stroud District. Or they may be used as a guide to the design of planned for or existing projects which until now have not identified any relationship with or contribution to the vision for the canals in Stroud District.

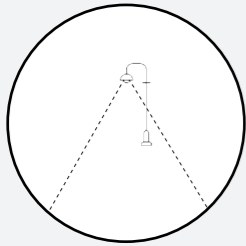
The Ingredients are not a list of ways to restore the canal, or solely engineering or built environment solutions. They are multi-facted ways that the canal corridor may be equipped to reach its full potential in the future. They relate to the function and identity of the canal, its surroundings, its communities and the connected economy in the future.

MOVEMENT



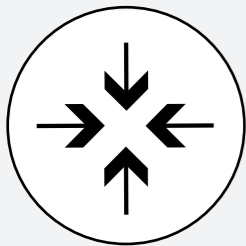
1 Signposting, Navigation & Trail finding

A coordinated series of measures which increase the choice and convenience of the canal as a destination, a resource and an active travel route. Some interventions may improve access to the canal from existing surrounding locations (train stations, town centres, residential areas), others integrate the canal into longer distance and multi-modal journeys (routing on long distance footpaths/cycleways, signage along other footpaths/cycleways, signage on public transport and at stops and stations). Interventions could include published and digital map(s) and coordinated access campaigns. Interventions need to avoid recreational disturbance to Habitats Sites and consider promoting Suitable Alternative Natural Greenspace on land adjacent to the canals.



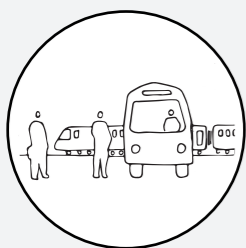
2 Lighting

A variety of lighting styles serve different purposes along the canal: from security and enabling ongoing seasonal use of the canal as a utility; to the celebration of features and buildings, and the use of lighting for public art and creating an attraction and event of visiting the canal for certain displays and/or times of the year and day. Considered in a coordinated way, individual lighting interventions should be careful to pay attention to impacts on wildlife continuity and the attraction in its own right of dark skies for recreational enjoyment.



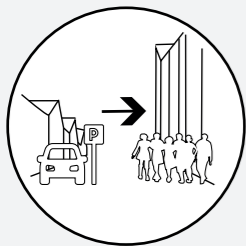
3 Connections and Interchanges

The overlapping and interconnectivity of movement, activity and functions is emphasised at key junctions, intersections and gateways along the canal. This improves access to the canal, gives priority to the canal corridor at these locations and frames the public realm, providing breathing space for the canal to flourish. This enables a variety of choices of sustainable means of travel at key interchanges.



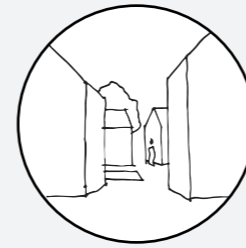
4 Pride in Public Transport

The provision and accessibility of public transport is front and centre along the canal corridor with ancillary facilities being designed to the highest quality and becoming landmarks themselves. As well as providing access to, and along, the corridor Public Transport creates a vibrancy through its communal use. This is emphasised through improved interconnectivity between transport modes.



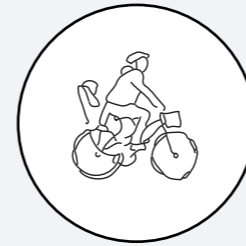
5 Less Cars - More People

An increased focus on the canal for movement and activity provides the support for reduced dependency upon the car. Less dependency on parking and road infrastructure enabled by the enhanced role of the canal allows for buildings to be placed closer together, better framing public spaces. The critical mass to support local centres is created by infill developments and an increase in building heights.



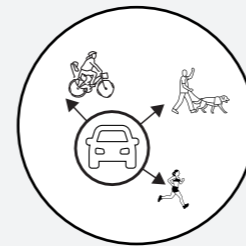
6 Accessible Townscape

Connections and permeability are maximised with barriers broken down to create larger and more direct walkable and accessible links to the canal corridor and other destinations nearby to the canal. These connections are continuous and legible across and between canal areas with direct and passive signposting.



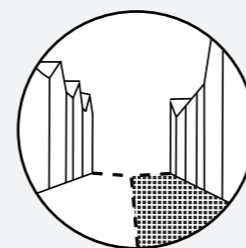
7 Prioritise Active Travel

Active travel infrastructure becomes much more prominent along the corridor with essential vehicular access becoming peripheral. Dedicated routes for pedestrians and bikes are provided and take the place of arterial routes in and out of the urban areas previously dominated by cars. By becoming active in day-to-day travel the population of the canal route is healthier, more socially and environmentally connected and local services and facilities are sustained. The canal network also offers the unique opportunity for active water based travel.



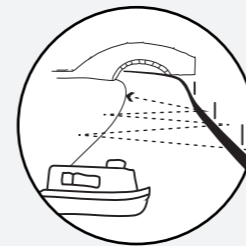
8 Park and Move

A series of strategically positioned transport hubs enable a transition from the reliance on the car. They provide an interchange from arrival by car to sustainable alternative transport along the corridor. The 'park and move' concept facilitates the interchanges between individual car, car share, bus and train to healthy travel and through short term measures aims to equip people to make long term choices affecting behaviour change for generations.



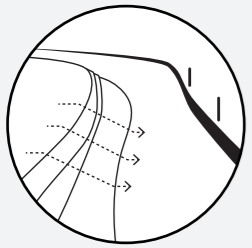
9 Reclaim Roads

A huge amount of 'highway real estate' is reclaimed and re-purposed as a result of the enhanced role of the canal corridor for sustainable travel. This space is used to create new public spaces, accommodate alternative means of transport and introduce new buildings and uses. Development exploits the opportunities provided by a car free future.



10 Connecting the Banks

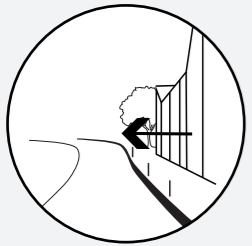
Increasing connections and permeability to the banks of the canal with often small interventions (gates, ramps, pathways, bridges, signposting) which affect more strategic accessibility for communities and visitors facilitating larger walkable areas and accessible links between the canal and local centres and neighbourhoods. These connections extend out to rural settlements and surroundings and employ various solutions to overcome topography and prioritise healthy travel.



11 Walking on Water

A variety of measures enable accessibility to the water without the use of, or access to, a boat. Improved connections with the water are achieved through towpath expansion, boardwalks, pontoons and piers which must be integrated with opportunities for restoration of wildlife habitats and connections. Improved capacity for movement along the canal corridor is facilitated by innovative occupation of the water surface where the corridor is particularly constrained.

URBAN FORM



12 Future Canal Building Interfaces

The enhanced role of the canal as a connected public realm and green infrastructure facility and a focus on this instead of the road routes which have dominated development patterns, creates opportunities for new interfaces between buildings and the canal. Buildings are designed to take advantage of these opportunities with active frontages and careful consideration to thresholds with public space and their integration with nature.



13 Future Canal Building Typologies

The Future Drivers introduce the potential for new building typologies that are imaginatively designed taking maximum benefit of the opportunities their new context creates: mixed frontage ground floors reflecting increased pedestrian traffic; resilient ground floor design accounting for flood risk and habitat creation; waterside housing turning back to the canal; or mixed use development above and between existing single use buildings.



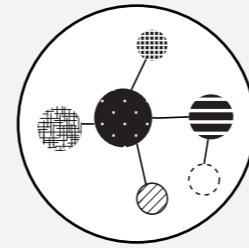
14 Canal Gateways & Landmarking

Visual connections and landmarks are key characteristics of the Industrial Conservation Area. Views onto and along the corridor from the urban centres to the landscape around and from the outlying neighbourhoods to the canal and industrial heritage features and other notable landmarks all contribute to the visual queues which help with way finding, orientation and sense of place and identity.



15 Flanking the Canal

Through careful design of the built environment, where development faces the canal this is active and safe. Buildings provide passive surveillance and frame the public realm and green infrastructure. Canal side public realm in these instances can provide opportunities for active water based activities and angling.



16 Urban & Rural Identities & Transitions

The canal corridor is made up of many neighbouring communities. Within each future neighbourhood, development creates or reinforces the relationship with the canal and helps integrate historic characteristics to create distinct identities and the transition between these. The reinforcement of existing community identities complements place branding to strengthen the overall character of the canal corridor.

USES & ACTIVITY



17 Canal Side Living

The reuse of historic buildings, the attractive environment and vacant land along the corridor provides the opportunity to create new residential locations which are founded on sustainable behaviours. New housing forms and other opportunities afforded by a relationship with the canal can exploit a canal side location to overcome conventional constraints of housing delivery while taking into account the planning and flood risk management challenges of development on the floodplain.



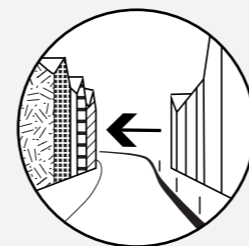
18 Canal Side Enterprise

The connected corridor provides the canvas for new and varied enterprises to be established. As well as for use for recreation and ecological purposes the corridor can serve the needs of many new businesses and service providers, large and small, and in doing so create a mix of activity along the canal making it a vibrant and thriving place.



19 Canal Hub: Cultural & Social

The many crossing and access points along the canal provide the opportunity for social and cultural interactions between people, the environment and the historic surroundings. These locations are hubs of activity drawing either passively or actively on their surroundings to equip new community activity, volunteer projects and visitor attractions.



20 Diversify Activity

Many large functions and activities dominate the canal corridor as a legacy of its industrial past. As the canal corridor finds a new function in the future of the district there is the opportunity to diversify activity adjacent to the canal, drawing upon the corridor for movement and access and rediscovering the canal banks as primary routes and spaces. Mixed activity is mutually beneficial to the spaces and the buildings as people access an increased variety of facilities along the corridor directly from and along the canal. New uses must avoid increasing recreational disturbance to Habitats Sites and consider promoting Suitable Alternative Natural Greenspace on land adjacent to the canals.



21 Floats my Boat

The navigable watercourse provides a unique and extremely valuable resource to Stroud District, bringing visitors to the area and enabling pride and variety in local community's lifestyles. The positioning of moorings and boating facilities & services can benefit the local community where this is accompanied by onward connections to visit and spend time in the local area. Access to the water can also be improved for local residents, businesses and services allowing people to access and occupy the water in new ways which underpin their ownership and enjoyment of the place they live and work.



22 Public Art

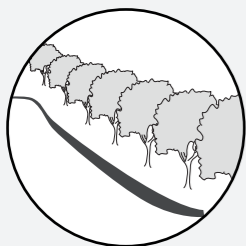
Public Art may serve a variety of functions in the delivery of other ingredients. Public Art in this way is a vehicle by which signposting, building legibility, open space or water access are made more accessible and enjoyable for a multitude of users. Public Art can be prominent and overt or may contribute in more subtle ways to the interpretation of the canal and its environment within building, public realm and landscape design - resulting in people having a much greater awareness, ownership and familiarity with the variety of roles of the canal.



23 Residential Moorings

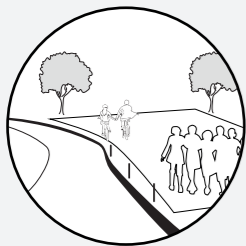
Future provision of physical and social programmes of integration to enhance inclusiveness and enable a more cohesive community which includes boat dwellers and local residents alike. This may include non-spatial interventions including regulation of residential provision and mediation where communities need help accommodating different needs. Additional physical improvements and provision of particular facilities, where appropriate in planning and flood risk terms, may also help alleviate pressure on local services and inconveniences to local communities. Education will enable the understanding and celebration of varied lifestyles and learning from different perspectives and experiences.

GREEN INFRASTRUCTURE & BIODIVERSITY



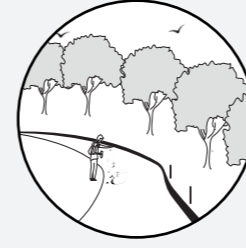
24 Linking Canopy

There is approximately 80km of canal bank extending through Stroud District representing a significant continuous ecological corridor. Planted in appropriate places (sensitive to landscape character and habitat sensitivity), tree planting for optimum habitat types along connected lengths of the corridor could provide a unique contribution to increasing biodiversity, carbon sequestration, improved air quality and localised environmental cooling. The connected ecosystem supported by more extensive continuous canopy, where appropriate for existing wildlife, could support extensive flora and fauna helping to define the canal's function and identity and forming part of an extended network including the greening of connecting routes and tree lined streets.



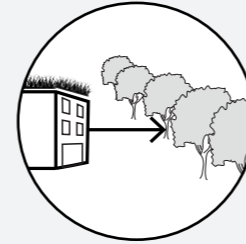
25 Multi-functional, Canal Side Public Realm

Public realm adjacent to and along the canal benefit from mixed activity and user groups. This variety is supported by the provision of shelter and furniture, ensuring the public realm is a welcoming and comfortable space to occupy and move through for all users and affording them ownership and a sense of belonging. Surrounding buildings offer a variety of stimuli leading to multi-purpose spaces which stay lively and safe throughout the day and calendar. New uses should avoid harm to existing wildlife and habitats and minimise the risk of recreational disturbance.



26 Canal Hub: Connecting with Nature

In fulfilling a role as a sequence of continuous green infrastructure, the canal corridor provides a rich resource in connecting people back to nature. The canal is a constant - extending through urban and rural areas. A series of strategically placed hubs positioned along the corridor provide the means by which people can access and interact with the corridor and where wider engagement with the natural environment can start. These hubs can be a focus of wildlife conservation initiatives and educational programmes.



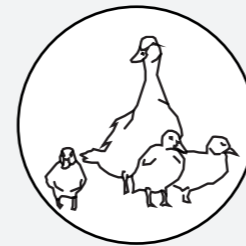
27 Building for Nature Interventions

Within urban and less green areas adaptations to buildings and structures provide valuable ways to maintain the connectivity and continuity of the corridor as an ecological route. New developments, building interventions and installation of structures provide biodiversity gains within the fabric of the built environment ensuring nature is at the forefront of all new development. New buildings and development must also take measures to address recreational and access impacts on nature.



28 Natural Wayfinding

Green space serves to landmark routes to and along the corridor, with the creation of new canalside parks and the integration of existing country and urban parks. Existing heritage, engineering and natural environment assets are revealed and able to perform a strategic function. Natural wayfinding will provide new access to new and existing recreation resources such as country parks while promoting Suitable Alternative Natural Greenspace on land adjacent to the canals.



29 Canal Habitats & Species

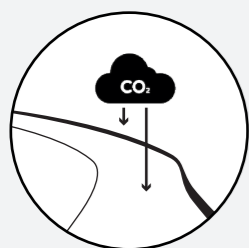
The canals of Stroud District are engineered waterways that flow through a river catchment basin comprising a diverse range of landscape characters. The watered canals, canal banks, rivers and adjacent landscapes are multi-layered habitats that contribute to widespread, biodiverse and interrelated territories sustaining fauna and flora. Recognising this aspect of the canal network is vital to sustaining, enhancing and supplementing different habitats throughout the District alongside their many people - and engineering - related functions. Canal restoration should avoid the loss of rich wildlife habitats and interest along disused sections of the canal and follow existing current guidance including that available from Gloucester Wildlife Trust.



30 Wild Banks

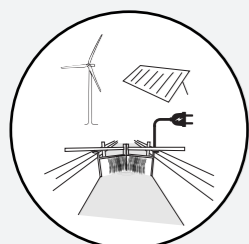
Land and water areas in close proximity to the canals are multi-functional spaces for people, fauna and flora that require management, even if they appear "natural". With this in mind and while considering that some uses will be incompatible in some locations, interventions with innovative design can present numerous opportunities for an intentional 'hands-off' balance to land management to offer a blend of landscape functionality for human land-use and naturally 'wild' processes working in unison.

INFRASTRUCTURE & UTILITIES



31 Carbon Sequestration

The canal corridor provides a resource for sequestering carbon as a water body and in its green infrastructure capacity through initiatives like re-forestation, habitat creation and varied vegetation, improved plant and soil management. Proposals should be suitable to support existing habitats and wildlife while taking into consideration existing guidance on carbon storage and sequestration for different habitats (including that produced by Natural England) in order to make the optimum gains appropriate for the existing conditions.



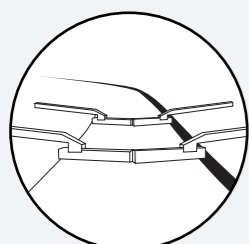
32 Energy Generation

From moving water and heads of water, to space available for renewable energy generation - canal side and roof top solar and wind farms, floating photovoltaics and water source district heating and cooling, the canal corridor is a net energy generator.



33 Pride in Innovation & Quality

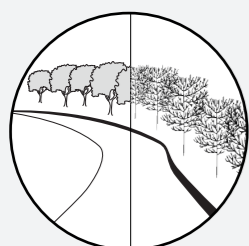
The Canal structure, associated structures, the industrial heritage and in part the wealth and infrastructure of the area are a legacy of innovation and pioneering in the past. As the Canal finds new roles in the 21st Century the pride and innovation with which Canal restoration, new building technologies and public transport innovation and integration should be manifested in the use of techniques, materials and the high performance of buildings and public realm such that there may be a similar legacy in years to come.



34 Water Management

The canal, floodplains and other nearby waterways have a vital role to play in water management and preservation across the district. The quality and quantity of water in these assets has a role to play during times of water shortage and surplus as well as contributing to the health of ecosystems. Opportunities for interventions that can preserve or improve water quality should be maximised along with measures to contribute to a holistic district wide strategy for flood prevention and drought resilience in the ever changing climate.

TEMPORAL INGREDIENTS, EVENTS & PROGRAMMES



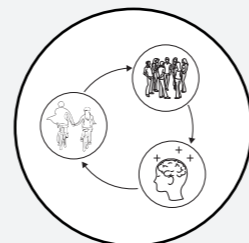
35 The Seasonal Canal

The character and function of the canal changes throughout the seasons from muddy towpaths to summer leaf cover, with varying temperature of the water and the perception of safety after dark. A programme of initiatives, events and interventions can respond to these seasonal variations and allow the canal to function year round in different ways.



36 Our Canal

As well as a physical resource the canal and the projects implemented along it can perform as a foundation for strategic community building. Employing a number of projects can involve and engage the community together and affect community welfare cumulatively. Opportunities for volunteering with new and existing organisations can help to foster a sense of ownership of the canal.



37 Social Prescribing

A programme bringing awareness of the canal, its resource and programme of projects and initiatives to primary care providers introducing those patients with social, emotional or practical needs to a range of local, non-clinical services, often provided by the voluntary and community sector. This may include trained 'Community Connectors' to identify and coordinate patient needs and canal related prescriptions. The provision of the canal for these purposes is facilitated by many other ingredients which make accessibility easier and more inclusive.



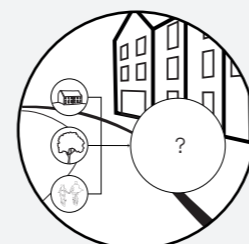
38 The Classroom Corridor

The canal provides a contrasting variety of natural habitats, recreational spaces and types of possible activities, a vast array of historical resources and a mix of communities with which to engage in different ways, close to large population centres. Working with education bodies and educational programme providers, public and private, the canal corridor can be utilised in creative ways as a resource for many curricula and extra curricula activities. These can be coordinated to form a canal corridor education programme.



39 Canal Branding & Marketing

The canal itself performs as an attractive destination for many local communities and visitors to the area. Non-spatial and digital opportunities supporting the signposting of canal related activities is a local, regional and national strategy. The canal also performs as a catalyst for further exploration of the Stroud area where promotion of connections and relationships are identified. Furthermore a wider strategy of longer term branding and marketing spearheads inward investment to the area, again catalysed by canal resources and activities in the first instance but growing in influence to bring wide spread benefits to communities and economy locally.



40 Varied events on vacant sites/space

In coordination with other programmes and longer term interventions, vacant sites and redundant spaces along the canal may be utilised as confidence-builders for users and visitors of the canal. A variety of events may serve different purposes from pop up community utility to an introduction to a longer term use which may come later. These events could also serve a longer term purpose in establishing a canal related cultural, educational or arts programme. These initiatives may utilise many other ingredients in a temporary way while sites offer a window of alternative use before a longer term use is established.

Themed Carbon Reduction Opportunities

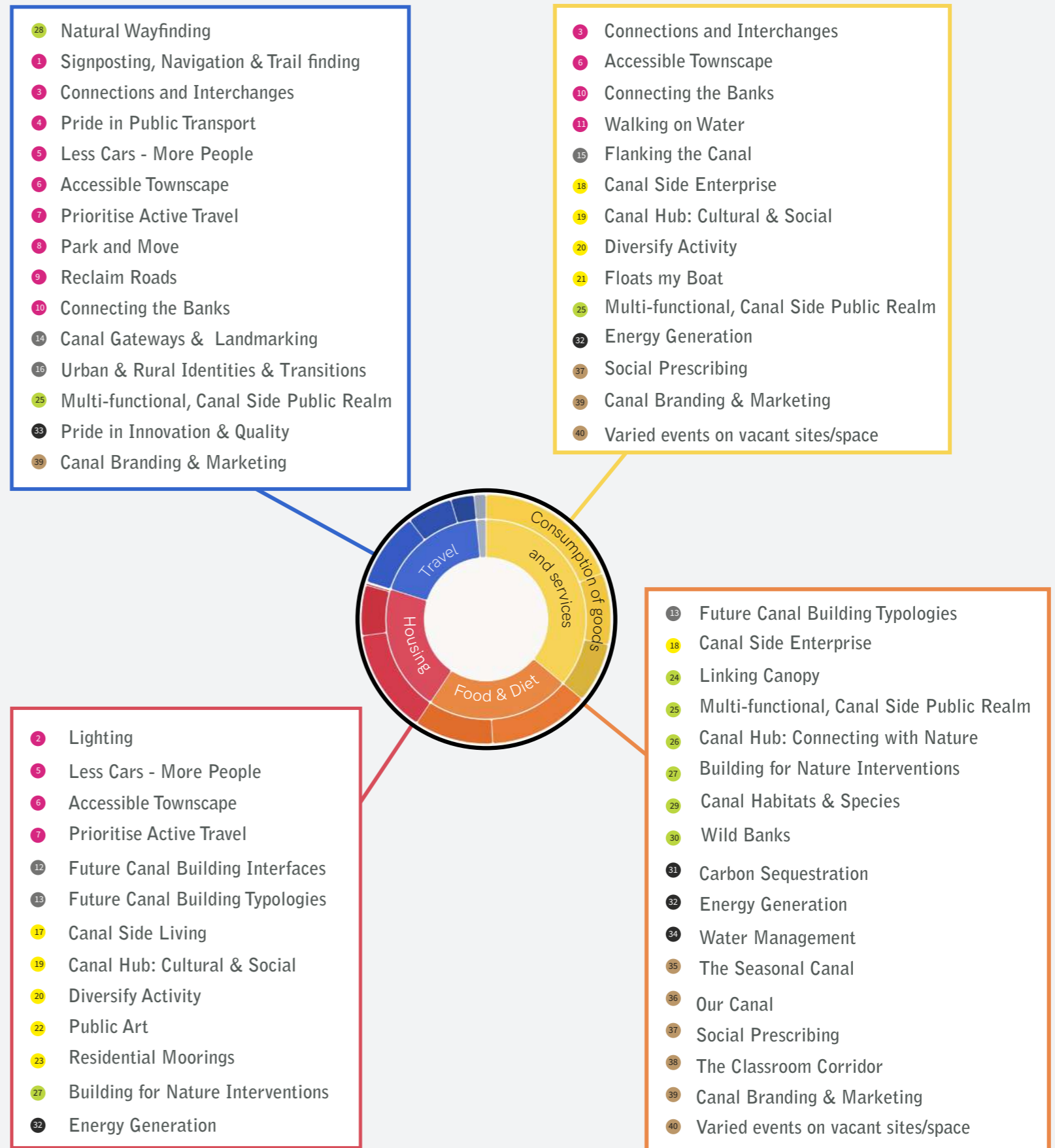
The Carbon Footprint of each Canal Strategy Area was identified using the Impact Tool and consumption data for a range of source categories:

- Housing
- Travel
- Goods & Services
- Food & Diet
- Waste

In order to identify the carbon reduction opportunities of implementing the vision for the canals in Stroud one influence on the selection of Ingredients for each of the Strategy Areas is the relationship they have with each of the source categories for carbon footprinting.

Where the footprint of a particular area is proportionately higher in one of the source categories, Ingredients which are able to address that area may be preferential if carbon reduction is a priority compared to other key objectives locally.

Since this is a tool for the relative benefit of one Ingredient to another in carbon reduction the table on the following pages provides more qualitative information of the possible measures for reducing carbon within each of the source categories. Where possible these have been aligned with observations of the scale of emissions in each strategy area compared to the national average. This may be used as a guide in informing further prioritisation.



Carbon Reduction Opportunities:

The table below provides a summary of example project types that could be implemented or facilitated to reduce carbon emissions from each source category.

Housing

Emissions in this category include those that arise as a result of the use of energy by residents in their homes for heating and for power. Where housing emissions form a larger than average proportion of total emissions, this might be due to characteristics of the local housing stock that make homes harder to heat (e.g. where properties are of lower energy efficiency standards or where they are particularly large), or to heating system type, or alternatively it could indicate that members of the community might have less disposable income to spend on other goods and services and need to spend a higher proportion of their income on ensuring that their home stays warm.

Possible measures to reduce carbon emissions from housing:

- **Targeted retrofit programmes**, particularly in areas where housing stock is older or of poor quality, and where settlements are off-gas and currently reliant on fossil fuel-based heating systems. This might include incentives and support to improve insulation and to switch to low carbon heating systems such as air source heat pumps.
- **High standards for new development**. Any new development within the canal areas will lead to an increase in the total footprint for that area unless net zero design standards are implemented. These might be in the form of carbon targets (e.g. a percentage reduction over Building Regulations) or operational energy use intensity targets. Stringent standards will require consideration of built form and orientation, passive heating and cooling methods, low carbon heating systems and building-mounted renewable technologies.
- **Installation of small-scale local renewable and low carbon technologies** to generate and distribute power and/or heat locally and reduce demand on the electricity grid (this might include district or community heating schemes where the central plant is low carbon). Larger-scale grid-connected renewable installations such as solar farms will not directly reduce emissions locally, but will contribute to the decarbonisation of the national grid and will therefore indirectly reduce emissions across all categories.
- **Green infrastructure**. Incorporation of green infrastructure can help to reduce the demand for cooling in buildings by providing shading. Green and blue infrastructure also help to sequester carbon, however these benefits are not specific to this category.
- **Engagement** with residents and active local groups on home energy saving and decarbonisation initiatives. This might include providing energy advice and outreach, and signposting to sources of support. For example, this might include guidance to help residents to sensitively retrofit homes of heritage value, or to access demand flexibility services such as time of use tariffs.

Across the whole of the Stroud district, housing emissions account for 23% of total emissions, which is slightly higher than the national average (22%). Stroud canal areas with a particularly high proportion of housing-related emissions include the Upper Eastern Valley (39%), Lower Gloucester and Sharpness (30%) and Saul and Frampton (31%).

Travel

These are emissions resulting from the transport choices and behaviours of residents. High travel-related emissions might be an indicator of rurality, where longer distances are required to travel to amenities, and where reliance on car travel is often higher. It might also reflect the type and size of vehicles purchased by residents or frequent international travel.

Possible measures to reduce carbon emissions from travel:

- **Minimising the need for travel**. This might include, for example, higher density development or the provision of local amenities.
- **Provision of safe, practical and attractive routes for active travel** to help to reduce reliance on cars.
- **Encourage use of public transport** by ensuring adequate and appropriate provision (in terms of route planning, interconnectivity, accessibility, frequency of service etc.).
- **Electric vehicle charging infrastructure**. A coordinated roll-out of public charging infrastructure can help to encourage drivers to switch to an electric vehicle.

Travel-related emissions make up approximately 20% of the carbon footprint of the Stroud district, which equates to 3.69 tonnes CO2 per year per household. This is higher than the national average of 3.2 tonnes CO2 per year. Stroud canal areas with the highest high proportion of travel-related emissions are Sharpness (26%), Western Stroudwater (27%) and Eastington (24%).

Goods & Services

These emissions are those that arise from the purchase of goods (except food) and the use of services by residents. This refers to all household goods such as homeware, toiletries, medicines, furnishings, electronic goods and appliances, as well as large items such as cars. Services include the maintenance and repair of homes, vehicles and other equipment, banking and insurance, medical services, treatments, education costs, communications (e.g. TV, internet and phone contracts), and other fees and subscriptions. Leisure, entertainment, sporting or social activities also come into this category. High emissions in this sector might reflect an affluent population with a high level of disposable income.

Possible measures to reduce carbon emissions from the consumption of goods and services:

- **Reducing emissions from council operations** will help to lower the emissions associated with residents' use of council-run services. This might include the electrification of council-owned fleets, improved energy performance of council-owned properties, and a procurement policy that requires council suppliers (including public transport providers) to monitor and reduce their own carbon emissions.
- **Behaviour change** campaigns to help residents to understand the impact of their own consumption behaviours on their carbon footprint, and the provision of information. Promotion of the use of recycled materials, products and other goods.
- **Engagement with local businesses and service providers** to help them to reduce emissions, for example through energy efficiency initiatives or by switching to a green tariff.

Emissions from the consumption of goods and services in the Stroud district makes up 34% of the total footprint, which equates to an average of 6.1 tonnes of CO2 per year per household. The national average is 5.57 tonnes CO2 per year for this category. Canal areas with the highest emissions in this category include Upper Eastern Valley (7.4 t/CO2/yr/household), Chalford (7.0 tCO2/yr/household), and Brimscombe (6.8 tCO2/yr/household). Only Ebley, Stroud and Thrupp have emissions below the national average.

Food & Diet

These are emissions resulting from the consumption of food and drink products by residents. Emissions in this sector are largely dependent on purchasing decisions made by residents.

Possible measures to reduce carbon emissions from food and diet:

- **Encourage the consumption of locally-produced goods.** This might include goods from local growers or grow-your-own (e.g. allotment provision), and perhaps inclusion of spaces for markets for local produce.
- **Behaviour change** campaigns to encourage reduced consumption of meat, particularly where not sourced locally or raised organically. It is important that campaigns around dietary changes are sensitive to concerns about farmer's livelihoods. Campaigns could also target reductions in food waste.
- **Land use.** Consider working with local farmers to help them to reduce emissions from their own operations and to identify opportunities for selling products locally.

Emissions from food and diet in the Stroud district are slightly higher than the national average (3.85 tCO₂/yr compared to 3.69 tCO₂/yr per household). Canal areas with the highest emissions in this category include Upper Eastern Valley (4.5 tCO₂/yr/household), Brimscombe, Chalford and Ryeford (all 4.1 tCO₂/yr/household), and Lower and Upper Gloucester and Sharpness (both 4.0 tCO₂/yr/household).

Waste

These emissions are associated with the management of waste generated by residents.

Possible measures to reduce carbon emissions from waste:

- **Local authority waste management policies.** This could include the provision of recycling facilities and regular collections and considering waste as a resource within the circular economy.
- **Behaviour change** campaigns to encourage waste reduction (from purchasing decisions to efficient use of resources in the home) and increase recycling rates at household level.

Emissions from waste make up around 1-2% of total emissions across all canal areas and are very slightly higher than the national average.

Implementing the Vision: Ingredients of the Future Place

Across the Canal Strategy Areas, different projects can contribute over different time periods to the phased implementation of the vision. In each area the Placemaking Frameworks identify different opportunities and priorities in implementing the vision.

The transformation of the canal corridor's function and identity in its entirety involves coordination of short, medium and long term activity involving community building, supporting market confidence, nudging behavioural change and careful stewardship of sensitive habitats and heritage assets, some which are in breakdown and in need of urgent attention.

Therefore the Canals Strategy identifies a series of indicative Ingredients for the phased implementation of the vision according to each Canal Strategy Area.

As part of the process of selecting appropriate Ingredients for each area, each Ingredient within the Catalogue of Ingredients has been evaluated with reference to a series of criteria (outlined in the Project Delivery Process Guide spreadsheet supporting the Canals Strategy). This allows for the sorting of the Ingredients according to the different criteria (cost, delivery time frame, carbon reduction opportunity, contribution to social value). This will be of ongoing use within the Action Plan (to be prepared by Stroud District Council) when filtering projects according to particular criteria and may be

useful in identifying eligibility for particular funding opportunities or timeframes.

It also underpins the flexibility in the Canals Strategy to revisit the selection of ingredients for each area where priorities or opportunities change over time.

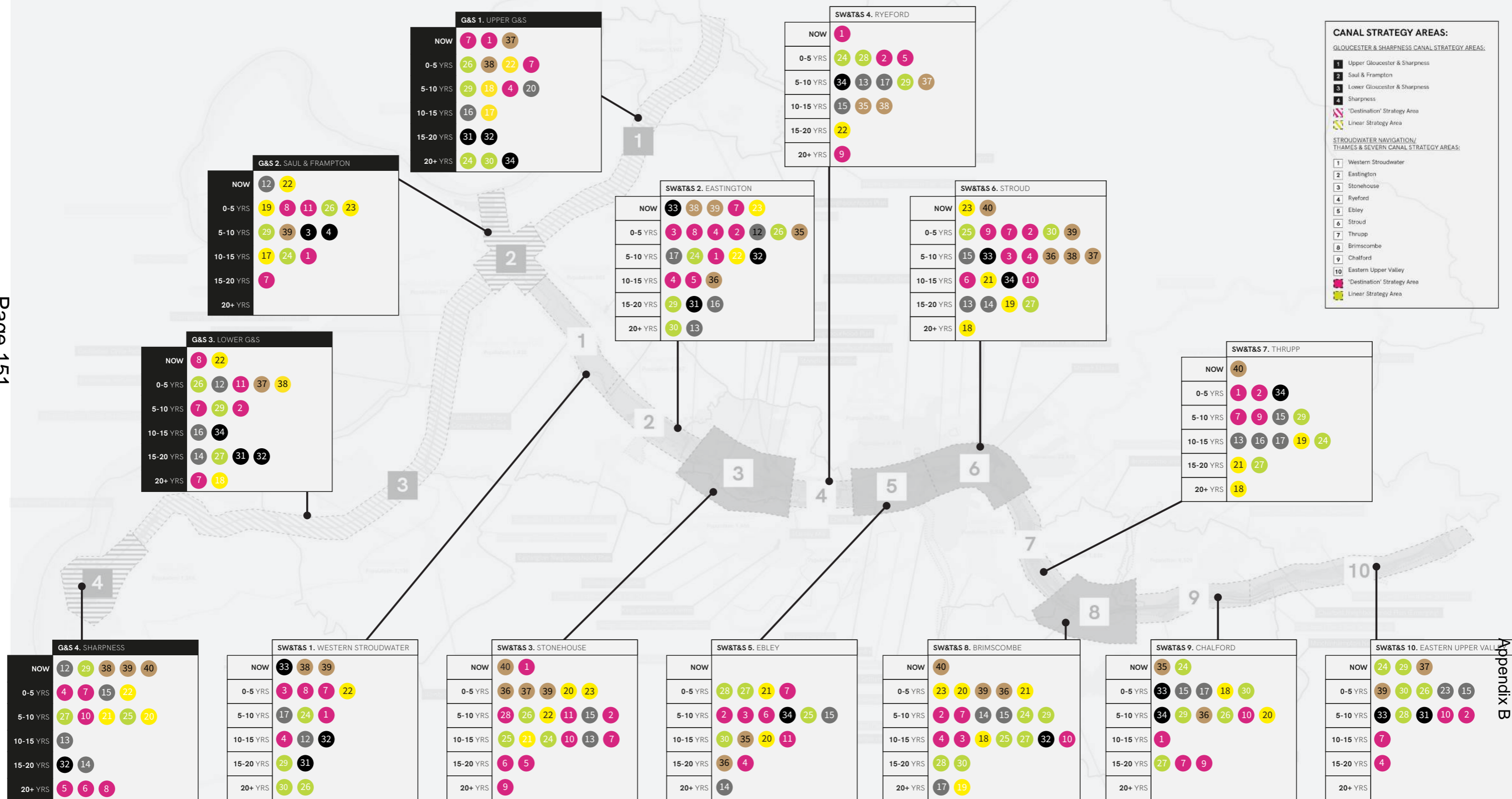
As Local Authorities and society responds to the COVID19 crisis many innovations in ecological, landscape, public realm and building typology are happening more quickly to explore and accommodate for the rapid changes that have occurred. In preparing the Catalogue of Ingredients there is an immediate opportunity to consider their rapid implementation within any COVID19 response strategy and to further scrutinise their usefulness in this context. Another influence on the selection of the most appropriate Ingredients in each area is the consideration of any immediate opportunities to begin to realise the vision. The opportunities for implementing the vision immediately vary in each area.

The opportunity for a series of quick interventions to build on a continuing need to respond to the pandemic vary in each Canal Strategy Area. These quick interventions in some cases also instigate a route forward to achieving more long term objectives and subsequent Ingredients have been identified on this basis of sequential implementation. The selection of an indicative group of Ingredients for each Canal Strategy Area reflect the nature of the place but also the relationship in that place between short, medium and long term opportunities.

Furthermore ongoing programmes of social and economic activities which maintain a sustainable and healthy mix of people and activity appropriate to the area are featured in different ways in each Strategy Area. In many cases the long term implementation of the vision is achieved through the relationship between ingredients which offer social, environmental or economic benefits and care has been taken to consider the relationship and mix across the different dimensions.

Although the complete catalogue of Ingredients represents a full suite of future place components there is the continuing need for a 'pick and mix' facility with a methodology allowing flexibility in applying a group of Ingredients to any given Canal Strategy Area. With their accompanying criteria described above (and outlined in the Project Delivery Process Guide spreadsheet supporting the Canals Strategy), the list of ingredients is able to be filtered, assisting Stroud District Council and other Canals Strategy users in ongoing decision making in implementation. This allows the identification of priority projects relative to one another when considered against various objectives.

Indicative Ingredient selection and phased implementation for each Canal Strategy Area:
 (Ingredient selection should not be considered definitive as opportunities may change over time. The Project Delivery Process Guide allows for regular Action Plan review).



Piloting the Strategy at Wallbridge

The Canals Strategy was proposed to be tested in a live canalside location. The selection of the location for testing was considered and discussed through the process of preparing the Canals Strategy with several options highlighting various contrasting constraints and opportunities. In the end the Wallbridge area of Stroud was selected as representative of a number of interests, a mixed public realm, highways and canalside environment as well as presenting some immediate, medium and long term development site opportunities. The variety of infrastructure requirements, canal restoration work, housing delivery and heritage concern at Wallbridge as well as the ongoing involvement and partnership of the County Council, the Local Authority, the Town Council, landowners and an ongoing engagement with the public, represented a comprehensive test to the intactness of the emerging Canals Strategy and vision work, including appraisal of the definition of the appropriate Canal Strategy Area here, and the robustness of the Catalogue of Ingredients to attend to a wide range of canal based opportunities.

In addition to this, the real and immediate effects of the COVID19 pandemic is evident at Wallbridge in business closures and building vacancies. The Wallbridge pilot exercise enabled the testing of the work's ability to guide meaningful change and delivery where it is needed in the short term whilst avoiding prohibiting other medium and long term goals. The piloting process coincided with Stroud District Council's early consideration of submitting

a Levelling Up Fund bid and in this way the pilot also represented a test of how the Canals Strategy could provide part of the case building for significant funding bids in circumstances such as this.

The piloting of the Canals Strategy in the Wallbridge area of Stroud rehearses how the Strategy can be applied to a specific area. In undertaking this pilot and reporting here on its process, this document describes fully how the Strategy has been applied and describes the process and the outputs. The Pilot exercise is intended to be a resource and guide to the use of the Strategy along the whole corridor. In this way the Pilot exercise itself serves as a tool in the implementation of The Canals Strategy across the whole corridor.

The pilot exercise applies The Strategy to the Wallbridge area according to the follow stages:

- Distinguishing strategic area boundaries: defining the Stroud Canal Strategy Area: Drawing upon the Strategy's definition of fourteen Canal Strategy Areas, the Wallbridge pilot looks in more detail at the Stroud Canal Strategy Area where Wallbridge is located. The pilot exercise acknowledges that the Wallbridge area does not constitute a Canal Strategy Area itself.

Defining the Site: Wallbridge: The site analysis within the pilot looks in more detail at a site scale and consider the relationship the site area has with the Canals Strategy Area, the surrounding area and the town centre. It considers the contribution the site makes to the identity and function of the Canal Strategy Area as whole.

The constraints and opportunities of the Wallbridge Area are identified according to the Future Drivers and the vision profile the Strategy outlines for the Stroud Canals Strategy Area.

The pilot report moves on to consider the implementation of the vision local to the Wallbridge area as follows:

Mapping the Ingredients of the future place: identifying more specific opportunities to implement the objectives of the Placemaking Framework for the Stroud Canal Strategy Area, and the vision profile through an indicative selection of Ingredients provided in the Strategy (Catalogue of Ingredients)

Selecting Ingredients for design: the pilot identifies site specific opportunities to bring forward a series of Ingredients which reflect the vision profile of the area.

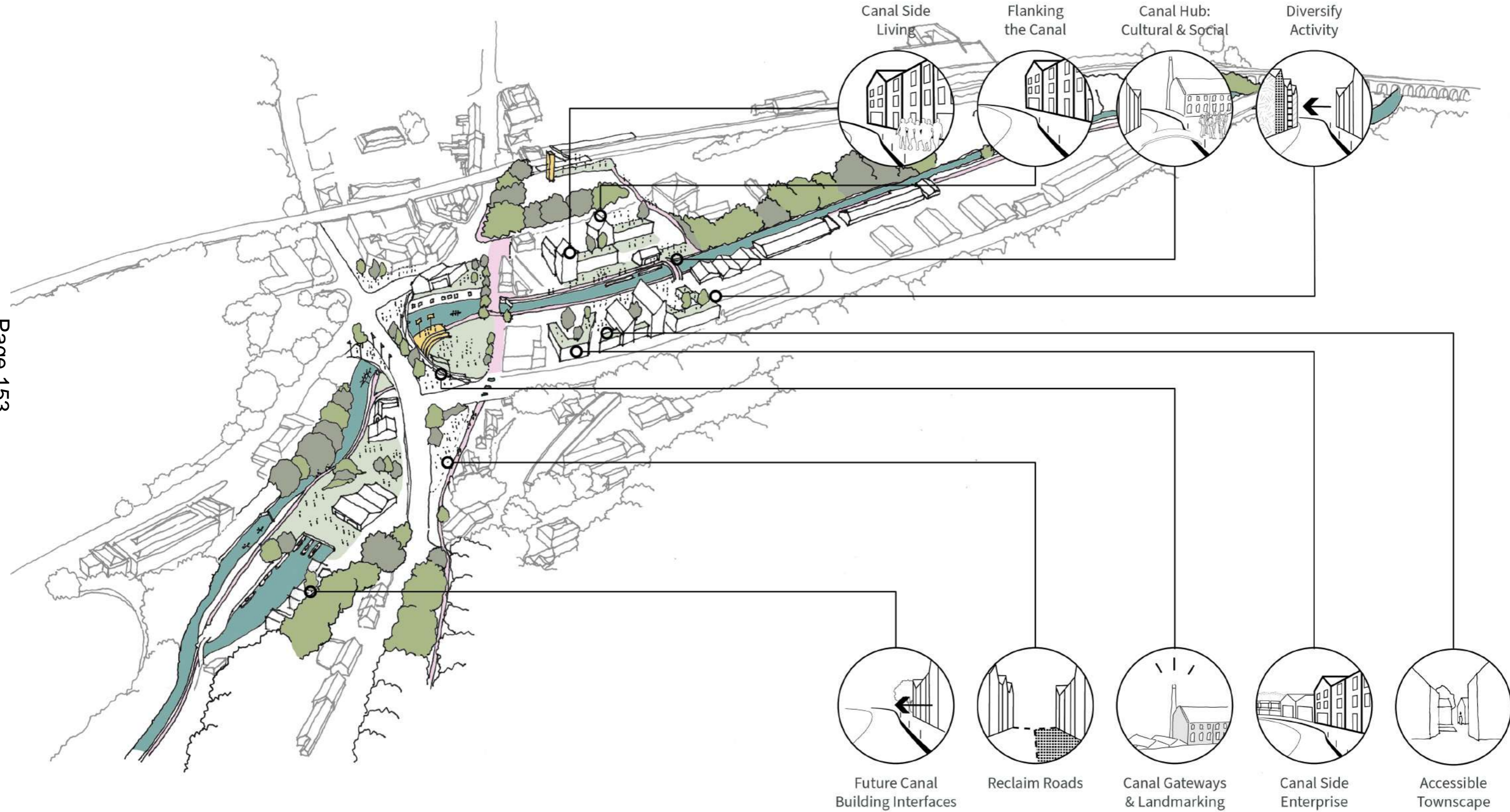
Applying the Ingredients: indicative site responses are prepared describing how the Ingredients can translate into tangible deliverable projects.

Phased implementation: outlining how delivery of a variety of Ingredients may require a phased approach.

Managing the place: identification of some less site specific Ingredients which help realise less physical aspects of the vision including ongoing community building and sustainability.

The pilot report concludes by outlining how the Project Delivery Process Guide can be used to manage the process of implementation.

An extract from the Wallbridge Pilot Report demonstrating how the selection of ingredients is being tested through the understanding of site and local level opportunities:



Project Delivery Process Tool

Following the adoption of The Canals Strategy, Stroud District Council will take responsibility for the development of an Action Plan to guide the implementation of the Whole Canal Corridor Vision over time.

To assist the development of the Action Plan the preparation of The Canals Strategy has included a Project Delivery Process Tool to assist in the identification of phased implementation and to provide a continuing tool to the selection and assessment of projects, supported by The Canals Strategy and the pursuit of mixed funding opportunities with which The Canals Strategy can help provide the strategic case for.

An indicative set of Ingredients for each Canal Strategy Area have been set against a timeline indicating the short, medium and long term opportunities and interdependencies between these. In some cases the selection of a timeframe for any given Ingredient reflects a reliance upon outside projects and work streams and an appropriate lead in time for implementation. This has only been accounted for as a snapshot in time however and these interdependencies may change over time, affecting the suitable timeframes indicated for various opportunities.

To align with the Draft Stroud 2030 Strategy, the Ingredients have been attributed a relative Stroud District Council responsibility, indicating whether they are Leader through use of their own resources and assets, Enabler or as an external Encourager of

project implementation. This reflects the terminology used within the 2030 Strategy helping SDC identify The Canals Strategy's conformity with the objectives established through the 2030 Strategy.

Within the Project Delivery Process Tool there is a broad identification of funding opportunities, processes and timeframes, aligned with The Canals Strategy. This has paid particular attention to funding prerequisites and the project delivery tool flow charts on the following pages indicate how the sequencing of implementation, groupings of projects and linear or in parallel project completion may be able to optimise net use of individual funding pots.

The preparation of the Project Delivery Process Tool considered how project opportunities, individual or grouped, might align with potential external funding opportunities, acknowledging that some key funding opportunities such as the move to the Shared Prosperity Fund (to replace European Structural Investment funding) or changes in the agricultural funding regime as well as any emerging Covid recovery fund are still very much in development stages and may remain so during the period of this work.

The diversity of the canal corridor suggests delivery will in part be private sector led eg. house building. Within the Project Delivery Process Tool, associated with each Ingredient, there is an indication of the potential for the private sector to access external support (eg. Local Enterprise Partnerships/Local Growth Funds) although specific identification of eligibility assessment has been beyond the reach of this study and subject to variables such as delivery

partner profiles and market demands. The tool highlights however where private sector led projects can be anticipated and notes any other major funding opportunities.

Experience and knowledge majored on the identification of external funding support but where the Council's own internal funding and borrowing powers may offer opportunity, these have been signposted.

Due to the myriad emerging alternative funding routes, involving community banks, community shares etc, only a broad indication of the potential of these opportunities in relation to the projects list has been signposted but has been done so in order to inform future lines of enquiry for the Action Plan (and its iteration).

Overlaying Stroud District Council's role as Leader, Enabler or Encourager in relation to the varied funding routes provides the sight lines the Action Plan needs to build a foundation for implementation in conformity with the Strategy 2030.

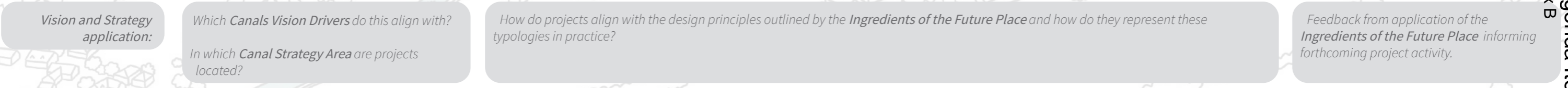
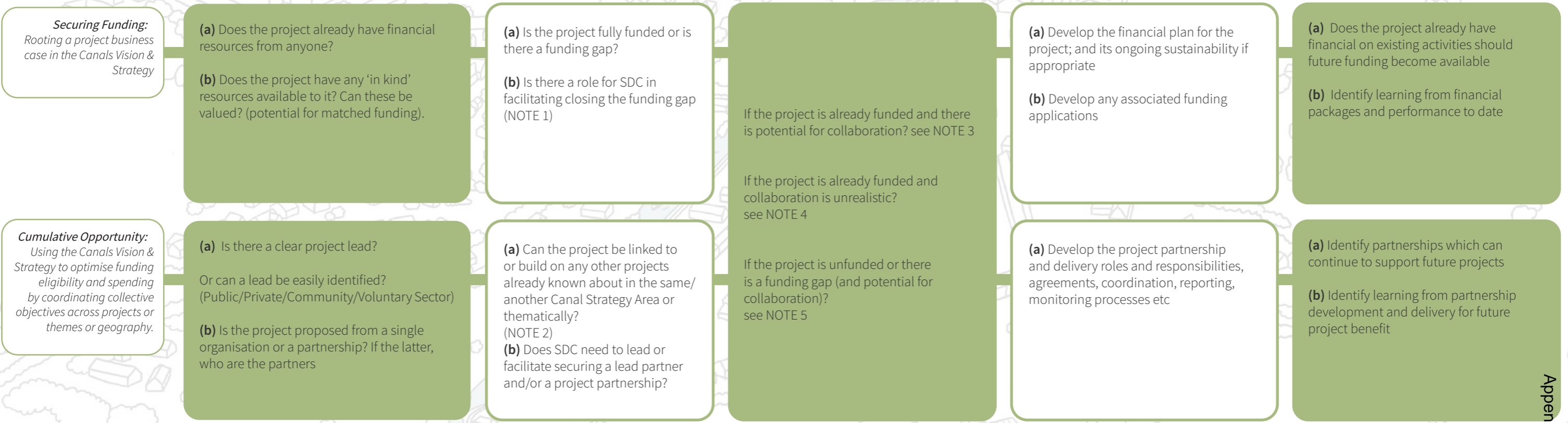
Where funding does not align directly to Ingredients or Canal Strategy Areas or it has not been possible to identify suitable funding for particular Ingredients or Strategy Areas the placemaking objectives for each Strategy Area and Ingredient (with their accountability to the whole canal corridor vision and the background evidence base referenced through the Evidence Base Review Matrix) can still be referenced in support of ongoing fund raising.

PROJECT DELIVERY PROCESS GUIDE

This process guide provides the foundation of an Action Plan to guide the delivery of the Canals Vision and Strategy:



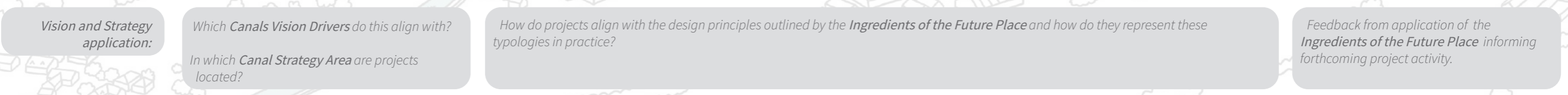
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Appendix B
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PROJECT DELIVERY PROCESS GUIDE

This process guide provides the foundation of an Action Plan to guide the delivery of the Canals Vision and Strategy:



Equality Analysis Form

By completing this form you will provide evidence of how your service is helping to meet Stroud District Council's General Equality duty:

The Equality Act 2010 states that:

*A public authority must, in the exercise of its functions, have **due regard** to the need to –*

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act 2010;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The protected characteristics are listed in Question 9

Stroud District Equality data can be found at: <https://inform.gloucestershire.gov.uk/equality-and-diversity/>

Please see Appendix 1 for a good example of a completed EIA.

[Guidance available on the HUB](#)

1. Persons responsible for this assessment:

Name(s): Mark Russell	Telephone:
	E-Mail: mark.russell@stroud.gov.uk
Service: Planning Strategy	Date of Assessment: 26/07/22

2. Name of the policy, service, strategy, procedure or function:

CANALS VISION & STRATEGY

Is this new or an existing one? **New / Existing** (please delete as appropriate)

3. Briefly describe its aims and objectives

The Council Plan identifies the need to develop a long term vision and strategy for the canals network in the District to ensure projects maximise opportunities to achieve broader social, economic and environmental objectives. A long term strategy will provide the strategic direction for the future and provide a framework for an evolving detailed action plan. An effective canals strategy with a powerful narrative will also provide the platform to make effective future funding

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bids to Government and other funding bodies. The intention is to adopt the canals strategy as a design focussed supplementary planning document, supporting the delivery of Policy ES11 of the Stroud District Local Plan. This will give the document weight within the planning system and ensure that all future developments within the canals corridor take account of and reflect the contents of the Strategy.

4. Are there external considerations? (Legislation / government directive, etc)

Local planning authorities can produce and adopt Supplementary Planning Documents, to build upon and provide more detailed advice or guidance on policies in an adopted local plan. These documents need to be prepared in accordance with Local Plans regulations and statements of community involvement.

5. Who is intended to benefit from it and in what way?

The Strategy is promoting the canal network as a thoroughfare, an attraction, a centre of activity and a unique recreational space: -

- Connecting communities and social groups
- Overcoming other barriers to make the canal inclusive and accessible
- Acting as a catalyst for future growth to the benefit of local communities
- Bringing people together to catalyse community building, economic activity and nature recovery

6. What outcomes are expected?

- Increase in footfall
- Positive change in perceptions of place (business, residents and visitors)
- Increase in business investment
- Positive change in business sentiment
- Improvement in the health of residents (physical and/or mental)
- Increase in the number of visitors to cultural venues
- Increase in the number of cultural events
- Increase in the audience numbers for cultural events
- Increase in cycle flow
- Increase in pedestrian flow
- Mode shift from car to active travel
- Improvement in air quality

7. What evidence has been used for this assessment? (eg Research, previous consultations, Inform (MAIDEN); Google assessments carried out by other Authorities)

Inform (Maiden)

Online survey responses

Inclusive Public Spaces (Urban Design Group, 2021)

Inclusive City Cycling. Women: Reducing the Gender Gap (Sustrans, 2018)

The Inland Waterways, towards greater social inclusion (Inland Waterways Amenity Advisory Council, 2014)

8. Has any consultation been carried out?

Yes

Engagement during the preparation of the document included initial engagement with key stakeholders, followed up by 1-2-1 interviews or “clinics” with over 20 organisations. A stakeholder workshop was held in July 2021 which explored via interactive workshop sessions setting goals for the canals network to be incorporated into the Strategy. A Town and Parish Council event was held in October 2021 which presented material on progress with the Strategy focussed on the areas represented at the meeting and asked for feedback on a forthcoming public questionnaire survey. Public engagement commenced in November 2021 with an online survey seeking to find out what people's experiences are of using the canals in the district.

Public consultation was carried out between 21 February 2022 and 27 May 2022. This included publishing material on the Council’s website and at local libraries and at town and parish council offices open to the public. A Consultation Report has been produced. At the close of public consultation, the Council had received 115 representations from individuals and stakeholders including Active Gloucestershire, Canal & River Trust, Environment Agency, Gloucestershire County Council, Gloucestershire Wildlife Trust, Historic England, National Highways, Natural England, Stroud Valleys Project, Woodland Trust.

If NO please outline any planned activities

N/A

9. Could a particular group be affected differently in either a negative or positive way?

(Negative – it could disadvantage and therefore potentially not meet the General Equality duty;

Positive – it could benefit and help meet the General Equality duty;

Neutral – neither positive nor negative impact / Not sure)

Protected Group	Type of impact, reason and any evidence (from Q7 & 8)
Age	<p>There were 120,903 residents in Stroud in 2020. The proportion of people in Stroud aged 65+ (22.2%) exceeds the County and national average of 21%. The second most common household composition is ‘pensioner households’ standing at 24.4% of households - 3.7% higher than the average for England. However, national research suggests only 16% of visitors to towpaths are 65 years and older.</p> <p>Whilst the Strategy itself does not identify specific projects, a number of the site opportunities identified and ingredients support ways of improving pedestrian accessibility and mobility for those traveling along the canal corridors and between settlements.</p> <p>Site opportunities and ingredients support projects to create new and improved public spaces, including tree planting and grass. Spaces with trees and grass offer better play opportunities for children than places without such landscape elements. Ingredients promoting the canals as a classroom resource provide an opportunity to engage further with schoolchildren.</p>

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	Potentially positive impact.
Disability	<p>17% of residents in Stroud had a limiting long term illness/disability (LLTI) in 2017. This compares to 18% across England. In 1999 the Fieldfare Trust reported that the resources committed to encourage participation in water recreation presupposed that those with disabilities took part less often than the general population.</p> <p>A number of the site opportunities identified and ingredients support ways of improving pedestrian accessibility and mobility for those traveling along the canal corridors and between settlements and improving access to water for local residents. These have potential to benefit those people with a physical disability.</p> <p>The restoration of the canals, the creation of improved public realm, enhancing biodiversity through tree planting and rewilding, and social prescribing is likely to improve the mental wellbeing of visitors to the canal corridor.</p> <p>Potentially positive impact.</p>
Gender Re-assignment	The Canals Strategy is expected to have a neutral impact upon gender re-assignment groups. No specific impacts have been identified either through consultation or through equality analysis.
Pregnancy & Maternity	<p>A number of the site opportunities identified and ingredients support ways of improving pedestrian accessibility and mobility for those traveling along the canal corridors and between settlements and these are likely to benefit pregnant women and parents/guardians with very young children.</p> <p>The creation of quality open spaces, improved public realm and the planting of trees and flowers is likely to improve the mental wellbeing of parents/guardians with very young children.</p> <p>Potentially positive impact.</p>
Race	<p>Canal related surveys in Blackburn and Birmingham indicate that those from Asian communities are both less likely to visit canals and have a more negative perception than those from white or black communities.</p> <p>The range of site opportunities and ingredients identified in the Canals Strategy seek to improve community engagement with the canals, including the creation of community events and hubs.</p> <p>Potentially positive impact.</p>
Religion – Belief	The Canals Strategy is expected to have a neutral impact upon religious groups. No specific impacts have been identified either through consultation or through equality analysis.

Sex	<p>National data indicates more men than women visit canals and, because of the fear of crime, women are less likely than men to visit parks and other open spaces. A study by Sustrans in 2018 highlighted a gender gap between the number of men and the number of women who choose to cycle in “Bike life” cities. Safety and inadequate infrastructure were seen as two of the main barriers.</p> <p>Urban design ingredients supporting frontage development, lighting and natural surveillance within the canal corridor in urban areas have the potential to reduce the fear of crime. A number of the site opportunities identified and ingredients support ways of improving active travel including cycling for those traveling along the canal corridors and between settlements.</p> <p>Potentially positive impact.</p>
Sexual Orientation	The Canals Strategy is expected to have a neutral impact upon sexual orientation groups. No specific impacts have been identified either through consultation or through equality analysis.
Marriage & Civil Partnerships (part (a) of duty only)	The Canals Strategy is expected to have a neutral impact upon married and civil partnership groups. No specific impacts have been identified either through consultation or through equality analysis.
Rural considerations: le Access to services; transport; education; employment; broadband;	<p>Stroud is a predominantly rural district which presents challenges to active travel through connectivity and topography. The delivery of more active travel routes utilising the canal towpaths will create more accessible connections between Gloucester, Stroud and Stonehouse centres (foci of cultural and commercial activity and transport hubs) and adjoining rural communities.</p> <p>Potentially positive impact.</p>

10. If you have identified a negative impact in question 9, what actions have you undertaken or do you plan to undertake to lessen or negate this impact?

Please transfer any actions to your Service Action plan on Excelsis.

Action(s):	Lead officer	Resource	Timescale
N/A			


Declaration

I/We are satisfied that an Impact Assessment has been carried out on this policy, service, strategy, procedure or function * (delete those which do not apply) and where a negative impact has been identified, actions have been developed to lessen or negate this impact.

We understand that the Equality Impact Assessment is required by the District Council and that we take responsibility for the completion and quality of this assessment

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Completed by: Mark Russell	Date: 11/08/2022
Role: Head of Planning Strategy and Economic Development	
Countersigned by Strategic Director of Place 	Date: 11/08/2022

Date for Review:

Please forward an electronic copy to eka.nowakowska@stroud.gov.uk

STROUD DISTRICT COUNCIL

ENVIRONMENT COMMITTEE

8 SEPTEMBER 2022

Report Title	COTSWOLD BEECHWOODS AND RODBOROUGH COMMON SAC MITIGATION STRATEGIES
Purpose of Report	To approve the (i) Cotswold Beechwoods SAC Recreation Mitigation Strategy (ii) Rodborough Common SAC Recreation Mitigation Strategy for avoidance of likely significant adverse effects on Special Areas of Conservation (SAC).
Decision(s)	The Committee RESOLVES to ADOPT: a) Cotswold Beechwoods SAC Recreation Mitigation Strategy; and b) Rodborough Common SAC Recreation Mitigation Strategy for avoidance of likely significant adverse effects on these Special Areas of Conservation (SAC) c) The Strategic Director of Place be delegated to determine the membership of the Oversight and Working Groups in consultation with the Chair and Vice Chair of Environment Committee.
Consultation and Feedback	The Local Plan and supporting evidence have been subject to public consultation. Over the last couple of years, the Council has worked collaboratively with our Consultants Footprint Ecology and Natural England as well as other relevant stakeholders to draft these mitigation strategies. As the evidence and strategy has developed it has been reported to both stakeholders and the Strategic Planning Advisory Board (SPAB).
Report Author	Conrad Moore, Principal Planning Officer, Planning Strategy Tel: 01453 754328 Email: conrad.moore@stroud.gov.uk
Options	The Council may decide not to approve the mitigation strategies. However, development proposals within the zone of influence of the Cotswold Beechwoods and Rodborough Common SACs within this District would still be required to take account of published research findings and recommendations. It is likely that Natural England (NE) will raise objections to planning applications involving an increase in houses within the vicinity of both the Cotswold Beechwoods SAC and Rodborough Common on the grounds that the resulting recreational pressure may threaten protected national habitats and species. The adoption of these Strategies will assist effective and efficient planning decision-making in accordance with national legislative requirements and advice.

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Background Papers	None.			
Appendices	Appendix A – Rodborough Common SAC Recreation Mitigation Strategy Appendix B - Cotswold Beechwoods SAC Recreation Mitigation Strategy			
Implications (further details at the end of the report)	Financial	Legal	Equality	Environmental
	Yes	Yes	No	Yes

1. INTRODUCTION / BACKGROUND

- 1.1 A Habitats Regulations Assessment (HRA) refers to the several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a habitats site before deciding whether to undertake, permit or authorise it. European Sites and European Offshore Marine Sites identified under these regulations are now referred to as 'habitats sites' in the National Planning Policy Framework.
- 1.2 All plans and projects (including planning applications) require consideration of whether the plan or project is likely to have significant effects on habitats sites. This consideration –referred to as the 'Habitats Regulations Assessment screening' – should take into account the potential effects both of the plan/project itself and in combination with other plans or projects. Where the potential for likely significant effects cannot be excluded, the Council must make an appropriate assessment of the implications of the plan or project for that site, in view of the site's conservation objectives. The Council may agree to the plan or project only after having ruled out adverse effects on the integrity of the habitats site. Where it cannot be concluded that there will be no adverse effects on a site's integrity, there is a need to consider mitigation. Mitigation measures are protective measures forming part of a project and are intended to avoid or reduce any direct adverse effects that may be caused by a plan or project, to ensure that it does not have an adverse effect on the integrity of a habitats site(s).

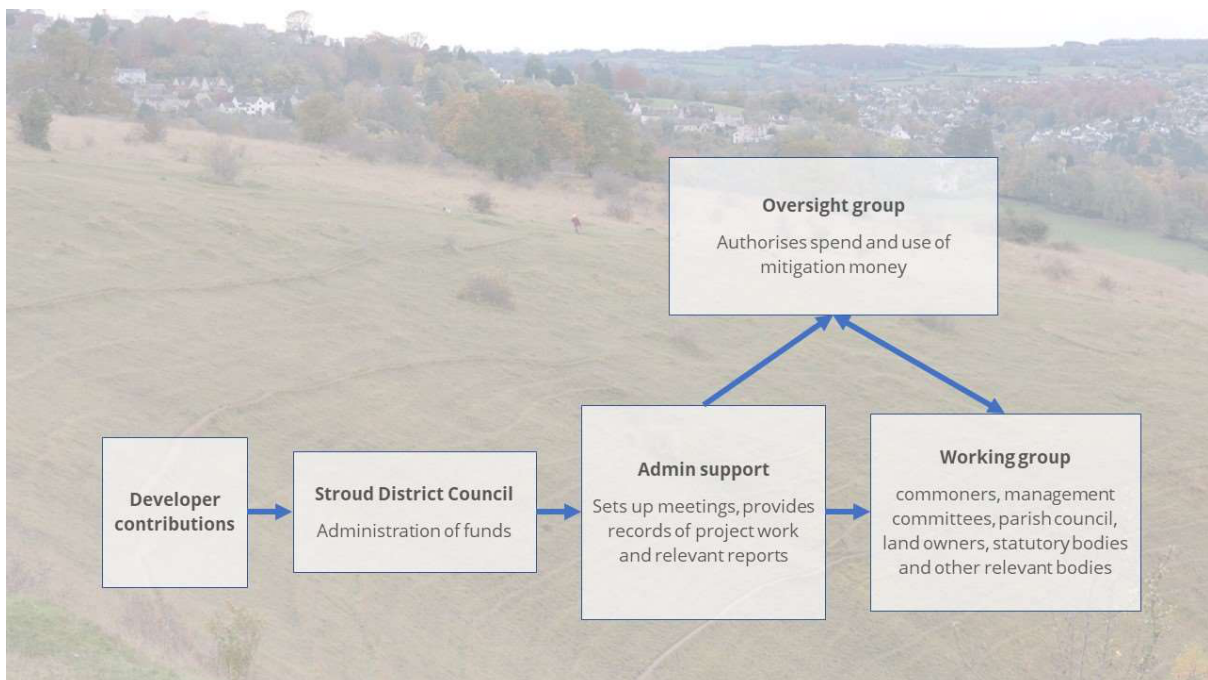
2. MAIN POINTS

2.1 Rodborough Common Special Area of Conservation (SAC)

- 2.1.1 Rodborough Common Special Area of Conservation (SAC) is a 109ha site just south of Stroud Town. The Habitats Regulations Assessment (HRA) of the Stroud District Local Plan (URS, 2014), identified that recreational pressure has the potential to impact upon the qualifying features for which the Rodborough was designated. As a result, the Council devised an Interim Mitigation Strategy in 2015 and has been collecting monies from housing developers since that time which has funded a programme of mitigation measures delivered in partnership with Natural England, the National Trust and other stakeholders. The Council's HRA consultants Footprint Ecology carried out a new visitor survey in 2019 which identified visitors are on site for a relatively short time, but they visit frequently and live very locally to the site. The new data suggests an average visitor makes 180 visits to the site per year, visiting for 60 minutes and lives within 3.9 km of the site (75% of all interviewees, across all visitor types). The majority are dog walking. This work has been

used to inform and draft a new mitigation strategy where adverse effects arising from recreational pressure can be mitigated.

- 2.1.2 Footprint Ecology contacted stakeholder groups and their comments were incorporated into the proposed mitigation strategy that sets out a strategic approach to mitigate identified recreation impacts, associated with new housing growth, on Rodborough Common Special Area of Conservation (SAC). The zone of influence needs to be extended out from 3km (current) to 3.9km in-line with the more recent visitor data (Panter & Caals, 2019).
- 2.1.3 The overall strategy objective is to provide a framework under which applications for development likely to have a significant effect can be permitted, with measures in place to ensure that adverse effects on the integrity of the SAC, alone or in-combination, can be ruled out by the Council. The developer has the option to provide appropriate mitigation on site or off. This approach can enable development to progress, while ensuring protection is in place for the SAC. An overview of mitigation measures covered within the strategy is provided in the Mitigation Strategy attached in Appendix A. The package of measures is intended to be flexible and adapt to changing priorities.
- 2.1.4 Following SDC experience with the Interim Mitigation Strategy and looking at best practice elsewhere in England, a new governance structure is proposed with an Oversight Group that can review the amount of money collected and can advise the Director of Place on proposed budget spends. The Oversight Group would ultimately review and advise the Director to help ensure resources are appropriately targeted in line with the amount of housing, funds available, the need to set money aside for long term funding and the priorities for mitigation. The Oversight Group would involve representatives from Stroud District Council, including Ward members or District Councillors with knowledge in biodiversity management matters or a local knowledge of issues around these sites. Determining the membership of the Oversight and Working Groups will be a task delegated to the Director of Place working in consultation with the Chair and Vice Chair of the Environment Committee.



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- 2.1.5 The Mitigation Strategy encourages applications for specific projects from relevant partners that fit with the identified aims. This provides the potential for parish and town councils, other organisations/bodies or community groups with an interest in the Common to promote new opportunities for projects to give the strategy flexibility and ability to adapt to changing circumstances or new opportunities. A new proforma will be made available from the Council for any such applications and the oversight group would have the task of approving any such projects. The proposed working group can meet more regularly and involve a less formal group of those involved in the mitigation delivery. This future working group would ensure coordination of mitigation delivery and encourage the submission of proposals to the oversight group.
- 2.1.6 It is important to note that at Rodborough Common there are some challenges with reliance on alternative sites for mitigation at Rodborough. The zone of influence is small and as a consequence there is a limited geographic area within which to find and provide suitably large alternatives. Rodborough Common has a particular draw for the scenery and flat walks with wide views, and as the visitor survey results (Panter & Caals, 2019) indicate, the most likely alternatives will be similar sites such as Minchinhampton Common or Selsley Common. These are also SSSIs and potentially also sensitive in themselves to increased recreation. As such there is little potential to rely on alternative greenspace as mitigation, particularly given the likely cost of such provision and relatively small housing increase. Alternative sites are therefore not costed or included in this strategy as mitigation for Rodborough Common.
- 2.1.7 Housing growth within the Commons zone of influence is anticipated to be about 600 new dwellings over the life of the Plan. This gives a mitigation cost per dwelling of £994. This figure is prior to the application of any administration fee. The Council can propose using either the existing s106 agreement templates or S111 agreements used as per the Solent SAC. This has a number of advantages in that there would be a standard £100 admin fee per agreement, the mitigation contribution is paid up front and a refund would only be provided if the application does not receive approval, is withdrawn or not implemented (following planning approval). Planning Strategy CIL Team could collect all the fees at the time of signing the agreement and taking all the other planning fees, saving on monitoring, generating demand notices and chasing non-payment. Per dwelling costs should also be adjusted annually in line with inflation. The existing monies collected under the Interim Mitigation Strategy would be transferred to the new Mitigation Strategy budget.
- 2.1.8 The Mitigation Strategy would fully come into operation on the 1st November 2022 and supersede the earlier Rodborough Interim Mitigation Strategy. This will enable any final details on administration of the Strategy to be resolved.

2.2 Cotswold Beechwoods Special Area of Conservation (SAC)

- 2.2.1 The Cotswold Beechwoods Special Area of Conservation (SAC) is a 590ha site located between the settlements of Gloucester, Cheltenham, Cirencester and Stroud, Gloucestershire. The site is designated for the internationally important beech woodlands, and to a lesser extent for calcareous grassland communities. The Cotswold Beechwoods represent one of the most westerly extensive blocks of beech forest that are floristically rich compared to other similar sites. The Beechwoods are mostly high forest, and some areas of remnant beech coppice. Wetter parts of the site are also of interest, with abundant mosses and liverworts which are important conditions for several nationally rare terrestrial snails - all species of ancient woodlands. Furthermore, open areas and woodland margins are important areas for butterflies such as the Silver-washed Fritillary, White Admiral and White-letter Hairstreak. The unimproved limestone grassland of the SAC consists of areas

of glades and rides within the woodland, the largest area being the cheese-rolling slope at Coopers Hill.

- 2.2.2 The Council is working in partnership with relevant Councils in Gloucestershire to provide a framework under which applications for development likely to have a significant effect on the Cotswold Beechwoods SAC can be permitted, with measures in place to ensure that adverse effects on the integrity of the SAC can be ruled out. Joint working on this project has been incorporated into the Local Plan Examination documentation such as the Statements of Common Ground (SOCG). A formal Memorandum of Understanding is also being drawn up for signing with relevant authorities for this Strategy. This should safeguard and facilitate development, while ensuring sufficient protection in place for the SAC. The Strategy applies to larger developments, which may affect the integrity of these sites alone, and smaller developments where cumulative effects may be the critical factor.
- 2.2.3 Like Rodborough Common SAC all new residential growth will be expected to provide mitigation within the identified zone of influence. This was identified as part of the earlier Recreation and Visitor Survey analysis in 2019. Here though mitigation will involve Strategic Access Management and Monitoring ('SAMM'), which relate to managing access and engaging with visitors at the SAC. These measures involve increased staffing, signage, interpretation etc. Alongside SAMM, there is a need to deflect access away from the SAC and provide alternative countryside destinations for people to visit for recreation. Suitable Alternative Natural Greenspace ('SANG') or other infrastructure projects, such as improvements to existing greenspace sites are therefore necessary. These can be provided directly by developers (according to guidelines set out in this strategy) as part of a development or alternatively, where such bespoke SANG is not possible, through contributions.
- 2.2.4 The strategy applies to a zone of influence of 15.4km from the Cotswold Beechwoods, with the boundary of the zone adjusted slightly to reflect the local geography, accessibility, and local authority boundaries. The zone therefore encompasses all of Cheltenham and Gloucester City administrative areas and parts of Cotswold, Stroud and Tewkesbury areas. Counts recorded 770 people (including 201 children and 43 cyclists) and 213 dogs – with an average group size of 2.1 people per group, of which 0.5 were children, 0.1 on a bicycle and with 0.6 dogs per group; Roughly 4.3 times as many people were seen on weekends, than on weekdays. A total of 139 interviews were conducted, with 13% on holiday, 2% staying with friends or family locally and 85% of interviewees on a short visit directly from home. The main activities were walking (without a dog) (45% of interviewees) and dog walking (40%). Most interviewees (67%) had arrived at the survey location by car or on foot (28%).
- 2.2.5 Impacts from recreation in the Beechwoods take a wide range of forms, including:
- Damage: encompassing trampling and vegetation wear, soil compaction and erosion, trampling can also cause direct mortality for some fauna;
 - Contamination: including nutrient enrichment (e.g. dog fouling), litter, invasive species;
 - Fire: increased incidence and risk of fire;
 - Other: all other impacts, including harvesting and activities associated with site management, for example the difficulties in achieving necessary grazing.

Other effects of human trampling include the widening of paths and path erosion. Horses, vehicles and bikes are likely to be more damaging than people on foot. There has been growing awareness of the threats to the Beechwoods from increased recreation use. The

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combination of activities can also create tensions between different users and Stroud District Council has in the past received complaints relating to off-road vehicles and other recreation issues. It was as a result of these growing concerns that Stroud District Council led on this commissioned HRA-related work and the visitor survey.

- 2.2.6 Mitigation will consist of SAMM (Strategic Access Management and Monitoring) and SANG / infrastructure projects away from the Cotswold Beechwoods. These two approaches would complement each other. SAMM measures at the Beechwoods are required to address recreation impacts and make the SAC more resilient to increased recreation. SAMM would comprise: Dedicated staff; Signs and interpretation; Education & awareness raising; Measures to address contamination; Parking and travel related measures; Monitoring. The value of £193 per dwelling is in line with other SAMM tariffs for European sites or lower. As at Rodborough, there is scope for an administration fee to be set for either the preparation of S106 or S111 agreements.
- 2.2.7 Suitable Alternative Natural Greenspace (SANG) are created, or existing greenspaces enhanced, in order to absorb the level of additional recreation pressure associated with new development. Some projects will be expected to be delivered directly by developers through on-site provision. Where a contribution is collected for off-site SANG provision, this will be at a standard rate of £480 per Dwelling.
- 2.2.8 Council officers have worked with adjoining authorities to propose a new governance structure based on the proposed approach at Rodborough Common. As at Rodborough, flexibility is accommodated within the governance structure through the potential for relevant stakeholders and organisations to apply for funding for specific projects, allowing the potential for different mitigation measures to come forward. Any such applications should be made through the delivery officer and the working group. Again, a proforma will be made available for applications which would then be approved by the oversight group containing representatives from all of the constituent authorities. The Mitigation Strategy will come into operation on the 1st November 2022.

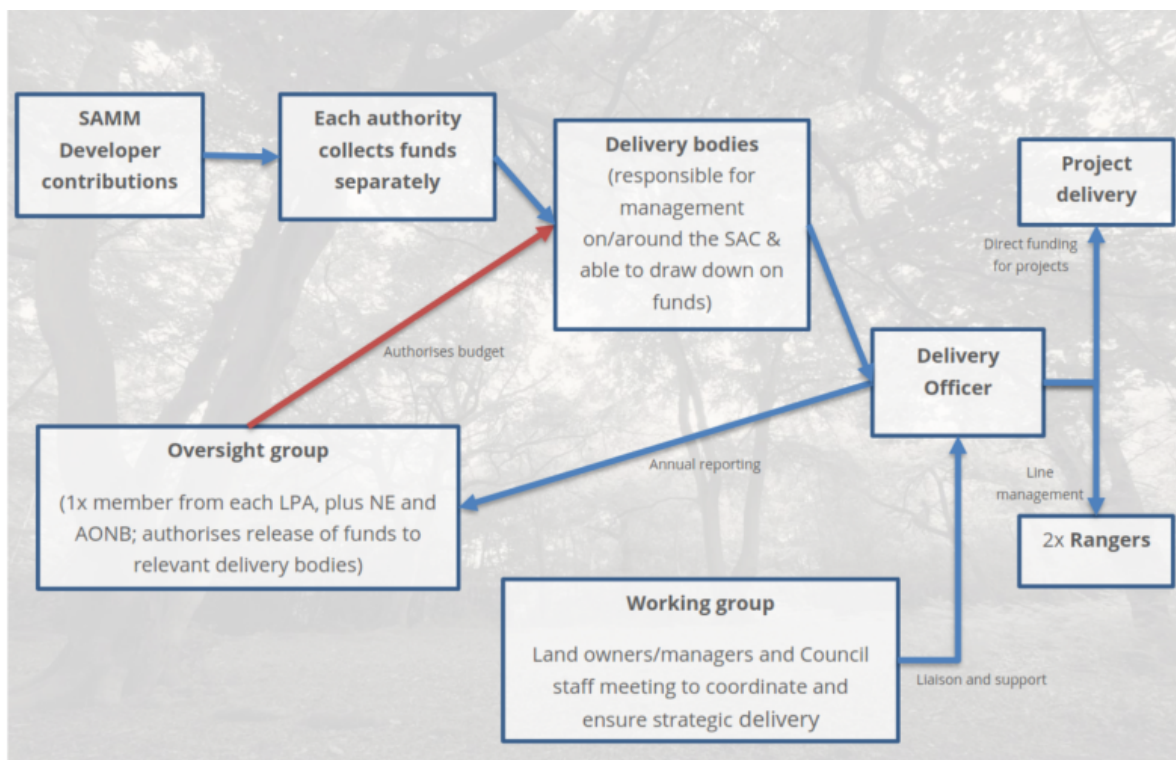


Figure 3: Initial governance structure

3. CONCLUSION

- 3.1 In accordance with our statutory duties under the Habitats Regulations Assessment and the evidence base which accompanies the Local Plan it is concluded that recreation and mitigation strategies are necessary to deal with the impact of development upon these two international sites of acknowledged importance. It is therefore recommended that the Rodborough Common and Cotswold Beechwoods Mitigation Strategies be approved for the avoidance of likely significant adverse effects following work with relevant parties, statutory bodies and agencies. This HRA evidence work is necessary for the Local Plan to be found legally compliant and sound.

4. IMPLICATIONS

4.1 Financial Implications

There is a cost neutral implication to the Council as the strategies envisage only developer contributions being used to deliver the mitigation required, administered by the Council (managed within existing resources (CIL) subject to an additional administration fee) with any spend against the funds overseen by the oversight groups.

Adele Rudkin, Accountant

Tel: 01453 754109 Email: Adele.rudkin@stroud.gov.uk

4.2 Legal Implications

The Conservation of Habitats and Species Regulations 2017 provide for the protection of European sites such as the Cotswolds Beechwoods and Rodborough Common SACs. The Council as a local planning authority must have regard to and comply with the requirements of the regulations in respect of its plan making and development control functions. Development must not affect the integrity of European sites.

The recreation mitigation strategies provide an assessment of the pressures residential development can place upon the SAC's and outline the mitigation measures that should be deployed to avoid harm to the sites.

The strategies can provide a framework for the preparation of the local plan and also the consideration of planning applicants in accordance with the National Planning Policy Framework. Without such strategies it is doubtful that the draft local plan would be found to be sound.

Consequently, it is important that robust mitigation strategies are in place for the SACs in respect of the local plan process and development control functions.

One Legal

Tel: 01684 272012 Email: legalservices@onelegal.org.uk

4.3 Equality Implications

There are no equality implications arising from this report.

4.4 Environmental Implications

The report above sets out the details of significant implications in the Introduction / Background section and in Paragraph 3.1.

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Rodborough Common SAC
recreation mitigation strategy



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Appendix A

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FOOTPRINT
ECOLOGY

Footprint Contract Reference: [REDACTED]

Date: 9th May 2022

Version: Final

Recommended Citation: [REDACTED] Rodborough Common SAC Mitigation Strategy. Report by Footprint Ecology.

Summary

This strategy sets out a strategic approach to mitigate recreation impacts, associated with new housing growth, on Rodborough Common Special Area of Conservation (SAC). The SAC is part of a national network of sites that are of the highest importance for nature conservation and subject to strict legal protection.

The overall objective is to provide a framework under which applications for development likely to have a significant effect on Rodborough Common SAC as a result of an increase in recreational use can be permitted, with measures in place to ensure that adverse effects on the integrity of the SAC, alone or in-combination can be ruled out. This enables development, while ensuring sufficient protection in place for the SAC.

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Acknowledgements

This strategy has been commissioned by Stroud District Council and our thanks to [redacted] for his steer.

We are grateful to the following for advice, information and helpful discussion: [redacted] (National Trust), [redacted] (National Trust), [redacted] (Stroud Valleys Project), [redacted] (Stroud Valleys Project), [redacted] (Natural England), [redacted] (Stroud Valleys Project). [redacted] (Footprint Ecology) produced the maps.

1. Introduction

- 1.1 This strategy sets out a strategic approach to mitigation for recreation, associated with new housing growth, at Rodborough Common Special Area of Conservation (SAC). The SAC is part of a network of European sites that are of particular importance for nature conservation and subject to strict legal protection.
- 1.2 This strategy provides a framework under which applications for development likely to have a significant effect on Rodborough Common SAC can be permitted so that any adverse effects on the integrity are avoided. It updates the previous strategy that has provided mitigation since 2015.

Legislation

- 1.3 The designation, protection and restoration of European wildlife sites is embedded in the Conservation of Habitats and Species Regulations 2017, as amended, which are commonly referred to as the 'Habitats Regulations'. Importantly, the most recent amendments (the Conservation of Habitats and Species (amendment) (EU Exit) Regulations 2019¹) take account of the UK's departure from the EU. Regulation 105 *et seq* addresses the assessment of local plans there is also recent Government Guidance on the interpretation and application of the Regulations².
- 1.4 'European sites³' are the cornerstone of UK nature conservation policy. Each forms part of a 'national network' of sites that are afforded the highest degree of protection in domestic policy and law.

Rodborough Common SAC

- 1.5 Rodborough Common SAC sits on the Jurassic Limestone of the Cotswolds just south of Stroud (Map 1). It is the most extensive area of semi-natural dry

¹ The amending regulations generally seek to retain the requirements of the 2017 Regulations but with adjustments for the UK's exit from the European Union. See Regulation 4, which also confirms that the interpretation of these Regulations as they had effect, or any guidance as it applied, before exit day, shall continue to do so.

² Habitats regulations assessments: protecting a European site. Defra and Natural England. 24 February 2021. <https://www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site> (accessed 4 March 2021)

³ We use this term in line with government guidance (see footnote above) and the Habitats Regulations Assessment Handbook, <https://www.dtapublications.co.uk/handbooks>

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grassland surviving in the Cotswolds and forms part of a much larger network of unimproved grassland, good quality semi-improved grassland and woodland that stretches much of the length of the scarp. The SAC is legally underpinned by Rodborough Common SSSI.

- 1.6 The SAC is designated for the grassland habitat present on the site: the H6210# Semi-natural dry grasslands and scrubland facies: on calcareous substrates (*Festuco-Brometalia*) and this includes the priority feature 'grassland with important orchid rich sites'. The SAC habitat type comprises CG3 *Bromus erectus* grassland and CG5 *Bromus erectus* – *Brachypodium pinnatum* grassland vegetation types (Rodwell, 1992). The site contains a wide range of structural types, ranging from short turf through to scrub margins, although short-turf vegetation is mainly confined to areas of shallower soils. Detailed background to the qualifying features and the conservation objectives are provided by Natural England⁴.
- 1.7 The site lies on a hill bounded either side by the Nailsworth and Frome valleys, with a number of dry valleys cutting into its margins. It thus consists of a central plateau area which drops away steeply on all sides. The wide variation of soil depth, slope and aspect defines the varied species composition and character of the vegetation, which is primarily that of unimproved, herb-rich, calcareous grassland.
- 1.8 The sward on the central plateau is maintained by free-roaming cattle and impacted by heavy public use, while the slopes are more varied with areas of thin skeletal soils grading to thicker soils with scrub. The slopes are particularly species-rich both for plants and insects. There are a high number of orchid species and the Pasque Flower *Pulsatilla vulgaris*. Scrub has developed over scattered parts of the Common, particularly near the margins. Of particular interest are areas containing Juniper *Juniperis communis* (Figure 1). Broadleaved woodland occurs on some of the site margins. The site supports a varied invertebrate fauna including a range of bugs, beetles and moths and rare butterflies such as the Duke of Burgundy *Hamearis lucina* (Figure 1), Adonis Blue *Polyommatus bellargus* and Small Blue *Cupido minimus*.

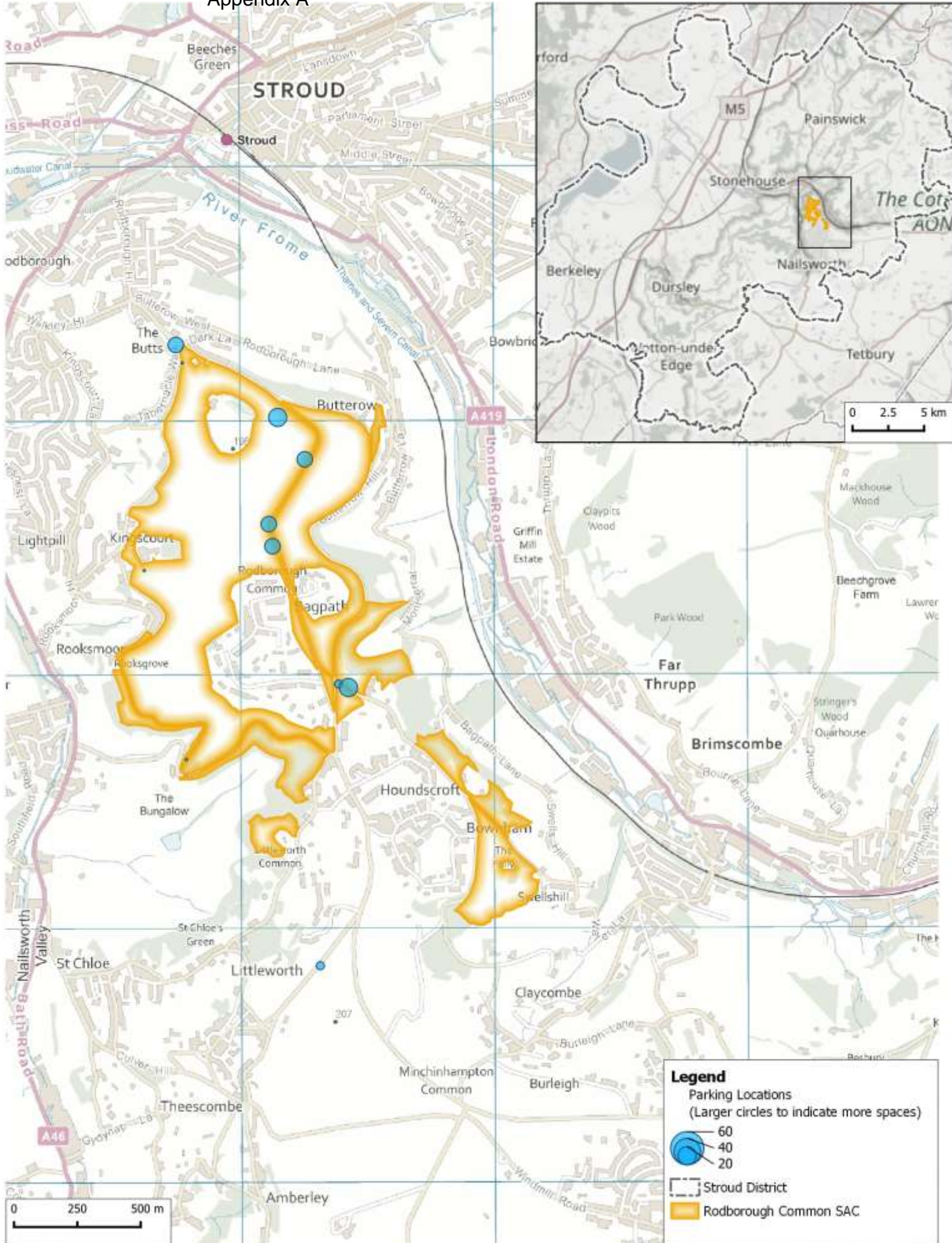
⁴ Supplementary advice:

<http://publications.naturalengland.org.uk/publication/4660867861839872>



Figure 1: Rodborough Common and selected species: Pasque Flower (top left), Duke of Burgundy (lower left) and Juniper (lower right). All images Footprint Ecology.

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 Map 1. Location of the Rodborough Common SAC showing visitor access.
 Appendix A



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- 1.9 Rodborough Common is access land and as such there is a right of access across the site. The Common is also crossed by a number of public rights of way. There is direct access from local housing, particularly towards the west of the site and numerous roads cross the Common, with free parking at around 10 different locations (see Panter & Caals, 2019). One of the attractions that add to the draw of the Common is the Winstones Ice Cream factory.
- 1.10 Visitor surveys at Rodborough Common (Panter & Caals, 2019⁵) highlight that the site is well used by local residents, with 93% of those interviewed on a short visit directly from home. Visits were particularly for dog walking (61% of interviewees) and walking (19%), with other activities including family outing, jogging, picnic and cycling/mountain biking. On average people visited for around an hour and came 1 to 3 times per week. Postcode data reflected local use with visitors living in nearby settlements including Stroud, Rodborough, Woodchester, Thrupp, Lightpill and Kingscourt. The median distance (home postcode to interview location) was 1.9km and 75% of interviewees lived within a 3.9km radius. 87% of visitors lived in Stroud District.
- 1.11 It should be noted that the visitor survey data relates to before the pandemic. Greenspaces in the UK have seen a marked surge in recreation as a result of the Covid pandemic (Burnett et al., 2021; McGinlay et al., 2020; Natural England & Kantar Public, 2021) and many changes, such as increased dog ownership (Morgan et al., 2020) may have long-lasting effects.

Impacts from recreation

- 1.12 This mitigation strategy addresses impacts from recreation use related to new housing growth. The Common's close proximity to Stroud, open access, attractive views and position within the Cotswolds Area of Outstanding Natural Beauty means it is popular destination and draws people for a range of activities. Potential impacts are summarised in Table 1 and further detail and mapping of current impacts are provided by the Stroud Valleys Project (2021).

⁵ The visitor survey is available on the [Stroud District Council website](#)

Table 1: Current and potential impacts of recreation at Rodborough Common. Impacts are listed in approximate order of risk, with the most important at the top.

Impact	Description
Difficulty in achieving conservation grazing	Dogs and people have potential to deter graziers and make the management of the site difficult in the long term. People, dogs and fast moving traffic bring risks of cattle being spooked and running onto roads or being a health and safety risk, e.g. to walkers where they have been previously spooked (e.g. by dogs). There are particular risks in relation to road traffic at times of poor visibility. There is also risk of public opposition to grazing animals (e.g. from damage to parked vehicles, visitors being scared, muck etc.) that then result in challenges to manage properly and achieve the necessary grazing management.
Soil compaction/wear/erosion	Feet and bikes following same routes year-round results in damaged sward, loss of vegetation and damage to soil. Paths widen over time and further paths form, resulting in further damage. Monitoring has shown increases in footfall leading to path widening, loss of species diversity and sward quality (Stroud Valleys Project, 2021).
Dog fouling	Results in eutrophication (enrichment of soil) leading to change in vegetation and poses disease risk for cattle (adding to issues with achieving grazing).
Public perception	With increased visitor use comes increasing demand for additional facilities and infrastructure, for example additional parking, benches, bins etc. Plus increasing demand for ice cream vans, coffee pods etc. This all has the potential to result in incremental damage, increased litter, further increases in visitors etc. Changing public perceptions of the site as a recreation resource further add to the challenges with respect to grazing.
Fire	Disposable barbeques and portable barbeques result in localised burns/scarring of vegetation (and possible risk of fire in extreme hot/dry weather?).
Spread of non-natives	Non-native plant species can be spread on clothing, fur and wheels. Risk of planting of ornamental trees, shrubs etc by visitors.
Contamination of water	Dogs can enter water troughs and ponds with the risk of contamination of water through proprietary flea treatments, shampoo etc.
Litter	Risks to livestock, possible contamination of soil and increased staff time to clear up.

1.13 The supplementary conservation advice⁶ highlights that the management of livestock grazing and public recreation are the main issue for achieving favourable condition of the site. Management is complex as the site is a registered Common, which has particular implications in terms of grazing rights, consultation requirements and the potential to erect fencing. The steep slopes and numerous roads create further challenges. High levels of public recreation use mean that achieving the necessary conservation management in the long term is increasingly challenging.



Figure 2: The busy roads and roadside parking provide challenges for safe and effective long-term grazing

⁶ Produced by Natural England, see <http://publications.naturalengland.org.uk/publication/4660867861839872> accessed 4th May 2022

Approach to mitigation to date

- 1.14 An interim mitigation approach was established in 2015⁷ by Stroud District Council, in accordance with Policy ES6 (and supporting text) in the 2015 Stroud District Local Plan. The Council worked collaboratively with Natural England, the National Trust, the Rodborough Commoners and Stroud Valleys Project to devise an agreed strategy whereby monies were collected through S106 agreements were used to fund a suite of mitigation measures. The strategy applied to all new residential development within a 3km radius of the SAC. This approach enabled development while ensuring sufficient protection was in place for the SAC.
- 1.15 The interim strategy estimated housing growth in the zone of influence to be around 600 dwellings and the mitigation identified at the time was estimated to cost £119,500. The contribution per net dwelling was therefore £200.
- 1.16 Over the period 2015-2021, in line with the measures identified in the strategy, the developer contributions have been used or are committed to fund:
- Contribution towards a cattle grid at the Tablernacle;
 - Core funding for awareness raising work by the Stroud Valleys Project;
 - Participation by Stroud Valleys Project in the Stroud Festival of Nature in 2018, 2019 and Cattle Marking Day events in 2018, 2019. To be repeated in 2022;
 - Design and distribution of leaflets by the Stroud Valleys Project;
 - Surveys of Rodborough Common, including botanical survey work, path width survey and citizen science skylark surveys;
 - Information Board provision working with National Trust.
 - Erection of grazing paddocks electric fencing and dismantling/storage, with the National Trust;
 - Drone Survey working with National Trust and Stroud Valleys Project
 - Scrub clearance on selected slopes working with National Trust;
 - Cattle drinking trough provision and maintenance.

Strategy update

- 1.17 Stroud District Council has been working on a review of its Local Plan and this was submitted for examination in October 2021. Habitats Regulations

⁷ <https://www.stroud.gov.uk/media/208829/agenda-document-pack-19-march-2015.pdf>

Assessment (HRA) of the Local Plan Review has highlighted the need for the Rodborough Common interim strategy to be brought up to date.

- 1.18 There are currently around 24,529 dwellings within 3.9km of Rodborough Common (across all local authorities) and the submission version of the Local Plan Review includes 10 allocations of 560 new dwellings within 3.9km of Rodborough Common SAC. We therefore estimate that there could be around 600 dwellings (allowing for some windfall), an increase of around 2% over the period to 2040.
- 1.19 The strategy needs to be updated to address this scale of change and also:
- The zone of influence needs to be extended out from 3km to 3.9km, In-line with the more recent visitor data (Panter & Caals, 2019);
 - The mitigation measures need to be reviewed and costs updated, particularly in light of the Covid pandemic and associated increased use of greenspaces for recreation and upsurge in dog ownership.
- 1.20 This strategy therefore updates the interim strategy and sets out the mitigation approach necessary to accompany the Stroud Local Plan Review.

2. Mitigation measures

2.1 A package of mitigation measures is summarised in Figure 3 and these cover targeted habitat management work (additional to routine management), access infrastructure, wardening, awareness raising and monitoring. These measures are set out in detail in Appendix 1, which includes costs for each.



Figure 3: Overview of mitigation measures covered within the strategy

2.2 The package of measures is intended to be flexible and adapt to changing priorities. There needs to be the scope that mitigation money can be directed as necessary should new priorities or opportunities arise, for example in relation to changes in how the site is grazed.

2.3 In many cases, such as the targeted removal of non-native species and the increased ranger time, the measures are intended to fit with current management but provide for additional effort or changes to routine management to address the additional issues associated with gradually increasing levels of recreation use.

2.4 The measures include for a review of parking. This is intended to be a feasibility study or options appraisal to consider the potential for changes to parking provision at Rodborough Common and to support more sustainable

forms of transport. This is a difficult issue and could be contentious, and as such warrants careful consideration, review and planning. There are at present around 10 different parking locations around the Common and in virtually all cases visitors disperse from the parking with no clear route or direction indicated. Parking locations do not necessarily have a clear boundary. There may therefore be options to adjust the amount of parking capacity, rationalise parking, better direct visitors and improve engagement. The challenges with any changes relate to public opposition and the risk of deflecting parking. A review may be best done after a series of counts of parked vehicles (which is costed within the monitoring). The review should be undertaken by a specialist consultancy with the necessary experience with addressing issues at other sites and an understanding of the landscape sensitivity and particular requirements around commons.

- 2.5 The measures identified are targeted at Rodborough Common, which is the SAC. It is however important to recognise the connectivity with the other nearby grassland sites, especially Minchinhampton Common. Visitor use, traffic flows and grazing management are linked between the two sites and therefore there may be merit in some of the mitigation measures being extended beyond Rodborough Common if this ensures the effectiveness of mitigation in relation to the SAC.
- 2.6 Many strategic approaches to mitigation rely on Suitable Alternative Natural Greenspace ('SANGs') to deflect access. There are some challenges with reliance on SANG for mitigation at Rodborough. The zone of influence is small and as a consequence there is a limited geographic area within which to find and provide suitably large alternatives. Rodborough Common has a particular draw for the scenery and flat walks with wide views, and as the visitor survey results (Panter & Caals, 2019) indicate, the most likely alternatives will be similar sites such as Minchinhampton Common or Selsley Common. These are also SSSIs and potentially also sensitive in themselves to increased recreation. The 2019 visitor survey at Rodborough Common included a question about whether interviewees might use a new country park and only 14% of interviewees indicated that they thought they might use such a facility and this figure dropped to just 11% for dog walkers only. As such there is perhaps little potential to rely on alternative greenspace as mitigation, particularly given the likely cost of such provision and relatively small housing increase.
- 2.7 SANGs are therefore not costed or included in the strategy as mitigation for Rodborough Common. This conclusion should however be revisited in

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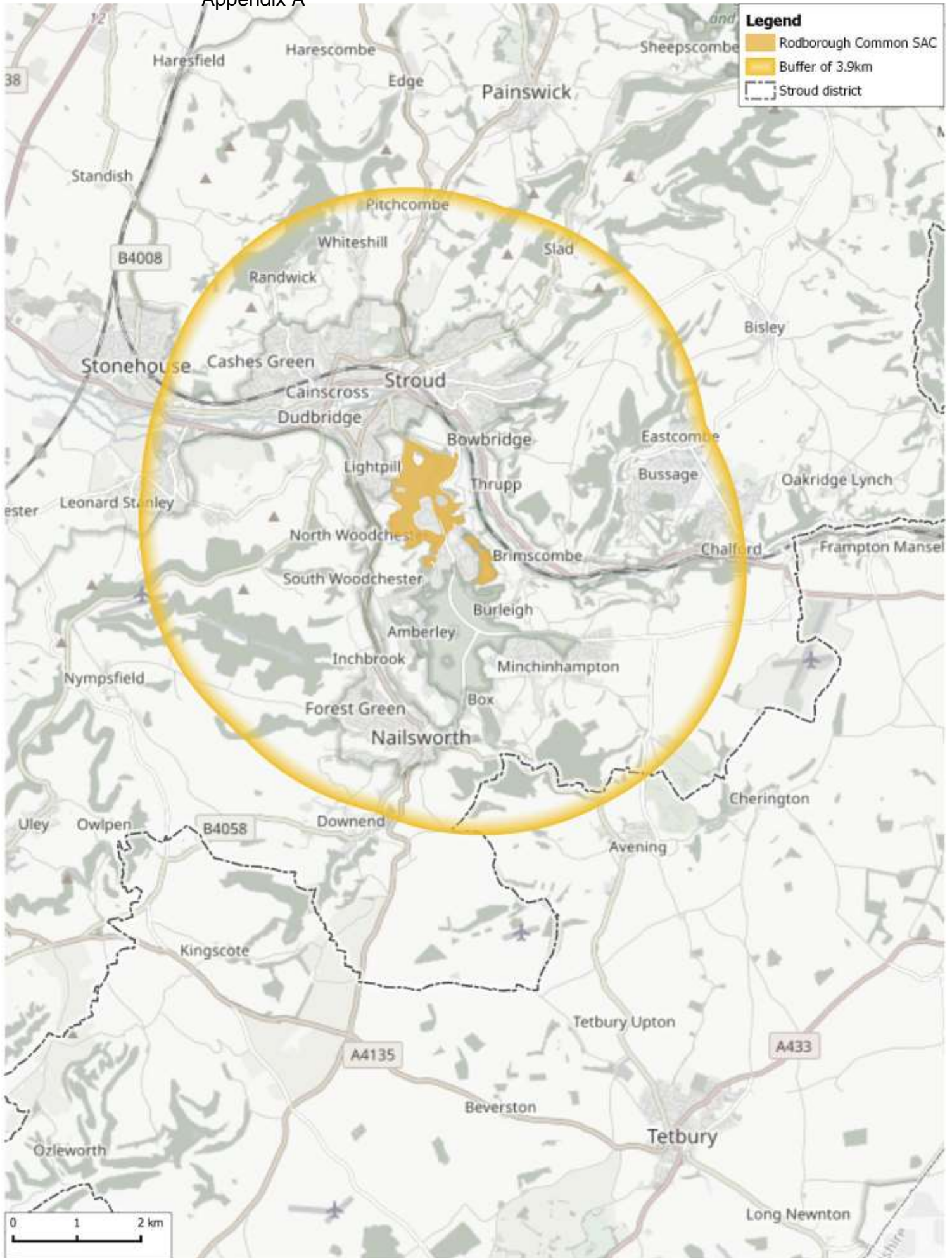
future reviews of this strategy as SANGs are likely to be relevant as mitigation for recreation impacts to the Severn Estuary SAC/SPA/Ramsar and to the Cotswold Beechwoods SAC and implemented in the near future with respect to these European sites. As SANGs therefore become established in the general area they may serve to reduce the recreation pressure on Rodborough Common and monitoring data can be used to review the role of SANG as mitigation at Rodborough.

3. Implementation

Types of development

- 3.1 This strategy applies to any development granted planning permission that results in a net increase in residential units (i.e. C3 Use Class), located within 3.9km of Rodborough Common SAC (see Map 2).
- 3.2 While the strategy is focussed towards C3 Use Class, there are other uses and forms of development that may have impacts on the SAC. Examples of other uses are listed below and will need to be assessed on a case-by-case basis:
- Houses in Multiple Occupation (sui generis);
 - Residential institutions within the C2 Use Class where the residents are not severely restricted by illness or mobility;
 - Student accommodation;
 - Sites for gypsy, travellers and travelling showpeople;
 - Tourist accommodation, including self-catering, caravan and touring holiday accommodation.
- 3.3 For the above types of development, this strategy can provide a means of ensuring effective mitigation. While in general each unit for the above could be considered a single dwelling, there may be a need to adjust the rate of contribution for different types, for example according to occupancy rates for tourist accommodation. This will need to be assessed on a case by case basis.

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 Map 2: Rodborough Common SAC showing the Zone of Influence.
 Appendix A



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Cost per dwelling

- 3.5 Mitigation measures – as summarised in Section 2 and Appendix 1 – are estimated to cost £607,530.
- 3.6 Mitigation money collected to the end of 2021 and not currently allocated is £11,289. This figure is deducted from the overall cost of mitigation to give an overall cost of £596,241.
- 3.7 Housing growth is anticipated to be around 600 new dwellings over the life of the Plan (see para 1.18). This gives a cost per dwelling of £994. This is prior to the application of any administration fee. This standard fee is calculated by spreading the cost of the necessary mitigation across the amount of planned development. The estimated overall cost does not allow for inflation or discounting and administration fees will be set by Stroud District Council.
- 3.8 The mitigation costs include in-perpetuity funding and a 10% contingency. Per dwelling costs should be adjusted annually in line with inflation.

Securing developer contributions

- 3.9 Developer contributions will be paid by planning obligation through a payment prior to commencement (Section 106 Agreement or unilateral undertaking). A model S106 agreement template available to assist applicants. The mitigation strategy is designed to enable development by ensuring mitigation for Rodborough Common SAC and impacts from urbanisation and recreation can be secured, however the option remains for developers to seek their own solutions. Any development that involves a net increase in residential properties within the zone of influence that opted out of contributing to the strategy would need to rule out adverse effects on integrity to Rodborough Common SAC through the provision of a shadow Habitats Regulations Assessment, which would need to be agreed with Natural England and the Council. Any necessary mitigation would need to be secured in perpetuity.

Time covered by strategy and review points

- 3.10 The strategy covers the period 2022-2040. This means the strategy is aligned to the period covered by the Local Plan Review and the costs relate to the overall costs of delivering the mitigation necessary for the Plan. However, costs and the mitigation measures should be reviewed on a 5 year basis and the strategy updated as necessary every 5 years, or in line with the next Plan review.

In-perpetuity

- 3.11 Mitigation needs to be effective in the long-term, lasting as long as necessary to address any impacts. It is however difficult to predict how access patterns will change in the long-term, and issues and priorities for mitigation may change over time. The pandemic has resulted in marked shifts in how people use their local greenspaces and this may have implications well into the future.
- 3.12 Costs have been derived assuming that mitigation will be delivered in-perpetuity⁸. Implementation of measures will be phased with housing growth, ensuring sufficient mitigation is in place before new housing is occupied. This means not all measures will be instigated at once and the amount of time each measure needs costing for will vary. Some measures will be short term in nature or will need to only run for a certain period. In estimating costs for mitigation, we have assumed only additional wardening time will be necessary for 80 years but all other measures have been costed over different time periods, as relevant and appropriate.

Appropriate assessment

- 3.13 A Habitats Regulations Assessment (HRA) refers to the several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a European site before deciding whether to undertake, permit or authorise it.
- 3.14 Any additional residential development within 3.9km of Rodborough Common SAC is likely to have a significant effect on the SAC, either alone or in combination with other proposals.
- 3.15 This strategy provides the framework for mitigation measures to comply with local plan policy and thereby enable Stroud District Council as competent authority to conclude through appropriate assessment that there is no adverse effect on the integrity of the Rodborough Common SAC from increased recreation, alone or in-combination with other plans or projects.
- 3.16 There may be instances when the applicant will be required to provide further information and agree to further avoidance and mitigation measures

⁸ In line with other mitigation strategies this assumed to be 80 years.

to ensure adverse effects can be ruled out – this may be the case where development is in particularly close proximity to the site, there are other potential risks to Rodborough Common SAC (besides recreation impacts) or there are risks to other European sites besides Rodborough Common.

Governance

- 3.17 It is essential that there is flexibility in how mitigation money is spent and priorities and issues may change over time. The costs allow for a broad package of mitigation measures which are sufficient to enable adverse effects on integrity from recreation to be ruled out but over time there may be different options or alternatives. Actual costs of work or mitigation delivery may change over time, and it will therefore be necessary for the funds to be reviewed at regular intervals.
- 3.18 A governance structure will therefore be established with an oversight group that can review the amount of money collected and authorise the budget. This oversight group would ultimately be responsible for ensuring resources were appropriately targeted in line with the amount of housing, funds available, the need to set money aside for long term funding and the priorities for mitigation. That group would be best established involving representatives from Stroud District Council and could include Ward members or District Councillors and Natural England. Stroud District Council welcome applications for specific projects from relevant partners that fit with the aims of the strategy and mitigation delivery and could provide alternatives or value for money. This provides the potential for parish and Town Councils, other organisations/bodies or community groups with an interest in the Common to promote new opportunities for projects to give the strategy flexibility and ability to adapt to changing circumstances or new opportunities. A proforma is available from the Council for any such applications and the oversight group would have the task of approving any such projects.
- 3.19 A working group can also meet more regularly and involve a less formal group of those involved in the mitigation delivery. This working group would ensure coordination of mitigation delivery and encourage the submission of proposals to the oversight group.
- 3.20 A suggested governance structure is shown in Figure 4. The mitigation costs include for some administrative support as shown in the diagram.

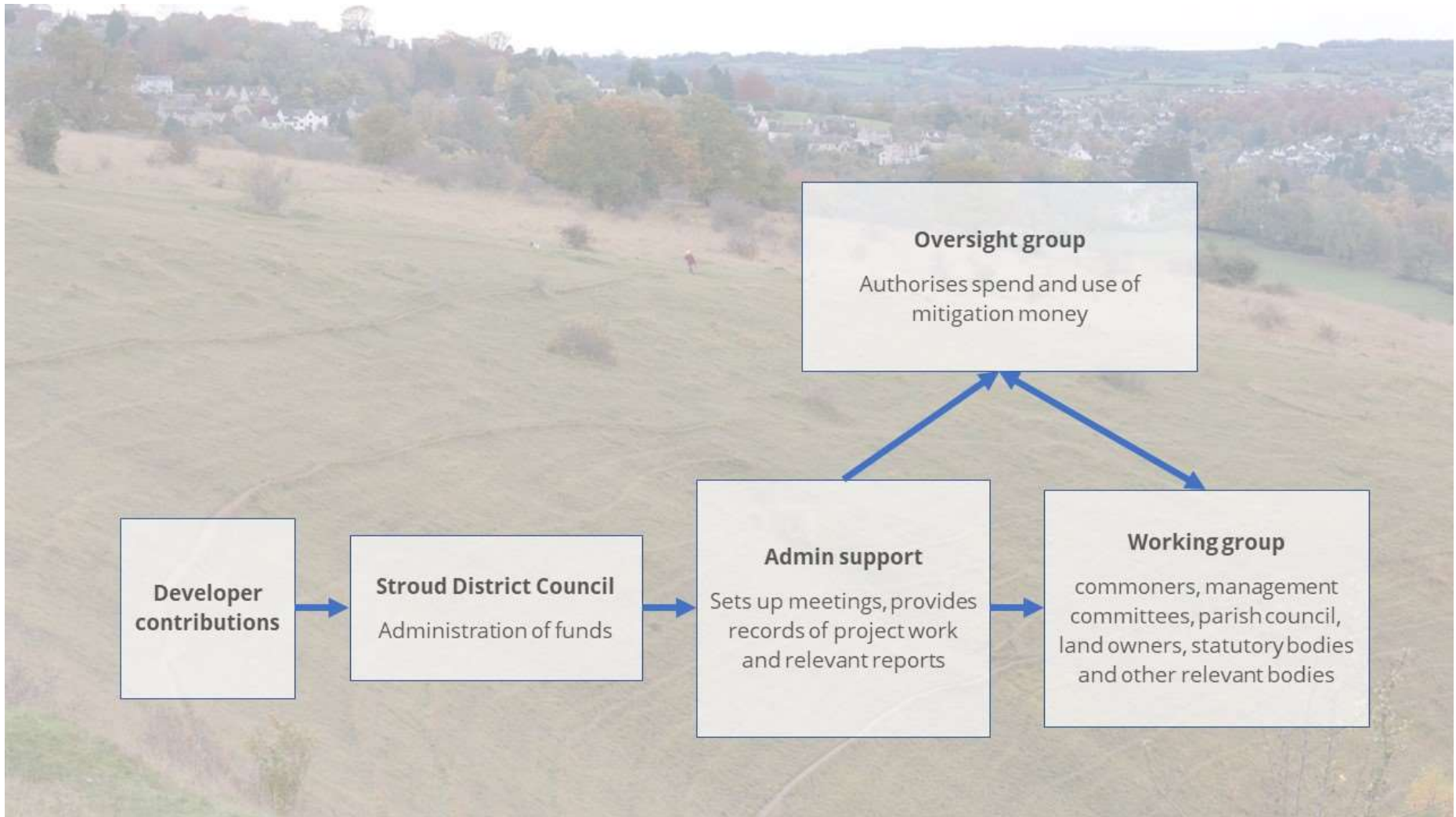


Figure 4: Suggested governance structure

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Appendix 1: Measures and costs

The table overleaf summarises the mitigation measures and costs included within the strategy.

The overall cost of mitigation delivery is £580,690. This includes contingency funding and in-perpetuity costs for certain elements, but excludes any administration fee. No account has been made for inflation or discounting.

Mitigation measures and costs

Type of measure	Measure	Potential delivery	One-off cost	Annual cost	Multiplier for annual cost	Total cost	Notes
Habitat & grazing management	Targeted removal of non-native species and selected scrub	NT		£2,500	10	£25,000	Funding specific to remove invasive species and managing scrub to ensure livestock can easily move away when people/dogs approach. Not funding routine habitat management
Habitat & grazing management	Specialist advice and subsequent implementation of measures to reduce risks to cattle from traffic	various	£12,000			£12,000	Costs to provide specialist advice on long term options to address risks to cattle from traffic and recreation. Budget to then implement measures based on the advice with options to put in traffic calming measures, further signage, purchase reflective collars or use GPS tags to allow virtual fencing.
Access Infrastructure	Review of parking to include feasibility study and options appraisal of potential parking interventions	NT	£5,000			£5,000	Would identify scope to sensitively rationalise and change parking to facilitate engagement and better manage visitor flows. Should include potential to encourage more sustainable forms of transport
Access Infrastructure	Improvements to parking	NT	£25,000			£25,000	Budget to provide contribution towards measures identified in review/feasibility study
Access Infrastructure	Waymarking / signage	NT	£2,000			£2,000	Budget to provide for sensitive and appropriate waymarking/signage, as needed to direct visitor flows. Potential to try and reduce footfall in some areas to allow recovery.
Rangers/staff time & face-face engagement	Increased ranger time to cover additional site visits	NT		£2,700	80	£216,000	Annual cost provides approximate costs for 1.5 day staff time per month, assuming £25,000 p.a. salary plus 35% to cover NI etc and support costs and 225 days worked in a year.

Rodborough Common SAC Mitigation Strategy

Type of measure	Measure	Potential delivery	One-off cost	Annual cost	Multiplier for annual cost	Total cost	Notes
Rangers/staff time & face-face engagement	Establish volunteer ambassador scheme and volunteers	SVP/NT/MRCA C	£2,000	£3,600	25	£92,000	Scheme would strengthen local community links and give volunteers skills and confidence to engage with visitors and help influence visitor behaviour. Annual cost provides approximate costs for 2 day staff time per month, £25,000 p.a. salary plus 35% to cover NI etc and support costs. One-off costs to cover additional training (e.g. around communication with dog walkers). MRCAC are currently setting up a pilot volunteer 'friends' scheme and this could inform how such a scheme would look and work.
Awareness raising	Events	SVP/NT/MRCA C?	£500	£2,000	20	£40,500	Funding for attendance and support at events, such as Marking Day and Stroud Festival of Nature, with these providing the opportunity to communicate key messages around conservation and responsible access, potential for volunteer recruitment. Annual costs to help cover staff costs, travel costs and specific materials plus one-off cost to cover equipment such as a gazebo. Also scope for dedicated events to be run for visitors and volunteers (e.g. around dog training or responsible dog walking).
Awareness raising	Increased social media use and content	SVP/NT/MRCA C?			20	£0	This would be to promote conservation importance of site, engagement with local residents and visitors and support for volunteer ambassadors. This work area could be undertaken alongside the volunteer ambassador scheme and covered by the staff costs allocated to that work area

Rodborough Common SAC Mitigation Strategy

Type of measure	Measure	Potential delivery	One-off cost	Annual cost	Multiplier for annual cost	Total cost	Notes
Monitoring	Botanical survey including mapping non-native species	SVP		£2,000	5	£10,000	Surveys in line with previous surveys by Stroud Valleys Project and including mapping of non-native species. Cost £2000 per survey, budget for 5 surveys
Monitoring	Fixed point photography	SVP		£1,000	5	£5,000	Surveys repeated annually but unlikely to be necessary in-perpetuity
Monitoring	Drone surveys	consultant/NT		£5,000	3	£15,000	Provision of high resolution aerials to allow accurate mapping of vegetation (scrub) and paths. Cost per survey estimated at £5000, budget allows for 3 surveys
Monitoring	Visitor survey	consultant		£10,000	4	£40,000	Visitor survey to cover counts of parked vehicles and interviews with random sample of visitors, extended to selected parts of Minchinhampton Common to better understand links in access use between two sites. Survey undertaken at 5 year intervals and results used to help target awareness raising, signage etc with survey incorporating questions around mitigation effectiveness and awareness raising. Scope for budget to be targeted if necessary around particular mitigation measures such as how best to achieve behavioural change. Cost per survey estimated at £10,000, budget for 4 surveys.
Rangers/staff time & face-face engagement	Administration support	SDC?		£3,600	18	£64,800	Annual cost provides approximate costs for 2 day staff time per month, assuming £25,000 p.a. salary plus 35% to cover NI etc and support costs and 225 days worked in a year..

Rodborough Common SAC Mitigation Strategy

Type of measure	Measure	Potential delivery	One-off cost	Annual cost	Multiplier for annual cost	Total cost	Notes
TOTAL			£46,500	£32,400		£552,300	
10% contingency						£55,230	
TOTAL (with contingency)						£607,530	

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Cotswold Beechwoods SAC Recreation Mitigation Strategy



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Appendix B

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FOOTPRINT
ECOLOGY

Footprint Contract Reference: [REDACTED]

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Version: Final

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Summary

This strategy sets out a strategic approach to mitigate recreation impacts, associated with new housing growth, on the Cotswold Beechwoods Special Area of Conservation (SAC). The SAC is part of a national network of sites that are of the highest importance for nature conservation and subject to strict legal protection.

The overall objective is to provide a framework under which applications for development likely to have a significant effect on the Cotswold Beechwoods SAC can be permitted, with measures in place to ensure that adverse effects on the integrity of the SAC can be ruled out. This enables development, while ensuring sufficient protection in place for the SAC. The strategy applies to larger developments, which may affect the integrity of these sites alone, and smaller developments where cumulative effects may be the critical factor.

The strategy applies to a zone of influence of 15.4km from the Cotswold Beechwoods, with the boundary of the zone adjusted slightly to reflect the local geography, accessibility and local authority boundaries. The zone therefore encompasses all of Cheltenham and Gloucester administrative boundary and part of Cotswold, Stroud and Tewkesbury.

Within the zone of influence, all new residential growth will be expected to provide mitigation. Mitigation will involve Strategic Access Management and Monitoring ('SAMM'), which relate to managing access and engaging with visitors at the SAC. These measures involve increased staffing, signage, interpretation etc.

Alongside SAMM, there is a need to deflect access away from the SAC and provide alternative countryside destinations for people to visit for recreation. Suitable Natural Alternative Greenspace ('SANG') or other infrastructure projects, such as improvements to existing greenspace sites are therefore necessary. These can be provided directly by developers (according to guidelines set out in this strategy) as part of a development or alternatively, where such bespoke SANG is not possible, through contributions.

The strategy is a long-term approach and will be subject to regular review and will provide a rolling programme of mitigation.

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Acknowledgements

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1. Introduction

Overview

- 1.1 This strategy sets out a strategic approach to mitigate recreation impacts, associated with new housing growth, on the Cotswold Beechwoods Special Area of Conservation (SAC). The SAC is part of a network of European sites that are of particular importance for nature conservation and subject to strict legal protection.
- 1.2 The overall objective is to provide a framework under which applications for development likely to have a significant effect on the Cotswold Beechwoods SAC can be permitted so that any adverse effects on the integrity are avoided. This enables development, while ensuring sufficient protection in place for the SAC. The strategy applies to larger developments, which may affect the integrity of these sites alone, and smaller developments where cumulative effects may be the critical factor.

Legislation

- 1.3 The designation, protection and restoration of European wildlife sites is embedded in the Conservation of Habitats and Species Regulations 2017, as amended, which are commonly referred to as the 'Habitats Regulations'. Importantly, the most recent amendments (the Conservation of Habitats and Species (amendment) (EU Exit) Regulations 2019¹) take account of the UK's departure from the EU.
- 1.4 Regulation 105 *et seq* addresses the assessment of local plans and there is also Government Guidance on the interpretation and application of the Regulations². The legislation places strict statutory protection on European sites.

¹ The amending regulations generally seek to retain the requirements of the 2017 Regulations but with adjustments for the UK's exit from the European Union. See Regulation 4, which also confirms that the interpretation of these Regulations as they had effect, or any guidance as it applied, before exit day, shall continue to do so.

² Habitats regulations assessments: protecting a European site. Defra and Natural England. 24 February 2021. <https://www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site> (accessed 31 August 2021)

- 1.5 The 'precautionary principle' is an accepted principle that is embedded within the wording of the legislation, and latterly within case decisions, both European and domestic. Essentially, a competent³ authority should only give effect to a plan or authorise/undertake a project after having ascertained that it will not adversely affect the integrity of the European site, alone or in combination. This means that in the absence of certainty, the plan or project should not normally proceed (subject to the further exceptional tests set out within the legislation).
- 1.6 A competent authority should should apply a precautionary approach where uncertainties remain. Competent authorities should have enough evidence to satisfy themselves that there are feasible measures to prevent adverse effects. These should be feasible in terms of cost, practical implementation, timeliness and attributing responsibility.
- 1.7 This strategy for the Cotswold Beechwoods SAC provides a robust and comprehensive consideration of the avoidance and mitigation measures that will adequately prevent adverse effects on the European site in terms of recreation pressure. This strategy is therefore a solution to the legislative duties placed on the relevant local planning authorities, and is an enabling strategy, unblocking potential Habitats Regulations Assessment (HRA) issues at the individual development project level where recreation pressure is difficult to mitigate for on a piecemeal basis because it relies on a suite of integrated activities.
- 1.8 It is within this context that a strategic approach should be developed. A strategic approach is built on the principle that by putting together a suite of interrelated measures, that work collectively to target key mitigation areas such as visitor education, dedicated staff, visitor infrastructure improvements or providing alternative locations for some aspects of recreation, a robust multi-layered strategy can give certainty in effectiveness and resilience. The multiple measures approach across these different themes also gives certainty that if a small number of measures do not work in the way in which they were intended, they will not critically alter the

³ A competent authority is defined in regulation 7 of the Habitats Regulations and in essence is any public body or officer exercising public duties, of any kind, and without any exceptions, which may undertake, adopt or give any form of consent, permission, licence or other authorisation for any plan or project that would be likely to have a significant effect on a European site.

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Cotswold Parkwoods SAC Recreation Mitigation Appendix B Strategy

overall objective of preventing adverse effects, if identified and rectified early through monitoring.

2. Cotswold Beechwoods SAC

Qualifying features and conservation importance

- 2.1 The Cotswold Beechwoods SAC straddles the boundaries of Cotswold, Stroud and Tewksbury Districts and totals some 590ha⁴.
- 2.2 The SAC consists of ancient beech woodland, some secondary woodland and a small area of unimproved grassland. The qualifying features⁵ of the Cotswold Beechwoods SAC relate to both the woodland and grassland habitats:
- Asperulo-Fagetum beech forests; and
 - Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia).
- 2.3 The Cotswold Beechwoods represent one of the most westerly extensive blocks of *Asperulo-Fagetum* beech forests and are floristically rich compared to other similar sites. The Beechwoods are mostly high forest, dominated by Beech *Fagus sylvatica*, with Ash *Fraxinus excelsior*, Pedunculate Oak *Quercus robur*, patches of Sycamore *Acer pseudoplatanus* and some areas of remnant beech coppice. Understorey species include Holly *Ilex aquifolium* and Yew *Taxus baccata* with a varied and interesting ground flora. Notable plants include Red Helleborine *Cephalanthera rubra*, Stinking Hellebore *Helleborus foetidus*, Narrow-lipped Helleborine *Epipactis leptochila*, Fingered Sedge *Carex digitate* and Bird's-nest Orchid *Neottia nidus-avis*. Other taxa include a wide diversity and variety, with over 780 species of fungi being recorded at Buckholt Wood alone.
- 2.4 Wetter parts of the site are also of interest, with abundant mosses and liverworts which are important conditions for several nationally rare terrestrial snails, including; *Ena montana*, *Phenocolimax major*, *Acicula fusca* and *Macrogastera rolfii* - all species of ancient woodlands. Furthermore, open areas and woodland margins are important areas for butterflies such as the Silver-washed Fritillary *Argynnis paphia*, White Admiral *Ladoga Camilla* and White-letter Hairstreak *Strymonidia w-album*.

⁴ Figure from the supplementary conservation objectives.

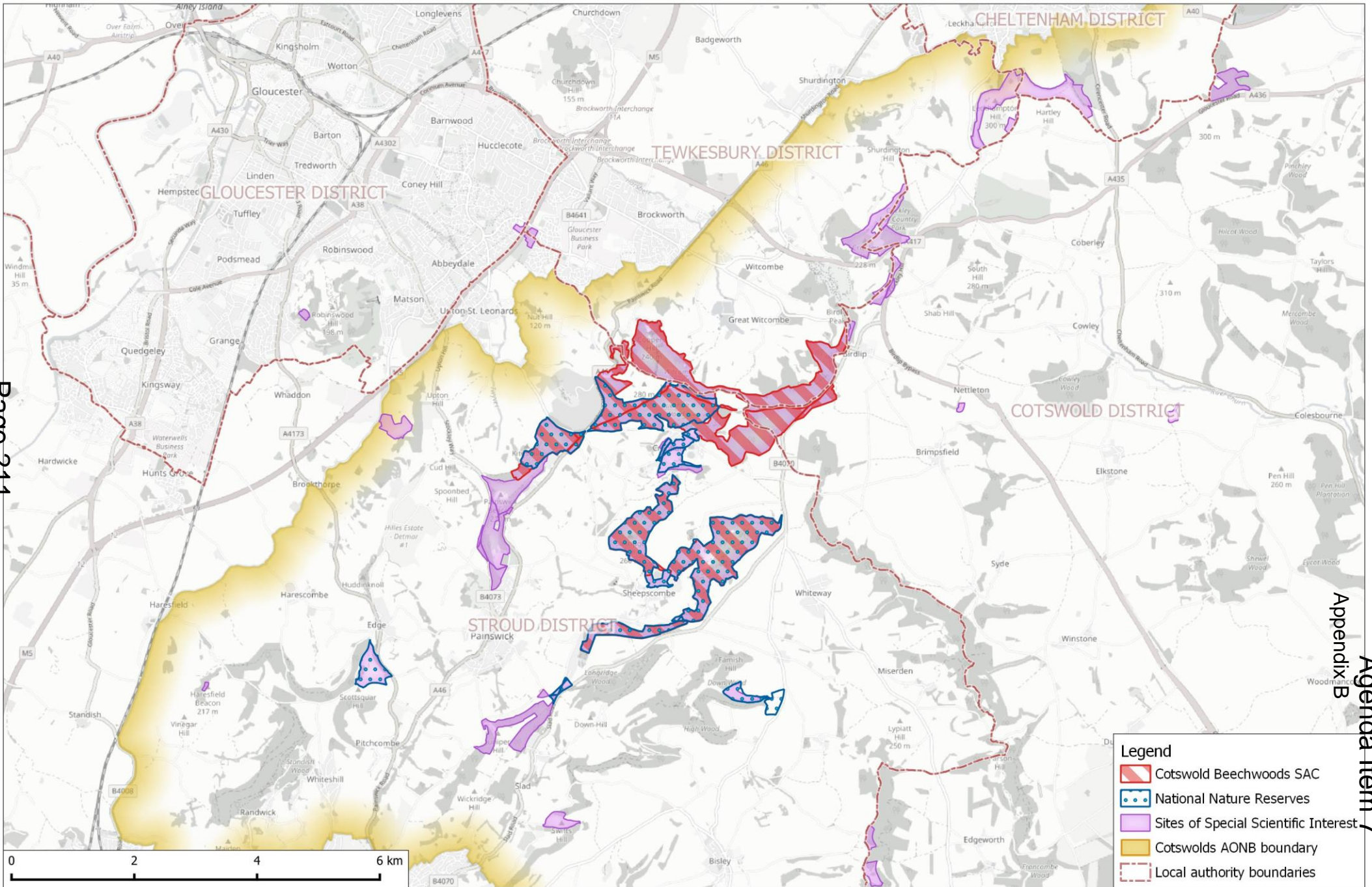
⁵ Full details are in the [SAC citation](#) on the Natural England website

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Cotswold Beechwoods SAC Recreation Mitigation Strategy

- 2.5 The unimproved limestone grassland of the SAC consists of areas of glades and rides within the woodland, the largest area being the cheese-rolling slope at Coopers Hill. The grassland habitat contains Upright Brome *Bromus erectus*, Tor-grass *Brachypodium pinnatum* and Sheep's-Fescue *Festuca ovina*, with Quaking Grass *Briza media* and a wide range of other flowering herbaceous plants.
- 2.6 The component Site of Special Scientific Interest (SSSI) is the Cotswold Commons and Beechwoods and the site is also a National Nature Reserve (NNR), the Cotswold Commons and Beechwoods NNR. Both the NNR and SSSI extend beyond the SAC. The Cotswold Beechwoods are also recognised for their landscape value, lying within the heart of the Cotswold Area of Outstanding Natural Beauty (AONB).
- 2.7 The SAC is shown in Map 1, which also shows the SSSI, NNR and AONB boundaries for context.

Map 1: Location of the Cotswold Beechwoods SAC, within the context of the AONB, NNRs, SSSIs and the local authority boundaries.



Recreation use

Visitor numbers

- 2.8 The Cotswolds AONB receives an estimated 23 million leisure visits a year across the AONB⁶. For the Cotswold Beechwoods SAC an estimate from ORVal (Outdoor Recreation Valuation Tool) predicts 383,678 visits per year to the different areas that are included in the tool; these make up roughly two thirds of the SAC⁷.
- 2.9 Central to visitor access is the Cotswold Way, which runs for a total of 164 kilometres, passing through much of the SAC. It is a clear focus for access and the Cotswold Way Association estimate the path receives over 210,00 visits a year⁸. By contrast, ORVal puts an estimate for the Cotswold Way at 3.8 million visits a year⁹. The length of the Way through the SAC is 6.7 km.

Parking and path networks

- 2.10 The SAC is bisected by roads, has holes of undesignated land within and includes long thin strips of land. As such there a considerable perimeter and there are many access points and paths across the SAC.
- 2.11 The path network derived from OpenStreetMap is shown in Map 3. It can be seen there is a high density of paths, with only a few areas, such as Cranham Wood and Buckle Wood without many paths. Map 3 also highlights the long distance paths; primarily the Cotswold Way, but also to a lesser extent the Gustav Holst Way.
- 2.12 Parking locations which give immediate or very easy access onto the SAC are also shown on Map 3. A total of 27 parking locations are shown, including locations such as pubs and large car parks on the Cotswold Way (e.g. Barrow Wake). These locations have an estimated combined capacity of around 325 parking spaces. It should be noted that this does not include the National

⁶ https://www.swdevelopmentplan.org/wp-content/uploads/2013/05/Cotswolds-AONB-Mgt-Plan-2013_18.pdf

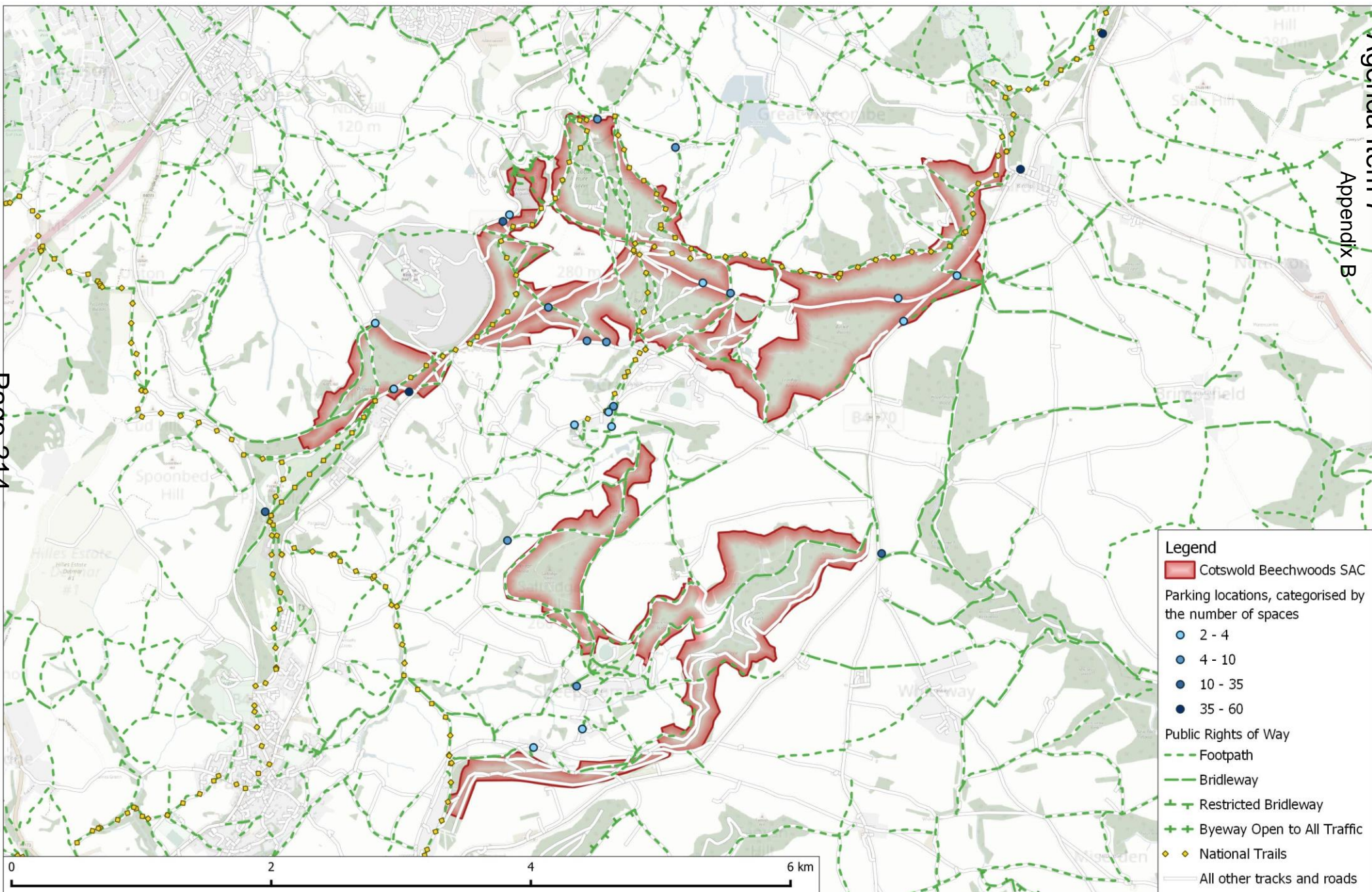
⁷ ORVal developed by the Land, Environment, Economics and Policy Institute (LEEP) at The University of Exeter with funding from Defra <https://www.leep.exeter.ac.uk/orval/> Sites; ID:491 (c. SW half of the SAC): 264,526 visits per year, ID:2255 (Upton Wood) : 62,531, ID:2254 (Cooper's Hill): 56,621.

⁸ <http://cotswoldwayassociation.org.uk/our-other-trails/>

⁹ <https://www.leep.exeter.ac.uk/orval/> ID:12

Trust Old Ebworth Centre which is more a base for the rangers and an education hub.

Map 2: Location of current parking provision and the distribution of paths within the SAC.



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2019 visitor surveys

- 2.13 Visitor surveys were undertaken by Footprint Ecology with members of the public who were visiting the Cotswold Beechwoods SAC in summer 2019 (Panter & Caals, 2019). The visitor survey was commissioned by the local planning authorities in the vicinity of the Cotswold Beechwoods: Tewkesbury, Cotswold, Stroud, Cheltenham and Gloucester City Council (the highway authority), as evidence to inform the HRAs and mitigation requirements of the emerging respective Local Plan documents.
- 2.14 The surveys included counts of people passing and interviews with visitors were conducted in June/July 2019 (outside of school holidays) at 12 survey point locations, for a total of 192 hours covering both weekdays and weekends. The survey points ranged from key well-known, visitor destinations along the Cotswold Way with lots of parking (e.g. Barrow Wake and Coopers Hill), to informal laybys (e.g. B4070 layby) and foot-only access points from nearby villages (e.g. Sheepscombe).
- 2.15 Key findings included:
- Counts recorded 770 people (including 201 minors and 43 cyclists) and 213 dogs – with an average group size was 2.1 people per group, of which 0.5 were minors, 0.1 on a bicycle and with 0.6 dogs per group;
 - Roughly 4.3 times people were seen on weekends, than on weekdays;
 - A total of 139 interviews were conducted, with 13% on holiday, 2% staying with friends or family locally and 85% of interviewees on a short visit directly from home;
 - The main activities were walking (without a dog) (45% of interviewees) and dog walking (40%);
 - Most interviewees (67%) had arrived at the survey location by car or on foot (28%);
 - Interviewee postcodes (those who had travelled directly from home only) showed that interviewees were from: Stroud District (28%), Gloucester District (19%), Tewkesbury District (15%), Cotswold District (11%) and Cheltenham (9%).
 - The median distance between the home postcode and survey location for all interviewees was 7.2 km while for those visiting directly from home the median was 6.0 km and 75% lived within 15.4 km.
- 2.16 Visitor data are summarised in Maps 3-6. Figure 1 summarises the survey results, identifying key visitor groups based on the interview data collected. Seven groups are shown and the size of each rectangle is equivalent to the proportion of interviewees in the group. The blue group is specifically those

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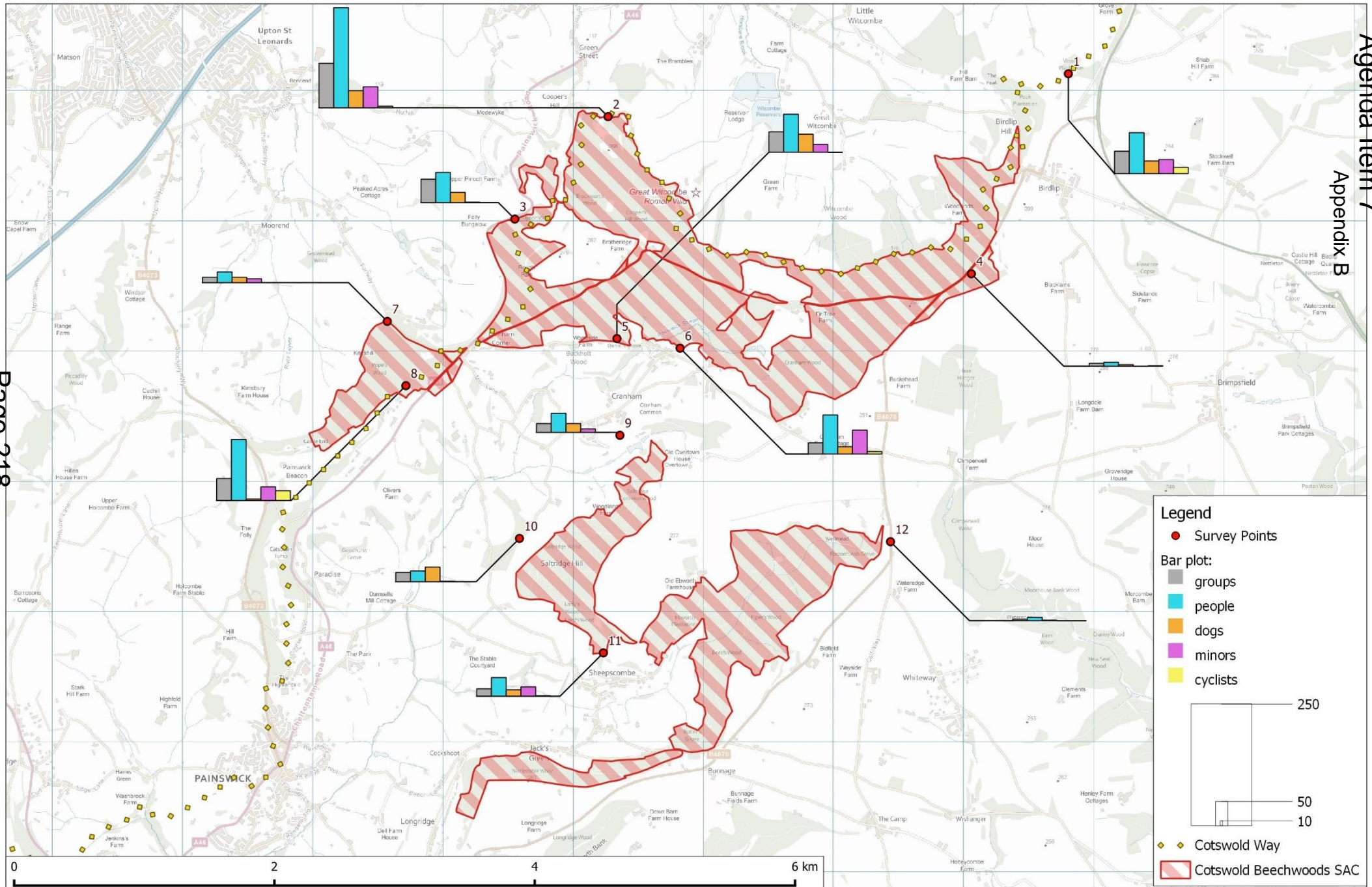
who considered themselves on holiday or staying with friends and not on a day trip (15% of interviewees). These groups come from a very wide area and were mostly walking. The green groups are long distance/regional visitors but who were all on a day trip (49%). Within these three groups were highlighted; a specific group for long distance walkers/runners, long distance day trippers (who were mostly on a first visit) and regional visitors who were infrequent. The two remaining brown groups are very local visitors (34%), with a specific group for those who were on site every day or every other day.

- 2.17 It should be noted that the weather conditions were at times variable. The number of people counted passing (and the number of interviews conducted) was relatively low compared to other European sites surveyed by Footprint Ecology. This is a finding in it' own right. The data collected are similar to those undertaken at other European sites and used to underpin mitigation strategies (e.g. Fearnley et al., 2010; Liley et al., 2006, 2018; Panter & Liley, 2019), however of particular note in the Cotswolds is that relatively few Mountain Bikers were encountered or interviewed during the survey, despite this being known to be a popular activity in the area. The visitor survey report includes discussion on the implications of these omissions and merits for further, targeted survey work.



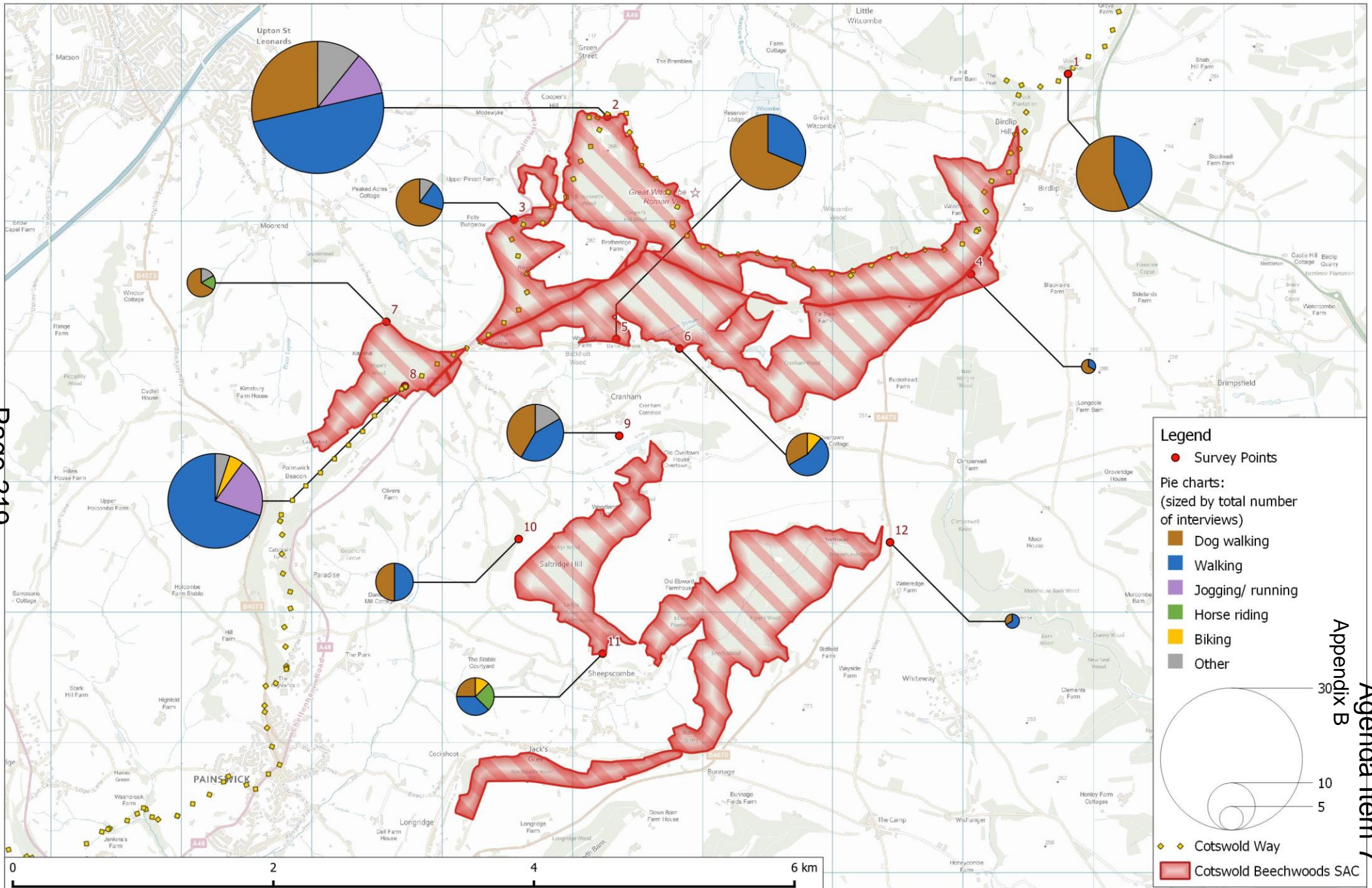
Figure 1: Treemap of visitor profile groups based on the visitor surveys. Group title is given at the bottom and size of the group is relative to the percentage of interviewees (shown in brackets) – it is important to note this is based on the interview data and may misrepresent the cyclists, count data suggested 6% of visitors were cyclists while only 2% of those interviewed were cycling.

Map 3: Bar plots to show the numbers of groups, people, dogs, minors and cyclists observed at each survey point.

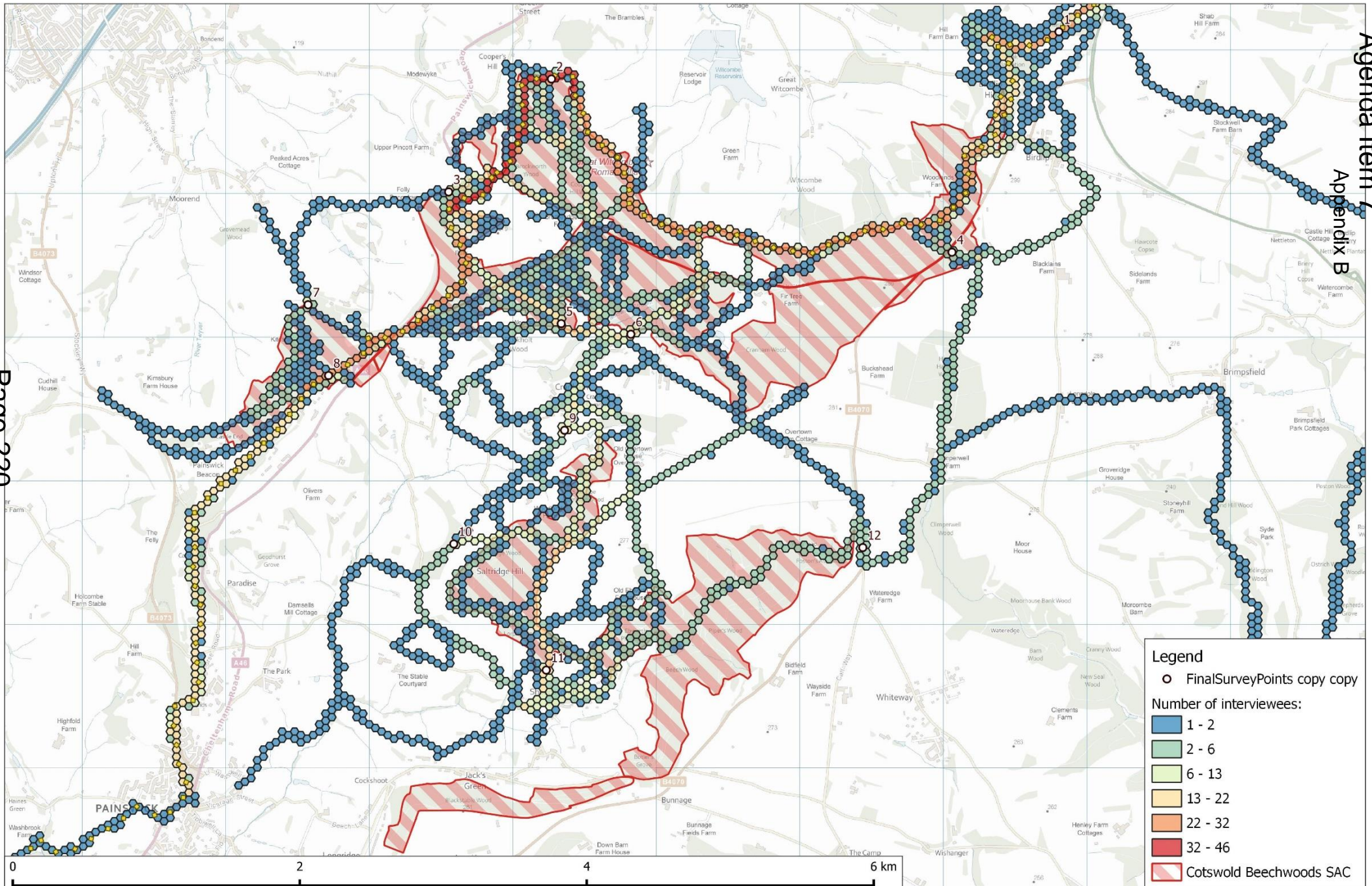


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Map 4: Pie charts to show interviewee activities from surveys. Overall size indicates the relative total number of people.

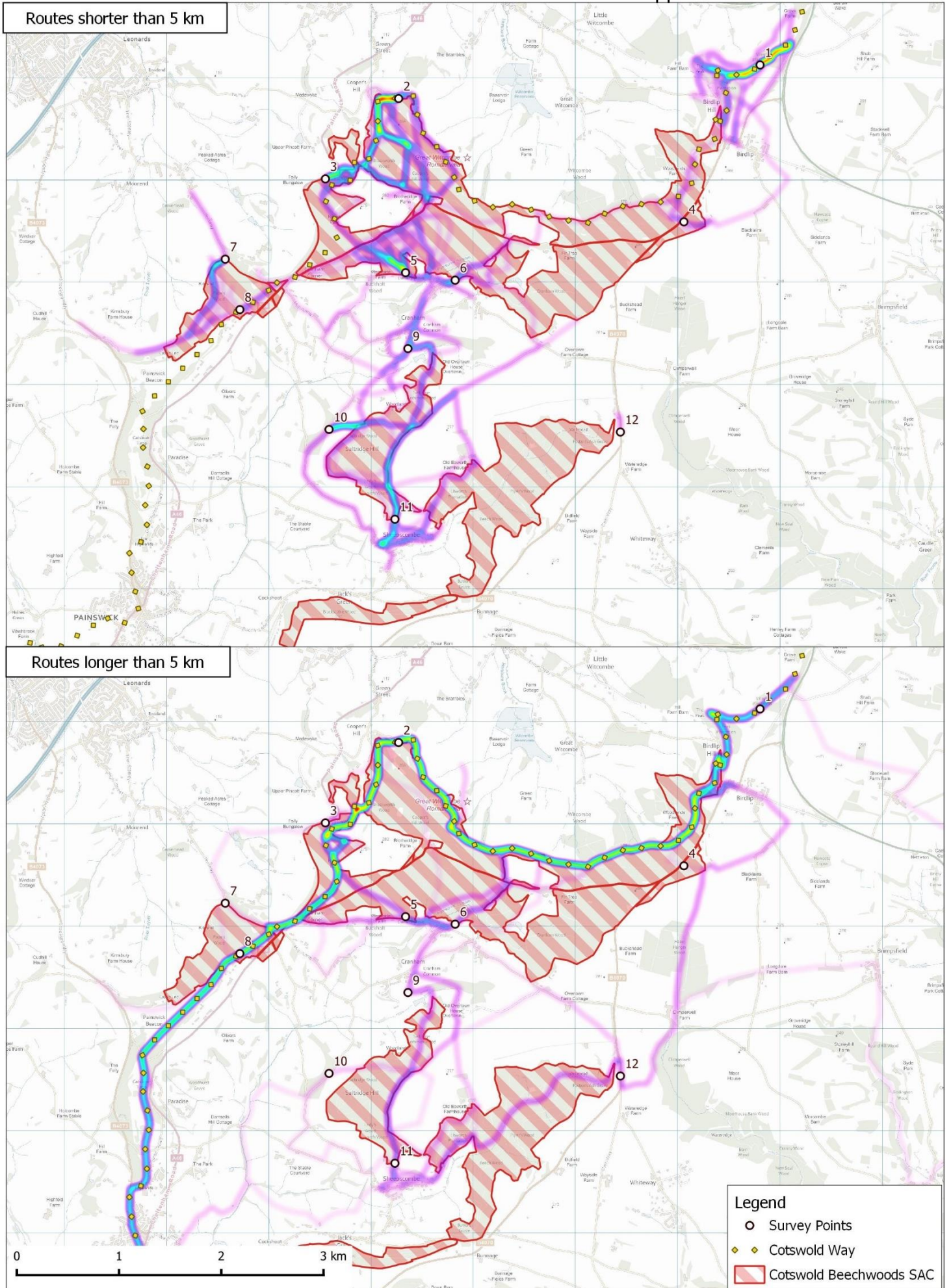


Map 5: Route density from visitor surveys shown using a 50m hexagonal grid.



Map 6: Routes taken by interviewees at Rodborough Common shown as a rainbow heatmap.

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Impacts of recreation

- 2.18 Impacts of recreation on woodland habitats are varied and are summarised in a range of reviews (e.g. Corney et al., 2008; Lake et al., 2020; Lowen et al., 2008; Marzano & Dandy, 2012; Ryan, 2012). Beech woodlands tend lack vegetation at ground level which can mean impacts (such as flattened ground flora) are less obvious and people are perhaps more likely to roam away from paths. Furthermore, some of the rare species associated with the habitat, such as orchids, are patchy and not necessarily predictable in their occurrence.
- 2.19 Impacts from recreation take a wide range of forms, including:
- Damage: encompassing trampling and vegetation wear, soil compaction and erosion, trampling can also cause direct mortality for some fauna;
 - Contamination: including nutrient enrichment (e.g. dog fouling), litter, invasive species;
 - Fire: increased incidence and risk of fire;
 - Other: all other impacts, including harvesting and activities associated with site management, for example the difficulties in achieving necessary grazing.
- 2.20 By **damage** we mean the impacts of footfall (or wheels) on vegetation and soils. Issues relate to vegetation wear, soil compaction and erosion, i.e. largely unintentional consequences from the passage of people, pets and vehicles.
- 2.21 Mechanical damage to plant tissue causes a loss of vegetation cover, changes in the plant composition of the vegetation and loss of species, a reduction in the genetic diversity of clonal species (woodland species such as Bluebell and Wood Anemone are clonal) and a reduction in plant height. Trampling can cause damage to root systems and increase water run-off, soil erosion and compaction with consequences for decomposition and nutrient cycling. Compaction can also cause a reduction in organic matter, affecting fertility and the water infiltration capacity of the soil. Compaction can also impact on mycorrhizal fungi, affecting plant uptake of nutrients from the soil.
- 2.22 Other effects of human trampling include the widening of paths and path erosion. Horses, vehicles and bikes are likely to be more damaging than people on foot (Weaver & Dale, 1978) and damage is more severe on slopes compared to flat ground (Weaver & Dale, 1978). Comparison of motorbikes,

horses and walkers showed walkers and horses were most damaging going downhill whereas bikes more damaging going uphill (Weaver & Dale, 1978);

- 2.23 In addition, damage can be deliberate, for example vandalism.
- 2.24 **Contamination** covers pollution and nutrient enrichment and also encompasses the spread of non-native species. Dog fouling is the main vector for nutrient enrichment as dog excrement and urine is nutrient-rich. The total volume deposited on sites may be surprisingly large. At Burnham Beeches NNR over one year, Barnard (2003) estimated total amounts of 30,000 litres of urine and 60 tonnes of faeces from dogs.
- 2.25 Recreation is one of the major pathways for the spread of non-native species. A systematic review and meta-analysis by Anderson *et al.* (2015) found that the abundance and richness of non-native species was significantly higher at sites with recreation and showed a consistent pattern across terrestrial and aquatic environments and with a range of different activity types (e.g. horses, walkers). Allen, Brown & Stohlgren (2009) also found a positive relationship between the number of non-native species present on sites and the number of visitors.
- 2.26 Contamination also extends to litter and fly-tipping (the latter being linked to recreation as isolated car-parks and lay-bys are often utilised).
- 2.27 **Fires** can be caused accidentally from discarded cigarettes, by sparks from a campfire, BBQs or from burning a dumped or stolen car, from fireworks, as a result of a controlled fire getting out of control, from discarded bottles in strong sunlight, from children playing with matches or similar, and from deliberate arson. While deciduous woodland and grassland habitats in the UK are relatively robust in terms of wild fire risk, there is scope for localised damage. Furthermore, climate change is likely to increase the risks of wildfire and the types of habitat affected (Jolly *et al.*, 2015). It is likely that wildfire incidence will occur in situations and vegetation communities where it has previously been rare or very limited (anon, 2017) and increasingly site managers will have to take active measures to minimise risks on sites.
- 2.28 Public opposition can halt or delay management programmes associated with conservation, such as the control of invasive species (Bremner & Park 2007). It can be a particular problem where livestock grazing is needed and in some cases livestock grazing is untenable on sites popular with dog walkers due to worrying and death of sheep by dogs (e.g. Taylor *et al.* 2005). Access can also influence the distribution of deer within semi-natural

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habitats, potentially meaning deer browsing might be concentrated in some areas.

- 2.29 Another potential issue relates to demand for access and pressure for particular interventions, infrastructure or facilities. On sites with current recreation use visitors may well wish for better path surfacing, toilets, cafes, dog bins etc. Where access is not encouraged or there is no access there may be demand from local people and visitors for access to be provided. These issues can bring added pressure for site managers or a need to compromise between nature conservation and recreation.
- 2.30 There is increasing interest in wild foraging. Non-commercial foraging is often seen as a valuable way in which people engage with the natural environment however, commercial foraging can be at a completely different scale and there is concern that it may in some cases be impacting on features of nature conservation importance, although this is debated. Commercial collecting is in some places prohibited, such as in the New Forest.

Site specific information on recreation impacts

- 2.31 There has been growing awareness of the threats to the Beechwoods from increased recreation use. The combination of activities can also create tensions between different users and Stroud District Council have received complaints relating to off-road vehicles and other recreation issues. It was as a result of these growing concerns that Stroud District Council had commissioned HRA-related work and the visitor survey.
- 2.32 The site improvement plan¹⁰ for the Cotswold Beechwoods SAC identifies public access/disturbance as a threat to the site. The plan states:
- “Public use of the Beechwoods has grown considerably over recent years and damage is becoming more widespread. A particular increase has been the use of mountain bikes and horseriding which use the woods far beyond the limited network of bridleways. This has created numerous additional trackways and so increasing the erosion of the ground flora and potentially opportunities for water erosion. Although the routes away from bridleways are not usually permitted, much of the SAC woodland is NNR or has public access by foot. Hence efforts have been made to provide agreed permissive routes with local*

¹⁰ Available on the [Natural England website](#)

bike groups with the aim of minimising damage whilst still allowing some use. This is still experimental, and much will depend on the scale of use and whether the users stick to the permissive routes. This approach could also be tried with horseriders. Additionally, dog walking has increased within the SAC especially at Coopers Hill where car parking is available. This has become a particular issue where professional dog walkers release large numbers of dogs (up to 12) to run uncontrolled through the woods. This causes disturbance to wildlife as well as local nutrification through dog faeces."

- 2.33 The plan identifies as an action the need for a strategy to address recreation impacts and identifies the National Trust and local authorities alongside Natural England as delivery partners.
- 2.34 The supplementary conservation objectives for the SAC set targets relating to the soil nutrient status and also specifically to the soil structure around the roots of ancient trees. Trampling from human feet linked to recreation use is identified as an issue. The objectives state that recreational use is increasing.

3. Relevant local plans and housing growth

Defining a zone of influence

3.1 Postcode data from the visitor survey provide a means to identify a zone of influence, within which housing growth may result in an increase in recreation use. Postcode data (distance from home postcode to interview location) are summarised in Table 1, which includes breakdowns by visit type, and weekday /weekends.

Table 1: Summary of postcode data (distance (km) from home postcode to interview location) from visitor survey (Panter & Caals, 2019). Q3 in the third quartile (i.e. 75th percentile)

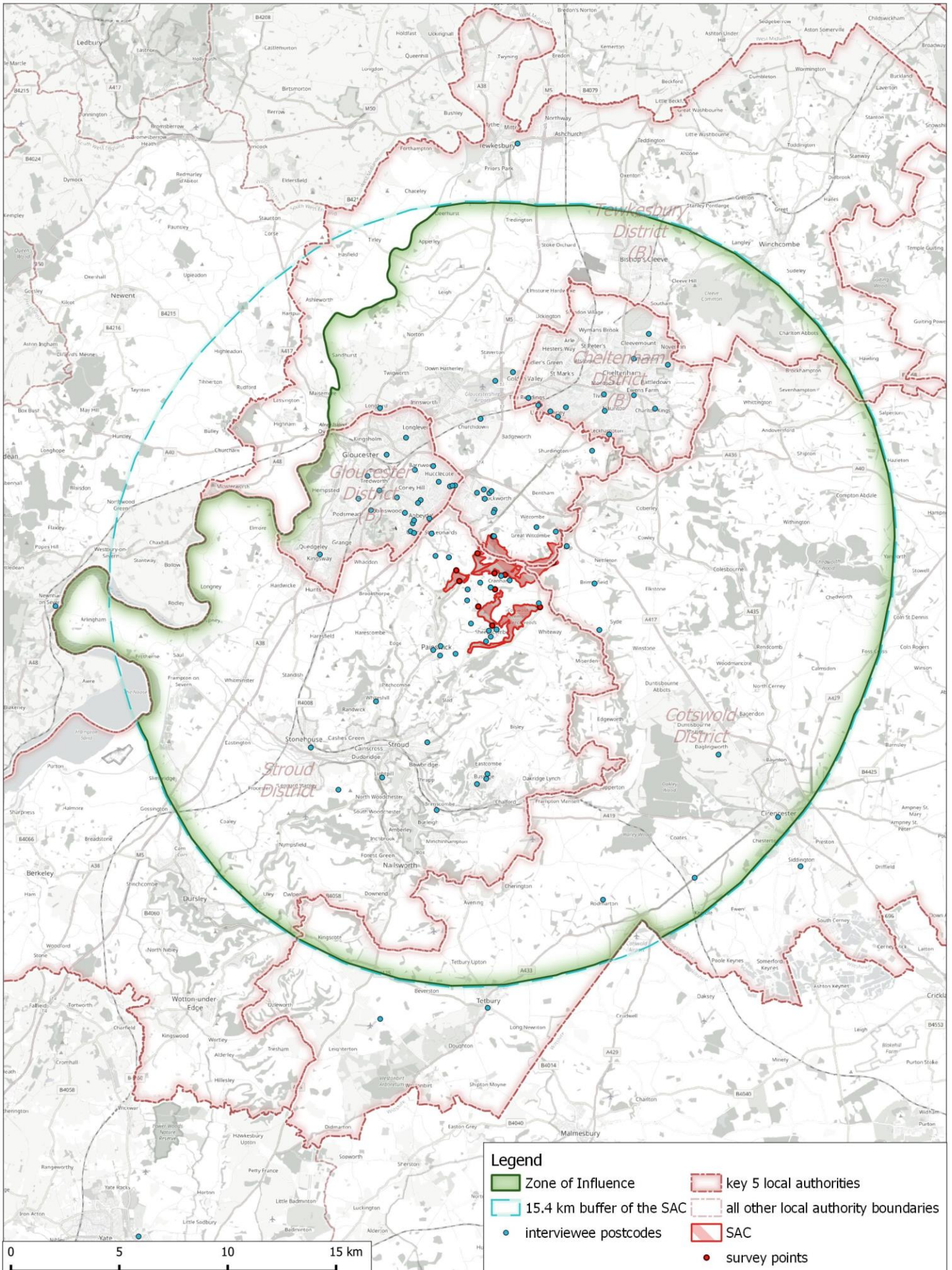
Visit type	Number of interviews	Mean ± Standard Error	Median	Range	Q3
All interviewees	126	27.5 ± 5.2	7.2	0.05 - 465.1	20.5
All interviewees by visit type					
Visiting from home	113	14.9 ± 2.5	6.0	0.05 - 223.5	15.4
Staying with friends/family	2	79.4 ± 67.8	79.4	11.61 - 147.2	-
On holiday	11	147.9 ± 38.3	153	10.20 - 465.1	185.9
Interviewees from home by weekday and weekend					
Weekday	33	18.9 ± 7.2	4.5	0.2 - 223.5	17.8
Weekend	80	13.2 ± 1.9	7.0	0 - 73.1	12.9

3.2 The 75th percentile provides a good basis for a zone of influence as it represents the area from which the majority of visits originate. The data show that the majority of visitors are relatively local, however there are always likely to be a few visitors that travel very large distances, for example the interview data included someone on a visit from home that lived 223km away from the survey point. As such, by using the 75th percentile the area from which most visitors live can be identified (see Liley, et al., 2021 for discussion, examples and best practice). Based on Table 1, 15.4km represents the 75th percentile distance for interviewees who had travelled directly from home. This is shown as a buffer around the entire SAC in Map 7, below.

3.3 The five LPAs of interest; Cheltenham, Cotswold, Gloucester, Stroud and Tewkesbury all had 10% or greater of all interviewees, and as a combined area accounted for a 76% of interviewees. We therefore excluded the other LPAs (Forest of Dean and Wiltshire), and also made a minor amendment to follow the River Severn as there are limited crossing points over the river and

it acts as a barrier to access. For simplicity the zone also dovetails to the Stroud District boundary and includes the peninsula of land which includes the village of Arlingham, just beyond 15.4km. These amendments produce the Zone of Influence shown in Map 7.

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Map 7: Interviewee postcodes, 15.4km buffer of the SAC (the 75th percentile distance of interviewees), and the zone of influence.
 Appendix B



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Relevant local plans and policy

Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS)

- 3.4 Cheltenham, Gloucester and Tewksbury share a strategic planning document, the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy¹¹ which was adopted by the three authorities on the 11th December 2017. The JCS identifies objectively assessed housing need and sets out requirements for strategic sites, covering the period to 2031. It also contains a suite of strategic development management policies. Policy SD9 relates to Biodiversity and Geodiversity. This states that any development that has the potential to have a likely significant effect on an international site will be subject to a HRA.

Cheltenham Plan

- 3.5 The Cheltenham Plan¹² was adopted in 2020 and runs to 2031. Policy BG1 relates to the Cotswold Beechwoods SAC and recreation pressure. This states that all development within the borough that leads to a net increase in dwellings will be required to mitigate any adverse effects. The need for this strategy is identified and the policy required development proposals to contribute towards the mitigation specified or provide information for a bespoke HRA.

Gloucester City Plan

- 3.6 The Gloucester City Plan will provide the development framework for the city through to 2031. The Plan has reached an advanced stage of preparation, currently being examined by the Secretary of State (via the Planning Inspectorate)¹³. Public hearing sessions were held in May and June 2021 and a Main Modifications consultation will take place in February/March 2022 with the expectation that the Plan be adopted in the summer of 2022. The Plan includes Policy E6: Development affecting Cotswold Beechwoods SAC. This states that all development that results in a net increase in dwellings will be subject to Habitats Regulations Assessment for likely significant effects. Any development that has the potential to lead to an increase in recreational pressure on the SAC will be required to identify any potential adverse effects

¹¹ See dedicated [JCS website](#) (or relevant local authority sites) for download

¹² Download link from [relevant page of Cheltenham Borough Council website](#)

¹³ See relevant page on [Gloucester City Council website](#) for details and links

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and provide appropriate mitigation. This will be in accordance with the SAC mitigation and implementation strategy or through a Habitats Regulations Assessment.

Tewkesbury Borough Plan

- 3.7 The Tewkesbury Borough Plan¹⁴ covers the period 2011-2031. The pre-submission version (2019) has policy NAT5 which relates to the Cotswold Beechwoods. All development that leads to a net increase in dwellings will be required to mitigate any adverse effects of increased recreational pressure. Any proposals that would lead to an adverse effect must contribute towards mitigation specified in the SAC mitigation and implementation strategy or through a bespoke Habitats Regulations Assessment.

Cotswold District Local Plan

- 3.8 The Cotswold District Local Plan 2011-2031¹⁵ was adopted in 2018. Policy EN4 lists the Cotswold Beechwoods SAC as one of the internationally designated sites in or near Cotswold District. The policy states the development will be permitted where it does not have significant detrimental impact. Further protection for European sites is provided in Policy EN8 (and supporting text) and Policy EN9.

Stroud District Local Plan Review

- 3.9 The Stroud District Local Plan was adopted in 2015. Work is underway on the Local Plan review and a draft Local Plan was out for consultation in 2019¹⁶. This includes Delivery Policy ES6 which provides for biodiversity and includes wording to ensure adequate mitigation is necessary where there are risks to European sites.

In-combination scale of growth

- 3.10 Data on potential future housing growth to 2031 were provided by the 5 relevant authorities (Cheltenham, Cotswold, Gloucester, Stroud and Tewkesbury), as a series of GIS files¹⁷ indicating potential large sites/allocations accompanied with estimates of growth from small

¹⁴ download [link from the examination library](#)

¹⁵ Download from relevant page on [the Cotswold District Council website](#)

¹⁶ Download from relevant page on [the Stroud District Council website](#)

¹⁷ i.e. spatial data that can be loaded into Geographic Information System 'GIS' software

sites/windfall¹⁸ over different areas. The data are summarised in Appendix 1 and were combined in GIS. Windfall/small sites were calculated as a set percentage uplift in the number of residential dwellings per postcode. The data for all housing across all 5 local authorities, in relation to distance from the SAC, are shown in Figure 2. These estimates of housing growth are approximate and a snapshot in time, but highlight the scale of growth requiring mitigation.

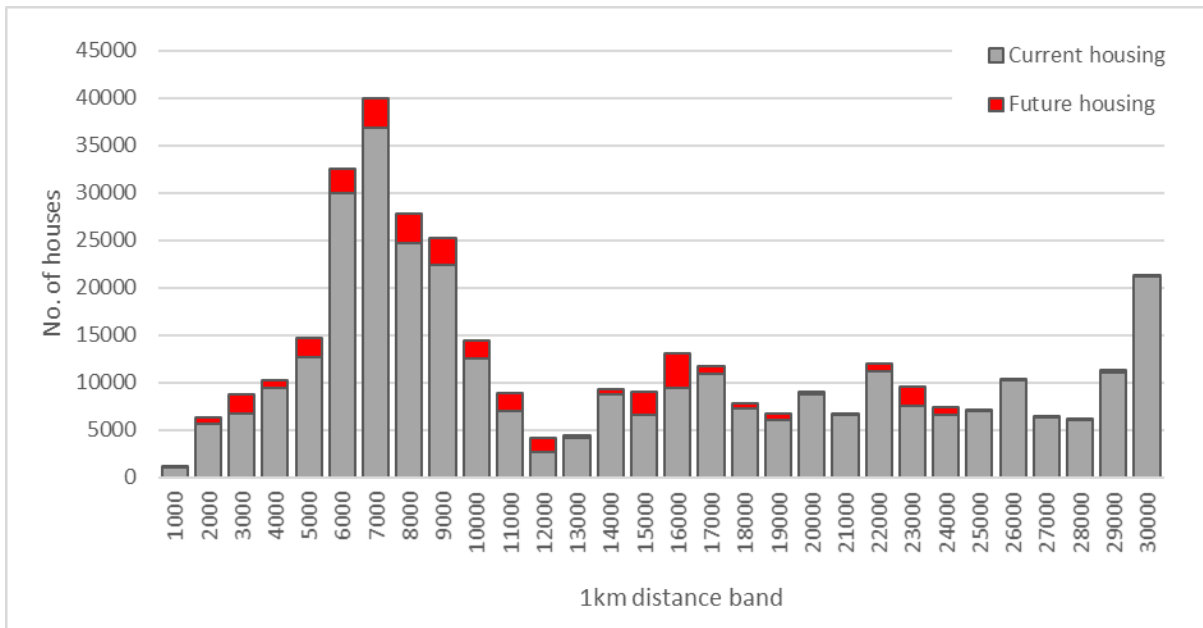


Figure 2: Summary of current and future housing with 1km distance bands of the SAC (based on the 5 LPAs of interest).

3.11 Within the zone of influence there are currently a total of 193,349 dwellings (as of February 2020¹⁹), with 191,848 of these within the 5 local authorities (see Table 2). This estimate of potential housing growth would mean an increase of around 14% in housing within the zone.

¹⁸ windfall sites being those sites that are not allocated in a local plan and are generally small in size

¹⁹ Figures extracted from postcode data in GIS that gives the number of delivery points

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Table 2: Current and future housing within the zone of influence (15.4km). Future housing is for the period to 2031.

District	Current	Future housing: windfall	Future housing: allocations/potential large sites	Future housing total
Cotswold	13,306	491	1,909	2,400
Stroud	39,995	485	11,243	11,728
Tewkesbury	25,421	324	6,632	6,956
Gloucester	57,237	512	920	1,432
Cheltenham	55,889	748	2,933	3,681
Total	191,848	2,560	23,637	26,197

4. Mitigation

- 4.1 A suite of mitigation measures should function together to have confidence that adverse effects arising from recreation have been prevented. In most instances when developing a strategy for development, each measure taken alone is unlikely to give that certainty. A combination of measures, developed and targeted after analysis of available information, gives greater certainty. This is because the combination of measures working together reduces risk and builds in contingency for amending the strategy if some measures do not perform as well once implemented. Other measures can continue to function in the short term whilst some are revised. An integrated suite of measures delivered together also improves efficiency, which in turn adds to effectiveness with improved value for money.

Mitigation approaches in other parts of the UK

- 4.2 Strategic mitigation schemes in other parts of the UK²⁰ provide a useful precedent and provide examples of different mitigation approaches that have, in some cases been long established.
- 4.3 On-site measures such as increased wardening/rangers (often termed SAMM – strategic access management and monitoring) and SANGs are common themes in strategic mitigation for European sites, and all schemes include monitoring to target and hone interventions. Other measures within these schemes have included dog projects (that engage with local dog walkers and promote responsible dog walking), interpretation, changes to infrastructure, codes of conduct and various engagement approaches.
- 4.4 Burnham Beeches and Epping Forest are perhaps of particular relevance given that they are woodland SAC sites, with broadly similar issues from recreation²¹. Schemes are also in place or emerging for the New Forest and the Chilterns Beechwoods. Measures in place at Burnham Beeches include SANGs and also SAMMs²² (electronic interpretation, carefully planned events and promotion to raise awareness, SAC ranger post, visitor surveys) and there is a presumption against any new development within 500m of the

²⁰ such as the Thames Basin Heaths, the Dorset Heaths, the Solent, Epping Forest, Burnham Beeches, South-east Devon, North Kent and Cannock Chase

²¹ albeit note that these sites lack steep slopes and the long distance route. Also mountain biking is not so popular at these other locations.

²² E.g. see [Chilterns and South Bucks SAC mitigation strategy](#)

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SAC. At Epping Forest, Epping Forest District Council²³ have developed mitigation approaches that involve a combination of SAMM and SANG.

- 4.5 Many of these interventions are widespread and commonly used and there are a range of studies that support their effectiveness (e.g. Allinson, 2018; Burger & Leonard, 2000; Medeiros et al., 2007; Williams et al., 2017), however there is little experimental work or similar to explicitly test or directly compare different approaches.
- 4.6 Many of the measures bring wider benefits besides simply providing mitigation. Enhancing access, providing better connections between local people and their environment, providing education resources and providing new green infrastructure all have wide benefits for society and potential economic benefits.

Insights from visitor survey work

- 4.7 The access on the site appears to currently be at a moderate level, but with clear hotspots of access (Cooper's Hill being the busiest). These hotspots are different for the different user groups and therefore management will be tailored across the site – walkers accounted for 70% of interviewees at the survey point behind the Royal William and 40% of them were on holiday (see tally counts in Map 4 and interview data in Map 5).
- 4.8 Around 29% of interviewees were first-time visitors. These will be unfamiliar with the site layout and potentially most likely to refer to interpretation, on-line sources and other information in order to decide where to go and how to plan their visit. First-time visitors and holiday-makers tended to be focussed around locations with facilities (e.g. pubs), key access points (large car parks) and points of interest (e.g. Cooper's Hill). Road signage and to a lesser extent information used to plan the visitor will be key for first time visitors who comprised 29% of interviewees.
- 4.9 Access management should be focused towards the busier weekends – interestingly 21% of interviewees on weekdays were on holidays (compared to only 9% on holiday on weekdays).
- 4.10 A reasonable proportion access of visitors arrived on foot (28%) and therefore might be missed if engagement was focussed around parking

²³ [See position statement](#) on Epping Forest District Council website

locations. Providing sustainable transport routes may have some success, although 83% would not have changed their mode, if other modes been available. Cyclists were rarely able to be approached for interview, emphasizing that face-to-face engagement may be hard with this group.

- 4.11 The Cotswold Way receives a high density of visitor footfall. However, parts of the site appear to be much lower (e.g. SSSI Unit 10). It is likely these are different user groups, and the more challenging engagement is likely to be with those visitors in the quieter/more remote areas where they may be harder to intercept.
- 4.12 An alternative country park location would be popular - 53% of interviewees suggesting they would use such a site. For dog walkers, this was 63%. A new alternative site with views or undulating topography would be popular (based on the alternative sites currently used). Visitors often select the Beechwoods because it is close to home, but the scenery is a very close second and is therefore important to provide alternatives which meet this criteria – given the wide draw, it should be possible to provide intermediate sites which are closer.

Mitigation approaches for the Cotswold Beechwoods

- 4.13 Mitigation will consist of SAMM and SANG/infrastructure projects away from the Cotswold Beechwoods. These two approaches would be complement each other.

SAMM (Strategic Access Management and Monitoring)

- 4.14 SAMM measures at the Beechwoods are required to address recreation impacts and make the SAC more resilient to increased recreation. SAMM would comprise:
 - Dedicated staff;
 - Signs and interpretation;
 - Education & awareness raising;
 - Measures to address contamination;
 - Parking and travel related measures;
 - Monitoring.
- 4.15 Details of all SAMM measures are set out in Appendix 2, with costs for each.
- 4.16 Dedicated staff to deliver a strategic mitigation scheme are essential. Their recruitment should be prioritised over the delivery of other measures,

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because they are fundamental to the effective delivery of those measures. A delivery officer is the initial requirement to project manage the delivery of the strategy and it should be the first aspect of the strategy to be implemented as funds are collected. These would provide face-face engagement and an on-site presence and would undertake wider engagement with the community.

- 4.17 A mobile ranger team is a feature of other mitigation schemes such as the Solent, the South-Devon sites, the Thames Basin Heaths and the Dorset Heaths. In these examples the rangers form a mobile team that spend the majority of their time outside, talking to visitors, influencing how visitors behave and showing people wildlife. The advantage of such an approach is that the staff can focus their time at particular sites/locations as required. This means that as particular projects are set up, as development comes forward, or if access issues become a concern at a particular location, the staff can be present and target their time accordingly. Monitoring data can help inform the ranger effort and ensure their work is directly linked to where development comes forward and where there are issues. This then leaves the delivery officer to focus on overseeing the mitigation strategy and management of specific mitigation projects. Furthermore, with on-site ranger presence, there is the scope to expand/shrink this element to provide flexibility and the ability to respond to changes in the levels of growth coming forward.
- 4.18 The ranger post provides an on-site presence and this will need to be accompanied by complementary measures and resources to raise awareness and communicate to visitors. This will include signage, interpretation and digital communication.
- 4.19 Dog fouling and litter/fly-tipping cause contamination and are particular issues. While the heightened ranger presence will help address these, further measures will include additional dog bins and resources to cover removal of fly-tipping and waste.
- 4.20 Measures relating to parking and travel will be informed by a targeted piece of work (by the Delivery Officer) to assess opportunities to influence visitor flows and numbers through the management of parking and the way people travel to the site. Measures could involve changing the number and distribution of parking spaces, provision of bike racks and other infrastructure, links to bus routes etc.

4.21 Monitoring will be important to pick-up emerging trends, such as changes in access and ensure mitigation measures are targeted to ensure value for money and effectiveness. For example, a common theme in many countryside areas is the changing pattern of cycling use as e-bikes become more affordable and popular. These make cycling a more realistic travel option for many and also influence where people go and how far they cycle. The pandemic has also influenced how people use the countryside, for example through more people working from home and visiting areas near to their homes, potentially seeking quieter areas of countryside. Monitoring is important to pick up such changes and ensure mitigation is targeted appropriately.

SANG (Suitable Alternative Natural Greenspace)/Infrastructure Projects (away from the SAC)

4.22 SANG is the term given to greenspaces that are created or enhanced with the specific purpose of absorbing recreation pressure that would otherwise occur at European wildlife sites. SANGs are created, or existing greenspaces enhanced to create a SANG, in order to absorb the level of additional recreation pressure associated with new development. Such sites are likely to be effective in providing areas for dog walking. SANGs are however not the only way that green infrastructure can provide mitigation. There may be other opportunities, for example through providing dedicated cycle routes or linking up existing cycle and longer walking routes to encourage use away from the SAC. In some other parts of the country, mitigation measures have included provision of dedicated cycling facilities (BMX tracks near heathlands) or very specific measures such as enhancements to parking to increase capacity at countryside sites away from a European site.

4.23 These SANG/infrastructure projects dovetail with SAMM in that they provide additional space for recreation and realistic alternatives to the Cotswold Beechwoods. With SAMM in place, visitors will become more aware of their impacts and access better managed and some use will be deflected away from the Beechwoods entirely. Over time the emphasis for recreation use will shift to the sites enhanced for recreation – such as SANG – rather than the nature reserves.

4.24 All new residential development within the zone of influence will contribute towards SAMM and in addition either provide bespoke SANG (e.g. as part of a large development) or contribute towards SANG/infrastructure projects. This flexibility is important as for example large greenfield allocations may

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be able to provide suitable greenspace while small windfall development is unlikely to be able to deliver any meaningful SANG or green infrastructure. SANG guidelines are set out in Appendix 3.

5. Implementation

Securing developer contributions

5.1 This strategy is intended to set out an approach to enable development through the implementation of measures to rule out adverse effects on integrity for the relevant European sites. Measures are set out and established strategically to ensure they can be delivered and are effective. The option remains for individual developers to provide suitable mitigation through a different approach. Any such cases will need to provide detailed evidence (through a shadow HRA, agreed with Natural England) to support any different measures proposed and rule out adverse effects on the integrity of the Cotswold Beechwoods SAC.

SAMM

5.2 Mitigation involves both SAMM and SANG. SAMM costs are estimated at a total of £5,031,620 (as summarised in Appendix 2). With an estimated 26,197 new houses coming forward (see Table 2), the per dwelling cost is £193. This is prior to the application of any administration fee. This standard fee is calculated by spreading the cost of the necessary mitigation across the amount of planned development. The charge will be adjusted annually to reflect inflation.

5.3 Developer contributions for SAMM will primarily be collected through planning obligations through Section 106 agreements ('S106') or unilateral undertaking. There is scope for each authority to set the administration fee or vary the cost according to dwelling size (e.g. number of bedrooms) as relevant.

5.4 The value of £193 per dwelling is in line with other SAMM tariffs for European sites or lower. For example, SAMM costs for Penhale Dunes SAC in Cornwall are £180 per dwelling²⁴; in Dorset they are £406 per house²⁵; in the

²⁴ <https://www.cornwall.gov.uk/media/wmvnoxzz/european-sites-mitigation-spd-july-2021-marine-and-terrestrial-sites.pdf>

²⁵ <https://www.dorsetcouncil.gov.uk/documents/35024/309543/Dorset+Heathlands+2020-2025+SPD+Adopted.pdf/bda03d74-cbc9-57c9-b3be-6253ba2825fb>

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New Forest they range from £320 to over £800 depending on the size of the dwelling²⁶

SANG/Infrastructure Projects (away from the SAC)

- 5.5 SANGs/infrastructure projects will be secured through CIL or planning obligation. Some projects will be expected to be delivered directly by developers through on-site provision. The types of potential projects and guidelines are set out in Appendix 3.
- 5.6 Where a contribution is collected, this will be at a standard rate of £480 per dwelling (prior to any administration fee). Details of how this figure is calculated are set out in Appendix 4.

Types of development

- 5.7 This strategy applies to any future development granted planning permission that results in a net increase in residential units (i.e. C3 Use Class), located within 15.4km of the Cotswold Beechwoods SAC. The strategy still applies to development covered by multi-stage consents even if the project had already been authorised by the first or principal consent.
- 5.8 While the strategy is focussed towards C3 Use Class, there are other uses and forms of development that may have impacts on the SAC. Examples of other uses are listed below:
- Houses in Multiple Occupation (sui generis);
 - Residential institutions within the C2 Use Class where the residents are not severely restricted by illness or mobility;
 - Student accommodation;
 - Sites for gypsy, travellers and travelling showpeople;
 - Tourist accommodation, including self-catering, caravan and touring holiday accommodation.
- 5.9 For the above types of development, this strategy provides a means of ensuring effective mitigation can be delivered, but they will need to be assessed on a case-by-case basis. While in general each unit for the above

²⁶ https://newforest.gov.uk/media/2237/Adopted-Mitigation-Strategy/pdf/Mitigation_for_Recreational_Impacts_SPD_May_2021_ADOPTED.pdf?m=637568561878200000

could be considered a single dwelling, there may be a need to adjust the rate of contribution for different types. For example, the rate could be adapted according to occupancy rates for tourist accommodation. Project level HRA for tourist applications will need to consider the location and type of use with respect to the Beechwoods, as for example a city centre hotel in Gloucester would have a very different impact compared to a campsite adjacent to the SAC.

Overlaps with other strategies

5.10 There are strategic mitigation schemes in place or being developed for other European sites and in some areas the zones of influence will overlap. Of particular relevance are:

- Rodborough Common SAC: updated strategy (2022) includes a 3.9km zone of influence;
- North Meadow and Clattinger Farm SAC: interim strategy has a zone of 8km;
- Severn Estuary SPA/SAC/Ramsar: original strategy includes a 7.7km zone of influence, visitor survey work and update to strategy on-going in 2022.

5.11 Where zones overlap it will be necessary to ensure mitigation for all relevant European sites and SAMM contributions will therefore be necessary for each European sites. Depending on the SANG requirements in each strategy, multiple SANG payments may not be necessary.

Governance

5.12 The strategy relates to mitigation delivery across multiple land ownerships using monies collected from different local authorities. Governance needs to ensure appropriate use of resources and ensure a clear structure to authorise finances (allowing flexibility and adaptability to circumstances). There will be the need to make decisions relating to priorities for funding in the initial years, ensuring mitigation delivery matches housing growth.

5.13 An initial governance structure is summarised Figure 3 and would provide the means to ensure transparency and fairness. The structure could evolve with time, but as suggested would involve one authority acting as the accountable body, and a group comprising a member from each authority providing oversight. The working group could include site managers and Council staff and would meet to ensure smooth functioning, coordination of

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mitigation delivery and practical implementation, providing support for the delivery officer.

- 5.14 Flexibility is accommodated within the structure through the potential for relevant stakeholders and organisations to apply for funding for specific projects, allowing the potential for different mitigation measures to come forward. Any such applications should be made through the delivery officer and the working group. A proforma will be made available for applications which would then be approved by the oversight group.
- 5.15 Figure 3 only includes SAMM payments, however the oversight group would also be responsible for overseeing the SANG/Infrastructure Projects, in terms of the overall approach and authorising the use of any strategic money collected.

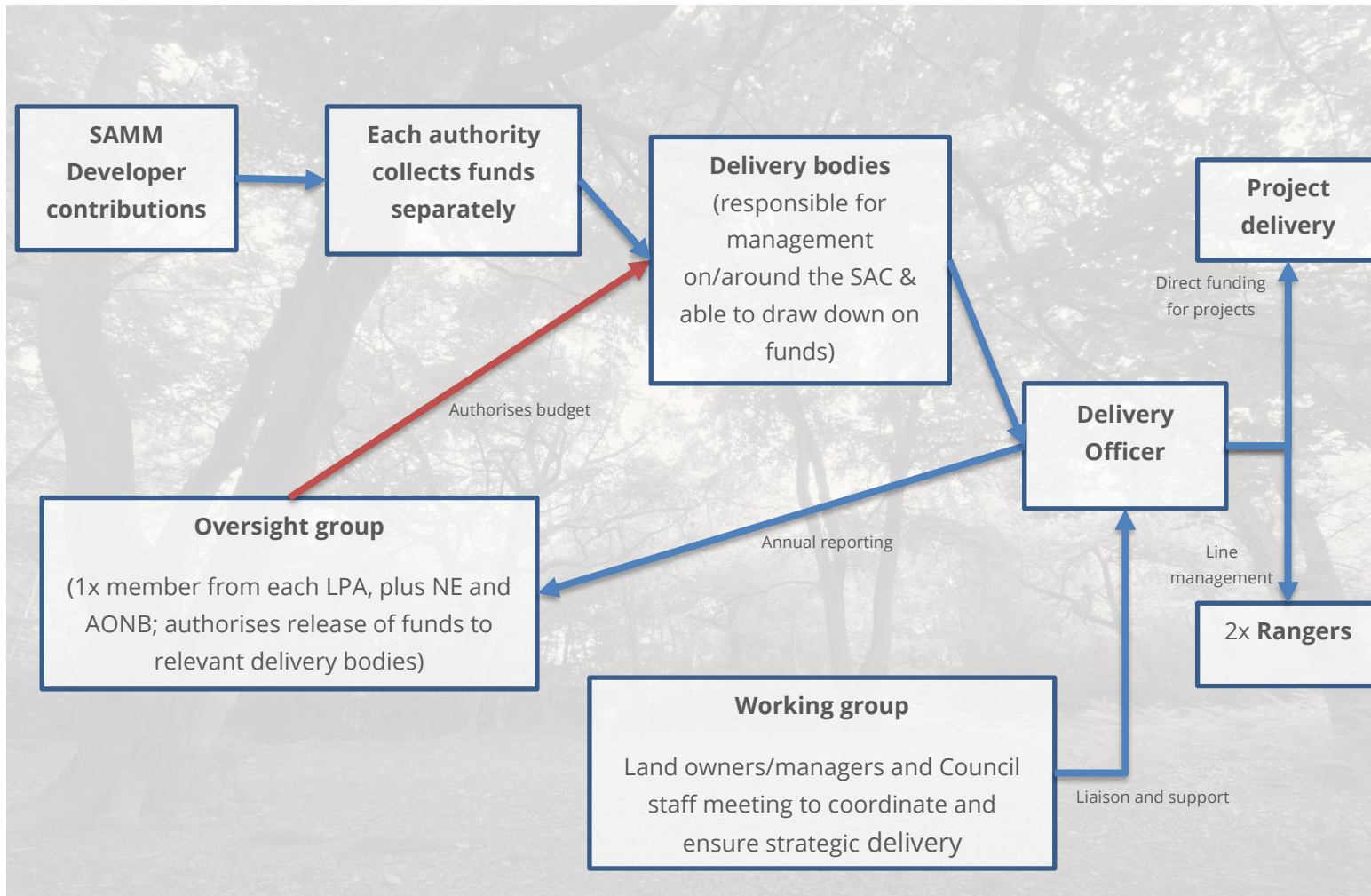


Figure 3: Initial governance structure

Staff hosting

- 5.16 Three staff are proposed in the early years of the strategy, with a delivery officer and 2 rangers. The ranger staff (and potentially the delivery officer) should be based in or close to the SAC and would ideally be based with the NNR team, however different options for hosting are possible.

In-perpetuity and timing of delivery

- 5.17 Mitigation needs to be effective in the long-term, lasting as long as necessary to address any impacts. It is however difficult to predict how access patterns will change in the long-term, and issues and priorities for mitigation may change.
- 5.18 Costs have been derived assuming that mitigation will be delivered in-perpetuity²⁷. Implementation of measures will be phased with housing growth, ensuring sufficient mitigation is in place before new housing is occupied. This means not all measures will be instigated at once. Some measures will be one-off or short-term in nature. For example, the delivery officer post is necessary in the short-term to oversee the initial infrastructure delivery and other elements of the strategy (and would be one of the first mitigation elements to be funded) but the post is not required in the long-term. One ranger post has funding for 75 years, ensuring a post can run from the early years through while others (such as the post with an education focus) will have a focus in the early years of the strategy only. The early years focus will enable behavioural change and change patterns of awareness that, once established can be continued with the reduced staffing.
- 5.19 Staffing levels and in-perpetuity costs should be regularly reviewed and updated as part of future iterations of the strategy. The strategy should be subject to a detailed review on a 5 year basis, and each review should draw on monitoring results to consider the mitigation delivery achieved to date, housing growth to date and future housing projections, any need for different mitigation measures to be included, the relative balance of SAMM and SANG, the need to revise or update costs and any other changes to the strategy.

²⁷ In line with other mitigation strategies this assumed to be 80 years.

- 5.20 Authorising budgets will be a critical role for the oversight group, as there will need to be decisions relating to setting aside money to fund long-term mitigation as opposed to implementing mitigation in the short term and priorities for delivery. The oversight group and ability for delivery bodies to bid for money will ensure funds are directed as required to ensure mitigation is effective and a 10% contingency is included, to allow for unforeseen changes to costings and provide flexibility in the funds available and how money is prioritised.

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Cotswold Beechwoods SAC Recreation Mitigation Strategy

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Appendix 1: Future housing growth

This appendix summarises the data used to estimate the future levels of growth. Housing for the period the 2020-2031 were collated, with separate figures and GIS provided for each LPA.

Cheltenham

Cheltenham housing data included Strategic Allocations north-west of Cheltenham and west of Cheltenham (combined total of 3700 dwellings). A further 9 smaller allocations provided an additional 583 dwellings, and sites of mixed use provided (two of which had housing figures) a further 530 dwellings. Windfall for Cheltenham was estimated to be 68 dwellings per annum so we used the figure of 748 homes over the 11 year period (for the period 2011-2031).

Future housing: Cotswold

The Cotswold data included provided 366 sites and a total of 3,750 dwellings – noteworthy among these was the largest, the Chesterton Strategic Site, of 1,800 dwellings. A second file of housing allocations detailed 24 sites, totalling 519 dwellings. A final mixed-use site layer included two sites, with a further 58 dwellings. Windfall was based on an average figure of 137 per annum – equating to 1,507 dwellings for the next 11 years.

Future housing: Gloucester

Data provided by Gloucester City Council included a total of 920 dwellings for allocations and an estimate of 512 windfall.

Future housing: Stroud

Data included draft plan allocations, of which there were 49 sites (43 with residential development), totalling 6,735 dwellings. A further draft plan allocations layer recognised two sites of 3,700 dwellings, and 2015 allocations accounted for a further 9 sites (2 without housing figures), and further 3,713 dwellings. Smaller sites from the current trajectory commitments layer provided 47 sites (4 without housing figures), totalling 1,568 dwellings.

Windfall was given as small site commitments by parish, with 46 parishes having housing figures, totalling 599 dwellings.

Future housing: Tewkesbury

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Tewkesbury provided data for strategic allocations and pre-submission housing allocations. These provided 27 sites, with a total of 13,655 dwellings.

Appendix 2: SAMM measures and costs

This Appendix sets out the proposed SAMM measures and estimated costs for each.

Shading reflects phasing for different measures, with blue shading indicating those that are initial priorities and should be implemented first.

Cost categories assign measures to one of 4 categories to allow costs to be scaled: 1 New measures that require annual funding on an on-going basis and are discrete, e.g. additional rangers. These kind of measures have no capital requirements and can be scaled up over time easily; 2 Existing measures that need to be scaled up to deal with additional recreation pressure. There are done on a regular basis and therefore have no capital pulse. These measures differ from 1) in that they are already undertaken, but need to be ramped up to provide mitigation; 3 New infrastructure or other measures that will have an initial capital cost and then subsequent maintenance costs as it is new and additional to that already in place, for example new signage, interpretation boards etc; 4 Measures where an initial capital payment is required, but no annual maintenance costs are necessary. For example, one-off funding to modify an existing car-park (the mainenance of which is already undertaken and budgeted for).

	Measure	Capital/ one-off Cost	Annual Cost	No. years to budget for annual cost	Total Cost	Notes on how cost calculated	Justification	Cost Category
Staff	Delivery Officer		£41,450	10	£414,500	Estimated at £27,000 annual salary, plus 35% (to cover NI, superannuation, etc.) and £5000 per annum support costs .	Delivery Officer, working alongside Ranger but with more of a delivery focus, freeing Ranger post for more face-face time/on site engagement.	Appendix B

Cotswold Beechwoods SAC Recreation Mitigation Strategy

	Measure	Capital/ one-off Cost	Annual Cost	No. years to budget for annual cost	Total Cost	Notes on how cost calculated	Justification	Cost Category
Page 252 Signs & Interpretation	1 Ranger		£39,400	75	£2,955,000	Costs per ranger would be: £24,000 annual salary, plus 35% (to cover NI, superannuation, etc.) and in addition vehicle costs and other support costs (£7000 per annum).	Ranger post, focus on face-to-face contact and on-site presence.	Appendix B 1
	1 Ranger with community engagement focus		£19,700	20	£394,000	Costs per ranger would be: £24,000 annual salary, plus 35% (to cover NI, superannuation, etc.) and in addition vehicle costs and other support costs (£7000 per annum).	Ranger post, focus on wider community engagement (including volunteer ambassadors and contact with user groups such as Mountain Bikers)	1
	Support for volunteers		£8,000	20	£160,000	Funding to support volunteer ambassador scheme, cost to cover training, equipment etc.	Part of community engagement and will extend reach of staffing	1
	Audit of current provision	£1,500			£1,500	Undertaken by delivery officer, small budget to cover costs of report production.	Initial work to review current provision, identify gaps and key locations for new provision. Audit needs to check messages and branding on current signs.	4
	Graphic design for new interpretation and signs	£8,000			£8,000	£8,000 for design of new interpretation and messaging relating to highlighting nature conservation importance, risks of fire etc.	Following initial audit	4
	New interpretation boards	£16,000	£1,600	20	£48,000	£2,000 per board for production of timber frame and graphic panel, delivery and installation. Estimate of 8 boards. Annual cost based on replacement every 10 years	New interpretation will provide on-site information for all visitors.	3

Cotswold Beechwoods SAC Recreation Mitigation Strategy

	Measure	Capital/ one-off Cost	Annual Cost	No. years to budget for annual cost	Total Cost	Notes on how cost calculated	Justification	Cost Category
	New Signs, waymarking etc.	£28,000	£2,800	20	£84,000	Cost based on 25 posts at £300 per post to cover production, delivery and installation. Treated softwood marker posts, 1.6m high with slanting top and coloured band or marking incorporated. Additional £500 for waymarking discs or signs made of glass reinforced plastic for longevity. Annual cost based on replacement every 10 years.	Way-marking will help focus use in particular areas.	3
Page 253 Education & awareness raising	Awareness raising strategy	£12,000			£12,000	Estimate of consultancy costs to cover production of shared comms strategy, to include messaging and how to reach horse riders, mountain bikers and dog walkers, messaging re fly-tipping, branding, communication approaches (e.g. use of social media) and hosting of online content etc. Linked to design of interpretation (for which separate budget).	Aim of education and awareness work is to raise profile of conservation and the conservation importance of sites and ultimately lead to more engagement from public and responsible access, targeted towards horse riders, mountain bikers and dog walkers. Need to influence behaviour so approach needs to be carefully thought out.	4
	Social media and web-based content	£2,000	£200	20	£6,000	Costs to cover design and annual fee for updates, hosting etc.	Web-based material and social media content informed by strategy.	Appendix B ³
Addressing contaminat	Dealing with fly-tipping and litter		£1,500	20	£30,000	Costs to cover removal of litter and fly-tipping and measures to help prevent (e.g. management around car parks). Estimate of costs additional to measures already undertaken.	Growing issues with fly-tipping	Appendix B ² Agenda Item 7

Cotswold Beechwoods SAC Recreation Mitigation Strategy

	Measure	Capital/ one-off Cost	Annual Cost	No. years to budget for annual cost	Total Cost	Notes on how cost calculated	Justification	Cost Category
	Dog bins	£2,400	£3,440	20	£71,200	£600 per bin initial cost, for timber fronted dual waste bin; £400 per bin per year to empty. 8 bins, locations to be determined (see parking review). Replacement every 10 years	Additional bins to minimise impacts of fouling and also encourage responsible dog walking	3
Page 254 Parking & Travel	Review of parking and travel infrastructure	£2,000			£2,000	One-off cost for consultancy support/advice. Bulk of work undertaken by delivery office. Will require all car-parks on SPA visited, plus other greenspace nearby. All parking mapped and assessed and strategic review to consider potential changes. Review should consider parking charges, reducing parking capacity at selected locations, increasing capacity at selected locations, closing selected parking locations, dog bins and other infrastructure. Also sustainable transport issues including bus routes, car charging points, bike racks. Measures need to be phased to fit with wider GI/SANGs.	Will inform potential for long term strategic approach to management of parking and travel options.	4
	Parking improvements/modifications	£100,000			£100,000	Potential for costs to be used in conjunction with revenue collected for parking charges; £100,000 would be the equivalent of 1 new car-park with around 25 spaces. Costs anticipated to be spread more widely for more minor changes across more car-parks.	Changes to car-parks to draw visitors to particular locations and redistribute access. Based on findings in the review.	4

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Appendix B

Cotswold Beechwoods SAC Recreation Mitigation Strategy

	Measure	Capital/ one-off Cost	Annual Cost	No. years to budget for annual cost	Total Cost	Notes on how cost calculated	Justification	Cost Category
Monitoring	Monitoring strategy	£8,000			£8,000	Strategy to set out visitor survey and monitoring approaches, ecological monitoring and other recording, establishing clear protocols and cost effective approaches for ranger team and others	Monitoring important to inform and underpin mitigation. Important that functions as early warning to pick up issues and feedback to inform implementation.	4
	Visitor interviews	£20,000			£20,000	Estimated cost for face-face interviews with visitors at stratified sample of locations across relevant European sites. Single survey, timed at around 5 years into strategy to help inform plan reviews and review of strategy.	Face-face interviews would give home postcodes, routes walked, awareness and motivations for visiting. Will inform mitigation work and potential sites for SANGs/Infrastructure Projects outside the Beechwoods.	4
	Visitor numbers and activities		£8,000	20	£160,000	Monitoring involving repeated transects/car-park counts and other counts. Could be done by consultant, or rangers, or volunteers or automated counters. Detail informed by monitoring strategy. Needs to accurately find a way to record the numbers of bikes in different parts of the SAC.	Regular monitoring to identify the spatial use of different areas and monitor change	3
	Recording implementation of mitigation				£0	No cost as undertaken as part of core work by delivery officer		
	Levels of new development				£0	No cost as undertaken as part of core work by delivery officer/LPAs		
	Ecological		£5,000	20	£100,000	Annual sum available for targeted monitoring/match funding as required. Potential for ranger time as additional support.	Could be targeted to recording trampling damage, mapping fires etc.	3

Cotswold Beechwoods SAC Recreation Mitigation Strategy

	Measure	Capital/ one-off Cost	Annual Cost	No. years to budget for annual cost	Total Cost	Notes on how cost calculated	Justification	Cost Category
	Total				£4,574,200			Appendix B
	10% Contingency				£457,420			
	Total inc. contingency				£5,031,620			

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Appendix B

Appendix 3: Guidelines for SANG/infrastructure projects

Alongside SAMM, all new housing will need to provide SANG/infrastructure projects. These could be any one of the following:

1. Bespoke SANG delivered by the developer and integrated to the development;
2. Contribution towards strategic SANG/infrastructure projects.

All large development (sites around 50 dwellings) will be expected to provide bespoke SANG. However, it is recognised that it will not always be possible, and in some cases, for example some brownfield sites, a contribution towards strategic SANG/infrastructure projects will be more appropriate. Details and guidelines for the two are set out below:

Bespoke SANG delivered by the developer and integrated to the development;

In order to have confidence that greenspace is of a suitable size and quality the following attributes will need to be met:

- SANG should be provided at a rate of 8ha per 1000 new residents; this per ha standard is equivalent to 0.0192ha per dwelling (assuming an occupancy rate of 2.4 people per dwelling).
- Sites with sports grounds, playing fields or children's play areas are unlikely to meet the criteria for SANG or if such features are present they should not be counted towards the per ha standard.
- Where sites have existing visitor use, this existing use will need to be taken into account when applying the per ha standard. This will require visitor survey data to be available. Sites are likely to have additional capacity where average visitor use is less than 1 person per ha per hour²⁸. Where existing sites are already well used, there will be a need to demonstrate that the measures will be effective, and this may require some delivery upfront.
- The focus for the SANGs should be large sites of at least 40ha (which will accommodate suitably long routes), however smaller sites (15ha and above) may work, depending on the location and quality. For smaller

²⁸ This provides a guide or approximate benchmark, typically busier than the relevant European sites but less than an urban park. Sites will need to be considered on a case-case basis.

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sites, connectivity to the Public Rights of Way network will be essential to allow longer routes.

- SANGs should provide parking that is free or significantly cheaper than parking at the European sites (noting that parking at all the East Devon Pebblebed Heath car-parks is free). A guide to parking provision should be in the region of 1.5 spaces per ha of SANG²⁹.
- They should be quiet countryside locations, away from traffic noise, industrial sites etc. They should have a sense of space, openness and viable alternatives to the Cotswold Beechwoods.
- They should contain a variety of habitats and be scenic, ideally with views.
- They should provide attractive, informal areas for dog walking: a range of walk lengths on relatively dry terrain, including some of at least 3km where dogs can be safely off the lead during the whole walk.
- They should provide routes that attract walkers, potentially including families. Walks are likely to need to be circuits with some interest (such as viewpoints, heritage features etc.).
- The site(s) should provide access all year round, without areas becoming waterlogged or inaccessible for significant periods of the year due to wet or muddy terrain.
- They could provide routes that work for cycling, potentially accommodating family cycling groups and mountain bikes as a low-key destination.
- Access points to the SANG(s) should be primarily within a 5km radius or 10 minute drive and easily accessible by road from the development. Ideally they would provide direct foot access and good access routes for cyclists. Direct access on foot would mean some SANG provision within around 500m radius of proposed housing locations.
- New SANGs should be recognisable as a 'destination' such that sporadic visitors are drawn from a wide area (i.e. not just residents in the new development). As such they will need to be positively promoted and welcoming.
- On-site infrastructure should be relatively low key, and could include the following as appropriate:
 - Small scale visitor centre/shelter (not necessarily staffed);
 - Interpretation (providing information about the area)

²⁹ This figure will depend on how close the SANG is to housing and the proportion of visitors that might arrive on foot or by bicycle. A busy SANG site might be expected to have up to 1 person visiting per ha per hour. Visitor data from the East Devon Pebblebed Heaths suggests on average a group would spend a little over an hour per visit and groups of 1.5 per car, suggesting a level of parking provision of around 0.6 spaces per ha to accommodate 1 person per ha per hour. Given that visitor numbers will not be constant every hour (i.e. there will be peak times of visiting) and easy parking is likely to be an important draw (meaning a need to ensure confidence to park), we suggest 1.5 spaces per ha.

- Wayfinding infrastructure to direct people around the site
- Some surfaced paths/boardwalks
- Wildlife viewing facilities (such as screens)
- Range of paths (some waymarked) that provide a range of different routes and circuits, potentially including some longer routes for cycling (perhaps family groups and relatively low-key mountain bike circuits) but not such that other access (e.g. appeal to dog walkers) is compromised
- Access to water for dogs to drink, bathe and splash in
- Benches/informal seating
- Viewpoints
- SANGs will need to be promoted through a range of different ways, including signage, so that they are easy to find and local residents (both new and existing) are well aware of the site.
- SANGs will need to provide access in perpetuity, and therefore require some legal mechanism to ensure this.
- Sites with significant nature conservation interest (SSSI) or particularly vulnerable species present are unlikely to be suitable as SANG.

Contribution towards strategic SANG/infrastructure projects.

Not all development will necessarily be able to provide bespoke SANG, particularly small development including windfall. In urban areas, there may be limited potential for new SANG. As an alternative and to provide flexibility to enable growth, contributions can be collected instead and these will be used to provide SANG/infrastructure projects in suitable locations.

The contributions will be used to fund:

- The provision of strategic SANG – new greenspace sites in strategic locations that will provide mitigation for development in a wide area, these would potentially be relatively close to the Cotswold Beechwoods;
- Improvements to existing open spaces which are already accessible but which could be managed or improved to make them more attractive to visitors who might otherwise visit the Cotswold Beechwoods.

Land purchases for strategic SANG will be costly and will also be dependent on opportunity – suitable land becoming available on the market. There is therefore an element of uncertainty around being able to deliver sufficient SANG using this approach. In order to provide certainty that mitigation is possible and suitable opportunities exist, it will be necessary for the Delivery Officer to work with local authorities and other partners to identify a range of projects at existing sites that could

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provide suitable mitigation and a likely visitor catchment for each³⁰. This will initially focus on 'quick' wins such as existing parks, greenspace sites and the public rights of way network. It could include permitted routes for mountain bikers, changes to parking, signposts, promotion of existing greenspace sites etc. The Delivery Officer can work with local groups, landowners and managers to develop a suite of potential projects which can be approved by the oversight group prior to any funding being confirmed. Greenspace sites are shown in Map 8. These have been plotted using the Open Greenspace data from Ordnance Survey (i.e. a standard national dataset), and these have been filtered just to show public parks and gardens. It can be seen that there are a range of large sites with existing public access and therefore a range of options to draw recreation from the European sites. This would allow mitigation to be delivered in-pace with housing growth and in suitable locations, ensuring mitigation delivery matches the distribution and locations of housing growth.

The working and the oversight groups should be mindful of the potential opportunities for strategic SANG and equally, should opportunities arise, money could be used to purchase strategic SANG. There may be benefits in starting searches for potential purchases before they are on the open market. There may also be wider opportunities. New funding streams associated with nature recovery and biodiversity net gain are emerging, along with funds focused on reconciling environmental opportunities and constraints with the achievement of economic objectives, for example the River Severn Partnership and it's award of government funding to manage flood risk and pay for projects relating to carbon offsetting, habitat improvement and improved greenspaces for local people along the river network. Covid 19 has highlighted the importance of local greenspace and the role of green infrastructure for health and well-being. It may therefore be that opportunities for green infrastructure emerge that provide a means for mitigation money to be effectively targeted and used alongside other funding streams to maximise the benefits. It can be seen that from Map 8 that there is a large area around the Cotswold Beechwoods that appears to have a low density of greenspace sites, and in the long-term the aim should be to use money to address this apparent gap.

Should SANG/Infrastructure project funds accumulate and there be a lack of opportunity for the money to be spent effectively, then the funding should be used to increase the level of SAMM, for example through further wardening. Any such decisions will need to be made by the oversight group.

³⁰ In general, any small scale project involving local footpaths with no local parking are likely to relate to development within 500m; smaller sites with parking will draw people from 2.5km or so while larger sites with good parking are likely to draw people from 5km or so.

Map 8: Greenspaces (as defined by OS) around the SAC. Top 10 largest classified as parks and gardens within the buffer are labelled.



Appendix 4: SANG/infrastructure project costs

Should bespoke SANG provision not be provided, then SANG/infrastructure contributions will be at a rate of: £480 per dwelling.

This has been calculated on the assumption of:

- £25,000 per ha as typical land price (agricultural land)
- 0.0192 ha of SANG per dwelling (based on the 8ha per 1000 people originally used in the Thames Basin Heaths to estimate SANG delivery; we have assumed 2.4 people as typical numbers of people per dwelling)
- $0.0192 * 25,000 = 480$.

As can be seen above, the cost above does not allow any funds for in-perpetuity management of any land, simply the potential purchase cost. Land prices will however vary markedly and land for SANGs could well involve land that is not agricultural land and cheaper. The level of contribution can be refined further once an initial list of potential infrastructure projects has been established by the Delivery Officer. The charge will be adjusted annually to reflect inflation and ensure that the appropriate level of mitigation can be delivered over the plan period.



ENVIRONMENT COMMITTEE

MEMBER REPORT

NAME OF ORGANISATION/BODY	Stroud Regeneration Committee
DATE OF LAST MEETING ATTENDED	21/07/2022

BRIEF REPORT

Questions from the public

BUS TIMES

Question about the availability of a booklet showing times for public transport. Helen BOJANIWSKA proposed to write to county to request more information. The principal issue here is that bus schedules are currently highly disrupted, so it is difficult to keep printed media up to date. Unfortunately, many bus users do not have access to online or smartphone apps, so printed timetables are their only resource.

Kevin CRANSTON suggested working collaboratively with local town and parish councils to produce a joint information leaflet on available local transport provision that can be shared widely.

NOISE FROM TOWN CENTRE VENUE

Complaints about noise from a local venue as a result of live music performances.

Suggestion to go back to District Council about enforcing busking rules. There is a wider issue here about use of street space for social / antisocial activities, eg. street stalls, leafletting and busking.

To receive a presentation on community bus services from Thea POWELL, Transport Project Officer, Integrated Transport Unit, Gloucestershire County Council.

Helen took this item as Thea wasn't able to attend the meeting or give the presentation. There have been numerous issues with poor bus services across not only the town but the entire district. STC is keen to determine which services are publicly subsidised by GCC (these would be within GCC's remit to demand and enforce a better quality of service.)

Question asked: would Stroud Town Council be able to organise, deliver and run a community bus service? Lots of examples of this practice co-ordinated by town councils were supplied to the committee.

Adrian OLDMAN has spoken to Gloucestershire County Council about this and has been informed by the cabinet member that the County Council is prioritising services and has given

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them an 8% uplift in the subsidy. Funding commitment of £9million per year, of which £6million is for reimbursing bus passes.

There is a County Council All-Party Task & Finish Group in the process of being set up to look at bus services but this has no budget. Separately, Central Government has made a commitment to radically improve bus services across the district by 2030.

Camilla HALE mentioned a social enterprise called HCT Group that work on community transport provision.

Tony DAVEY talked about the benefits for employment and tourism of having a properly functioning bus service, in particular mentioning the difficulties people can have in getting to work using an unreliable and unpredictable service.

Robin DRURY-LAYFIELD mentioned attending the recent Decarbonising Gloucestershire forum and the overwhelming support for improvements to bus infrastructure from stakeholders present <https://www.mentimeter.com/app/presentation/3d287e7cb72f4ad392cf38c961a334be/4123d697e262>

Suggestion made to write to the MP to follow up previously announced Government commitments to public transport improvements across Stroud District.

To receive the Project Officer's report (for information only)

Ally ROOD met with representatives from Dursley, Nailsworth, Stonehouse & Wotton-under-Edge to make amendments to the Market Towns Tourism brief. There have been issues with the procurement process as was reported previously and the procurement process is now scheduled to re-commence 25 July 2022, with the actual contract to start from October.

Project Officer & Deputy Clerk met with Amy BECKETT and Amy HELLIWELL (both from SDC) to discuss the place experience platform/app, in particular the need for content creation and delivery.

PARKING SURVEY UPDATE

SDC have requested a meeting with Great Western and other partners.

Question raised with SDC about bicycle parking at the station and the possible use of Brunel Mall basement. SDC interested in the outcome of the parking survey with regards to revisiting the plan for bike parking.

STATION USER SURVEY UPDATE

Adrian OLDMAN mentioned that he couldn't find any copies of the survey at the station when he last visited. The survey is available online here and will run until the end of July in printed and online form: <https://www.smartsurvey.co.uk/s/StroudStationTravelExperiences/>

Ally ROOD has asked Gloucestershire Community Rail Partnership (GCRP) about putting up posters to promote the survey. Great Western Rail are not very keen on having posters and other items on the platform.

STC have paid out funds for people to hand out surveys and engage face-to-face with visitors to the station.

Bike parking was discussed. Tony Davey made the point that Visit Stroud have produced maps showing bike parking in Stroud Town and Nailsworth Town and that there is a need for far better

provision for secure bike parking for cargo bikes and bikes capable of carrying pannier bags. Robin DRURY-LAYFIELD mentioned the Walking and Cycling Task & Finish recommendation for producing maps of the district's bike routes showing bike parking locations and also the planned Towns and Parishes active travel summit happening later this year. Toney DAVEY has requested the opportunity for other stakeholder groups, eg. the Chambers of Trade to be invited to participate and potentially to help fund active travel initiatives. RDL to follow up.

To approve a draft timetable and budget for Neighbourhood Development Plan Review
 Proposal to revisit and refresh the Neighbourhood Development plan to take into account changes in national and local policy since the original plan "*Shaping the Heart of Stroud*" was introduced in 2016.

Changes to the boundary have been approved by SDC, see here:
<https://www.smartsurvey.co.uk/s/StroudStationTravelExperiences/>

There is a minor amend to the timetable to bring forward SEA Screening from its current scheduled date of June 2023.

Much of the work and budget will be given over to Community Engagement exercises in the town.

Further discussion was had around feeding back into Gloucestershire County Council LCWIPs (Local Cycling and Walking Infrastructure Plans) and potentially doing more work on walking and cycling routes and active travel across Stroud Town in general.

REPORT SUBMITTED BY	Cllr Robin Drury-Layfield
DATE	21/07/2022

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STROUD DISTRICT COUNCIL

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Performance Monitoring Report Q1: Environment Committee

Date of Meeting	8 September 2022	
Performance Monitors & Officer(s)	Councillors: Chloe Turner Lead Officer: Brendan Cleere	
Performance Update <i>(See report below for details)</i>		
Council Plan Priorities	Summary:	Progress & RAG Status
	Action Plans (21):	21 On Target
Council Plan Performance Measures	Summary:	Progress & RAG Status
	Milestones (26):	19 On Target
		6 Completed
		1 Not started
	Performance Indicators (20):	2 Reported for Q1:
» CDPEC2.2a On Target		
	» CDPEC2.2b Above target	
	18 target not yet available (commentary provided)	
Reports being presented to this Committee associated with Council Plan:	ER3.2* Stroud District Canals Strategy EC2.1.2 Rodborough Common Mitigation Strategy & Cotswold Beechwoods Mitigation Strategy	
Risks	Corporate Risk Register presented to Audit & Standards Committee.	

Code	Risk	Lead	Prob	Sev	Score	Control	Target	Review date
CCR9	Cost of providing waste and recycling services to the district currently constitutes around a third of the organisations budget. As such any budgetary implication is of significant consequence to the MTFP. An emerging facet	Mike Towson	3	2	6	Monitor and manage new garden waste customer requests to maximise revenue from the service.	2	28/09/2022
						Effective management of UBICO contract.		

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Environment Committee Performance Monitoring Report Q1 2022/23

	of this risk is the Environment Bill that could include legislative changes impacting our financial position.					Maximise effective use of existing resources.	Mike Towson		
						Keeping up to date with emerging legislative changes and good practice.	Mike Towson		
CCR18	The loss of income from recycling/incentive credits and the potential for increased costs of recyclate processing.	Mike Towson	3	3	9	Effective management of the UBICO contract	Mike Towson		
						Keeping up to date with emerging legislative changes and good practice.	Mike Towson		
						MRF Contract - the value of recyclates collected by the Council are determined by industry benchmarks, this may have an impact of the amount received (income) or the costs incurred of disposal	Mike Towson	6	28/09/2022
						To keep lines of communication open with the County Council to maximise the lead in time for any changes to payment received	Mike Towson		







Relevant finance issues	See Environment Committee Budget monitoring report Q1 2022/23
Any other service issues considered at the meeting (eg staffing / resources)	None
Follow up (any issues for consideration at the next meeting)	None

Any issues of significant concern to be reported to Audit and Standards	
None.	
Any actions/recommendations for the Committee	
None	
Report submitted by	Cllr Chloe Turner and Brendan Cleere (Strategic Director of Place)
Date of report	31 August 2022




Environment Committee Performance Monitoring Report Q1 2022/23

Action Plans, Milestones & Indicators (67)

EC1: Tackle the Climate and Ecological Emergency: Achieve the commitments set for 2021-2024 of the Strategy to be a carbon neutral district by 2030


Code	Action Required / Description	Deadline	Lead Officer	Status	Comments
EC1.1	Set up a 2030 Core Group to provide high level strategic overview on delivery, identify funding opportunities and develop communication and community engagement	31/03/2024	Rachel Brain	On Target 	06/07/2022: Quarter 1: The core group has been formed under the name "2030 Community Engagement Board" and has begun to collaborate on the development of their work plan
» EC1.1.1	Establish the Community Engagement Board with a cross-section of community members.	31/03/2022	Rachel Brain	Completed 	The Community Engagement Board was established before the deadline and is operating successfully
» EC1.1.2	Community Governance Group work plan identified and reviewed quarterly by Spring 2022	31/03/2023	Rachel Brain	On Target 	06/07/2022: The dates associated with this milestone are not correct. The group was formed this year, have their first meeting with a facilitator to help them identify their workplan in collaboration with the communities they represent in July and the whole process is planned to take a year with the plan to be ready in 2023.
» EC1.1.3	Community Governance Group progress to plan included to 2030 annual reporting to Full Council in October	31/03/2022	Rachel Brain	Completed 	Completed in 2022. Annual reports will continue to be submitted in Spring each year.
» EC1.1.4	Participation in Climate Leadership Gloucestershire Group and leader / convenor of retrofit theme (C)	31/03/2024	Rachel Brain	Completed 	SDC is leading on the retrofit theme and presents regular updates to Climate Leadership Gloucestershire.
» CDPEC1.1	% of CEG members who demonstrate participation in engagement with external stakeholders through participation in county / regional groups per year	N/A	Rachel Brain	Target: Actual:	The Community Engagement Board has been established (EC 1.1.1) and a meaningful target for this KPI is currently under review.
EC1.2	Establish the performance management of the 2030 Strategy across the organisation to monitor and review progress towards the Strategy's aims and commitments	31/12/2022	Rachel Brain	On Target 	04/07/2022: Quarter 1: We continue to report via the council plan and excelsis.

Environment Committee Performance Monitoring Report Q1 2022/23



» EC1.2.1	Quarterly PM update reports on Council Plan to relevant Committee on progress for each activity / project	31/03/2022	Rachel Brain	Completed 	Completed for Q1 and progress will continue to be reported quarterly, and in the annual 2030 report.
EC1.5	Explore and progress additional projects for carbon reduction and /or biodiversity net gain and funding opportunities to deliver them.	31/03/2026	Rachel Brain	On Target 	06/07/2022: Quarter 1: 2030 Team capacity for project development this quarter has been focused on works in progress including EV infrastructure liaison with Highways authority on their LEVI and OLEV funds, support to UKSPF work and building pipeline for future resource to Inno2Reno partnership's "Retrofit Centre". SDC have contributed match to Transition Stroud/Big Solar Coop initiative which had launch meeting this quarter and other success has been seen in the work to secure SEDF for Berkeley Green.
» EC1.5.1	Money leveraged through successful funding bids and level of associated council investment approved by Councillors £s (ongoing 2026)	31/03/2025	Rachel Brain	On Target 	18/07/2022: In order to populate this with any accuracy systems of council coordination need to be established. 2030 Strategy Manager is looking at how resources can be arranged to achieve this. This is not to say that bid work is not very active, however at the moment we are only monitoring successes. For more informed business development we need to be monitoring pipeline, concepts, funding streams and success rates. A more substantive update will be provided in the Q2 report.
» CDPEC1.5 (C)	Number of external projects SDC has worked on with partners for carbon reduction (C)	N/A	Jenny Youngs	Target: Actual:	KPI and progress against it under review. More substantive update to follow in Q2 report to Committee.
» CDPEC1.5a	Money leveraged through successful funding bids and level of associated council investment approved by Councillors (ongoing 2026)	N/A	Rachel Brain	Target: Actual:	KPI and progress against it under review. More substantive update to follow in Q2 report to Committee.
» CDPEC1.5b	Number of additional projects established or supported with an estimate given of bio-diversity net gain and / or carbon savings that will be achieved.	N/A	Jenny Youngs	Target: Actual:	KPI and progress against it under review. More substantive update to follow in Q2 report to Committee.

Environment Committee Performance Monitoring Report Q1 2022/23





EC2: Biodiversity: Work with local communities and partners to protect and enhance the district's green infrastructure and biodiversity providing accessible environments that people can enjoy and which positively contribute to their good health and well-being

Code	Action Required / Description	Deadline	Lead Officer	Status		Comments
EC2.1	Develop a district Local Nature Recovery Strategy (2030 commitment NE7) and seek opportunities for re-wilding to boost biodiversity in partnership with landowners, businesses, the farming community, parish and town councils and local environmental organisations.	31/03/2024	Conrad Moore	On Target		12/07/2022: Quarter 1: In Gloucestershire work is progressing. Gloucestershire Wildlife Trust have produced a local nature recovery network map which builds on work done by the Neighbouring West of England LNP and Somerset Wildlife Trust. The map shows existing core habitat patches, their current connectivity based on existing land use, their resilience status and prioritized zones of opportunity for reinforcing and expanding the network ie. opportunities for nature's recovery. The NRN mapping together with the Ecosystem service mapping on the Natural Capital pages will be used as the mapping for the Local Nature Recovery Strategies (LNRS), which are mandated in the new Environment Act, informing a spatial master plan for nature restoration across the county. It will help guide land-use and planning decisions, identify opportunities for investment in the enhancement of natural capital in the county.





Environment Committee Performance Monitoring Report Q1 2022/23

» EC2.1.1	District document developed, aligned with Gloucestershire Nature Recovery Strategy	31/03/2023	Conrad Moore	On Target 	11/07/2022: In Gloucestershire work is progressing on the local Nature Recovery Network mapping. Gloucestershire Wildlife Trust have produced a local nature recovery network map which builds on work done by the Neighbouring West of England LNP and Somerset Wildlife Trust. The map shows existing core habitat patches, their current connectivity based on existing land use, their resilience status and prioritized zones of opportunity for reinforcing and expanding the network ie. opportunities for nature's recovery. The NRN mapping together with the Ecosystem service mapping on the Natural Capital pages will be used as the mapping for the Local Nature Recovery Strategies (LNRS), which are mandated in the new Environment Act, informing a spatial master plan for nature restoration across the county. It will help guide land-use and planning decisions, identify opportunities for investment in the enhancement of natural capital in the county and provide a tool for delivering positive, integrated benefits for people, wildlife and the economy. The online mapping is work in progress. Discussions have commenced with GCER to incorporate such mapping into the Service Level Agreement with them.
» EC2.1.2	Progress on recreation and mitigation strategy works for the Severn Estuary, Rodborough Common and Cotswold Beechwoods	31/03/2024	Conrad Moore	On Target 	13/07/2022: Draft Severn Estuary visitor report produced in July for discussion in the County. Recreational pressure has increased and a mitigation strategy will be required to be produced. Cotswolds Beechwoods. Final Draft Mitigation Strategy agreed between LPAs involved and County. Will go to Environment Committee in September for adoption. Rodborough Common. Final Draft Mitigation Strategy produced. Will go to Environment Committee in September for adoption.
» CDPEC2.1(C)	Hectarage of re-wilded land	N/A	Conrad Moore	Target: Actual:	Work on the Nature Recovery Strategy has yet to develop meaningful targets for delivery.

Environment Committee Performance Monitoring Report Q1 2022/23

» CDPEC2.1a	Number of re-wilding and bio-diversity partnerships and projects supported.	N/A	Conrad Moore	Target: Actual:	Work on the Nature Recovery Strategy has yet to develop meaningful targets for delivery.
» CDPEC2.1b	Estimate of bio-diversity net gain and/or carbon saving that will be achieved through strategy implementation.	N/A	Conrad Moore	Target: Actual:	Work on the Nature Recovery Strategy has yet to develop meaningful targets for delivery.
EC2.2	Deliver the natural flood management project (Stroud Rural SUDS) for the Frome Valley in Stroud in partnership with the Environment Agency, working closely with landowners and communities using innovative flood management techniques.	31/03/2026	Maria Hickman	On Target 	22/07/2022: Quarter 1: Works progressing well, Chris Uttley the newly returned project officer is now well established back into his role. New projects are being developed. We are working with the Environment agency to increase the amount of monitoring taking place with the EA providing monitoring equipment to support this going forward. We have been contacted by the Hungarian WWF who have become aware of the project and want to arrange a visit in July for members of the Hungarian government to view the work taking place.
» CDPEC2.2a	Number of interventions installed as part of the natural flood management project	N/A	Maria Hickman	Target: 2 Actual: 2 	2 projects completed this quarter; 450 trees planted and 1 pond created Due to biodiversity issues project work is limited in this quarter
» CDPEC2.2b	Number of landowners engaged with the natural flood management project	N/A	Maria Hickman	Target: 5 Actual: 12 	The NFM project continues to progress well, attracting interest and participation locally and further afield.
EC2.3	Develop and establish an action plan to Increase our tree canopy, woodland and forestry in line with the Gloucestershire Local Nature Partnership Tree Strategy ambition for 20% canopy cover across the County by 2030.	31/03/2023	Conrad Moore	On Target 	14/07/2022: Quarter 1: Tree planting completed at Salmon Springs with 5,500 trees planted. This is a County wide collaboration and discussions continue on future monitoring, implementation and delivery. This work links with Green Infrastructure, Biodiversity Net Gain and Nature Recovery Networks and Local Nature Recovery Networks. Council looking to create a new post for a planning and biodiversity team leader post. This post would seek to give direction and coordinate Council department actions for strategic delivery of this action.



Environment Committee Performance Monitoring Report Q1 2022/23

» EC2.3.1	Increase canopy cover in Stroud District, towards the target of 20% county wide coverage by 2030 (interim targets for Stroud District will be identified)	31/03/2023	Conrad Moore	On Target 	13/07/2022: 5,500 trees planted at Salmon Springs. Biodiversity and Planning Team Leader post being created to take forward such schemes in partnership and ensure effective co-ordination in implementation and delivery between Council services. The post would involve monitoring performance against targets. Discussions taking place County wide linking climate change, renewable energy, ELMS and biodiversity net gain funding streams.
EC2.4	Work with partners to protect and enhance green spaces in residential neighbourhoods and town centres, promote 'No Mow May' and adopt best practice for road verges to encourage wildflowers and reduce pesticide use.	31/03/2023	Mike Hammond	On Target 	18/07/2022: Quarter 1: GCC meeting took place. Status quo maintained for 22/23 but agreement that a mapping and consultation exercise is required with T&PCs if verge cutting is to be reduced and this will be raised at the annual T&PC Forum on 8/12/2022
» EC2.4.1	Development of a green spaces policy / strategy and implementation of action plan, conforming with the draft new Local Plan policies and thresholds on green infrastructure.	31/03/2023	Mike Hammond	On Target 	On target for Environment Cttee - Spring 2023
EC2.5	Use the Building with Nature standards for key regeneration sites across the district	31/03/2026	Mark Russell	On Target 	04/07/2022: Quarter 1: The output specification for Brimscombe Port includes using the Building with Nature Standards. The Draft Local Plan requires the standard for the proposed new settlements and strongly recommends it for other strategic sites.
» CDPEC2.5	% of strategic sites in the Local Plan that incorporate the Building with Nature standards	N/A	Mark Russell	Target: Actual:	The draft target in the Draft Local Plan requires 2 of 12 strategic sites to meet this standard and the rest are "strongly encouraged" to meet it. The draft target has yet to be endorsed by the Inspector.



EC3: Sustainable Construction and Retrofit: Work with partners to retrofit our council housing stock and other public sector buildings, and investing in the skills and capacity in the local economy so all buildings across the district can become energy efficient

Code	Action Required / Description	Deadline	Lead Officer	Status	Comments
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Environment Committee Performance Monitoring Report Q1 2022/23

EC3.5	Develop planning policies and developer guidance to enable all new buildings to achieve a net zero carbon standard.	31/03/2023	Mark Russell	On Target 	04/07/2022: Quarter 1: Planning policies have been drafted and are included within the Draft Local Plan, submitted to Government in October 2021. The public examination is likely to continue through 2022 until early 2023. Guidance will be produced once the policies have been approved.
» EC3.5.1	Develop Policy and guidance by 2023	31/03/2023	Mark Russell	On Target 	04/07/2022: Planning policies have been drafted and are included within the Draft Local Plan, submitted to Government in October 2021. The public examination is likely to continue through 2022 until early 2023. Guidance will be produced once the policies have been approved.
» CDPEC3.5	Number of new dwellings that have achieved a net zero carbon standard by 2026	N/A	Mark Russell	Target: Actual:	The draft target in the Draft Local Plan is 100% of major development (dwellings of 10+ dwellings and employment floorspace of 1000 sq.m or sites of 1 Ha or more). The draft target has yet to be endorsed by the Inspector.





EC4: Mobility / Transport: Support development of an integrated active travel (walking and cycling) and public transport network and the development of electric charging infrastructure working with county and regional partners.

Code	Action Required / Description	Deadline	Lead Officer	Status	Comments
EC4.1	Work with GCC and through the new Cycling & Walking Strategy Task & Finish Group to develop and implement three Local Cycling and Walking Infrastructure Plans (LCWIP) for Stroud; Cam, Dursley and Uley; Wotton-under-Edge and Kingswood, support safe cycling, and identify and prioritise the main strategic cycling routes within the district.	31/03/2023	Simon Maher	On Target 	13/07/2022: Quarter 1: Stroud LCWIP has now been published. A draft Cam-Dursley LWIP has been published and due to be finalised imminently. Discussions held with GCC regarding a Wotton LCWIP and its relation to ongoing work on the Wotton-Kingswood-Charfield Greenway
» EC4.1.1	T&F group to recommend a prioritisation methodology to allocate funding for cycling and walking projects by March 2022	31/03/2022	Simon Maher	Completed 	

Environment Committee Performance Monitoring Report Q1 2022/23





» EC4.1.2	Allocate funding to deliver improved and new priority strategic and local walking and cycling schemes by March 2023	31/03/2023	Simon Maher	On Target		13/07/2022: Discussions currently with Parish Councils who have identified active travel projects requiring investment
» EC4.1.3	Provide input to GCC to aid the production of LCWIPs (C)	31/03/2023	Simon Maher	On Target		13/07/2022: Input to Stroud LCWIP and Can-Dursley LCWIP. Discussions held regarding plan for future Wotton-Kingswood LCWIP.
» EC4.1.4	Prioritise main strategic walking and cycling routes within the district, including accessibility (C)	31/03/2023	Simon Maher	On Target		13/07/2022: EOI made for funding of Wotton Greenway, Dudbridge steps (Stroud-Nailsworth), and Box Road (Cam-Dursley Greenway) detailed design work from the UKSPF
» EC4.1.5	Identify local cycling and walking routes which link to, or will help to deliver strategic routes (C)	31/03/2023	Simon Maher	On Target		An indicative shortlist has been developed by the Walking & Cycling Task and Finish Group and discussions are ongoing to bring forward schemes with town and parish councils and local groups.
EC4.2	In partnership with the County Council, encourage the expansion and improvement of public transport and links to walking and cycling routes – to include bus services and railway stations and services, and bids for new facilities that benefit residents of the District.	31/03/2026	Conrad Moore	On Target		12/07/2022: Quarter 1: Reopening Stonehouse Station - Project Group and Steering Group meetings Stantec drafting the business case objectives and the options. Network Rail undertaken a line capacity study to inform the business case. Highway Modelling work to support Local Plan completed. Funding and delivery Plan looking at apportionment of allocation sites to highway mitigation proposals, including active travel and public transport aspects. Transport Group Meetings involve SDC consultants Mott McDonald and AECOM, County Council, National Highways and West of England Combined Authority and South Gloucestershire Unitary Authority. Sustainable Transport Study reviewing potential for modal shift to public transport and active travel.
» EC4.2.1	Publicity/information campaign promoting the use of public transport and links to active travel across the district	31/03/2023	Conrad Moore	On Target		13/07/2022: Sustainable Transport Strategy being reviewed to maximise opportunity for active travel and public transport provision with proposed allocations. Results will inform updates to Infrastructure Delivery Plan and Local Plan Viability work. Input to County work regarding the Stroud District Walking and Cycling Strategy April - June. Discussions taking place regarding future active travel investment with County and our Communications Team.

Environment Committee Performance Monitoring Report Q1 2022/23

» EC4.2.2	Submission of strategic outline business case to Department for Transport for the reopening of Stonehouse Bristol Road station by September 2022	30/09/2022	Conrad Moore	On Target 	11/07/2022: Several meetings held with project team and wider stakeholder group since April. In receipt of Network Rail line capacity analysis. Draft bid document exploring need, objectives and analysis of transport options put together in June 2022 and is currently under review.
» EC4.2.3	Development of a prioritised programme of investment in walking and cycling projects by March 2022	31/03/2022	Simon Maher	Completed 	
» CDPEC4.2a(C)	5% Increase in public transport links to walking and cycling routes year on year	N/A	Conrad Moore	Target: Actual:	The Draft Local Plan requires a number of strategic housing and employment allocations to include multi-modal interchanges and contributions to enhanced bus services, to ensure future bus services are connected to active travel routes. The draft requirements are yet to be approved by the Inspector.
» CDPEC4.2b(C)	Number of new or improved facilities such as cycle lanes, cycle tracks, walking trails	N/A	Conrad Moore	Target: Actual:	See EC4.1.4 and EC 4.1.5 above. Latest position summarised in Walking and Cycling Update Report (September 2022).
EC4.3	Working with partners, expand the network of Electric Vehicle charging points and increase support for low carbon transport, and a reduction in private car use and explore measures to reduce air pollution such as no-idling zones.	31/03/2023	Mike Towson	On Target 	08/07/2022: Quarter 1: After much liaison with the SW Energy hub and subsequently the Energy Saving Trust, we have been advised that consultant support won't be forthcoming but officer support is available via the EST. We have engaged with the same consultants that undertook a detailed report in the FOD. We await project commencement pending a detailed proposal. In parallel we are speaking to GCC who are advancing their EV offer. Update 30/8/22: Consultants are about to start work and a workshop with Energy Saving Trust is scheduled for 26/9/22.
» EC4.3.1	Low Carbon Transport Strategy with agreed targets in place <ul style="list-style-type: none"> Quarterly reporting to targets in the Low Carbon Transport Strategy 	31/03/2023	Mike Towson	On Target 	08/07/2022: See EC4.3 update. Outcome will be an SDC EV Strategy.
» CDPEC4.3	Number of EV charge points installed in SDC car parks, work with town and parish councils	N/A	Mike Towson	Target: Actual:	Targets will be guided by the consultant's work referenced above (ED.4.3/4.3.1)

Environment Committee Performance Monitoring Report Q1 2022/23



EC5: Circular economy: Develop the foundations of a sustainable circular economy for the district by minimizing consumption, reducing the quantity of resources sent to incineration and applying the waste hierarchy; prevent, reduce, reuse, recycle, recover and as a last resort, disposal.

Code	Action Required / Description	Deadline	Lead Officer	Status	Comments
EC5.1	Further reduce the quantity of resources discarded as waste and minimise its environmental impact.	31/03/2023	Mike Towson	On Target 	08/07/2022: Quarter 1: Recycling rate has improved slightly from 58.77% in May 2021 to 58.79% in May 2022. Action on Plastics campaign up and running countywide. MST to attend Stroud Show with new EV sweeper to promote recycling scheme and answer resident questions.
» CDPEC5.1, NI191	% total household waste not sent for recycling, reuse or composting	N/A	Gemma Webb	Target: Actual:	Q1 figure not yet available
EC5.2	Work with our partner Ubico to identify joint opportunities for carbon reduction projects in household collection and management of public spaces.	31/03/2025	Mike Towson	On Target 	08/07/2022: Quarter 1: Service Review Working Group re-established and will take ownership of this action. Initial ideas talked about to date.
» CDPEC5.2	Number of carbon reduction projects scoped with Ubico, including analysis of potential carbon saving	N/A	Mike Towson	Target: 2 Actual: 0	Work is under way to scope and fully cost the use of alternative to diesel fuel.
EC5.3	Support the phasing out of single use plastics in the district and encourage and support local initiatives to 'reduce, repair and recycle'.	31/03/2023	Mike Towson	On Target 	08/07/2022: Quarter 1: As EC5.1 there is a current countywide campaign entitled Action on Plastics, this follows on from the previous Re-use campaign.
» EC5.3.1	Local initiatives identified and promoted to reduce, reuse and recycle	31/03/2023	Mike Towson	On Target 	08/07/2022: Ongoing initiatives.
» CDPEC5.3(a)	Reduction in the percentage of plastic as a part of the overall composition of dry mixed recycling, against a 2020/21 baseline.	N/A	Mike Towson	Target: Actual:	The 2020/21 baseline figure has been calculated at 32.04% (provisional) and when full Q1 figures are available a comparison will be made and realistic future target set.

Environment Committee Performance Monitoring Report Q1 2022/23

EC5.4	Continue to increase recycling rates across the district.	31/03/2023	Mike Towson	On Target 	08/07/2022: Quarter 1: NO CHANGE FROM PREVIOUS UPDATE - Working towards accepting an additional material at the kerbside. This will be housed in vehicle cages, which are being specified for the next round of capital fleet expenditure. Note* scheme change is the only recognised way to radically increase recycling rates. Rates tend to plateau and decline after scheme change and that is the current stage of the cycle.
» EC5.4.1	Introduction of an additional material at the kerbside	31/03/2023	Mike Towson	On Target 	08/07/2022: There is a clear pathway to enable this at the time of recycling fleet renewal. Orders to be placed in 2nd half of 2022.
» CDPEC5.4, NI192	Percentage of household waste sent for reuse, recycling and composting	N/A	Gemma Webb	Target: Actual:	Q1 figure not yet available







EC6: Renewable energy: Increase the proportion of energy generated by renewable sources in the district and work on decarbonizing existing networks.

Code	Action Required / Description	Deadline	Lead Officer	Status	Comments
EC6.1	Continue to increase renewable generation in the district and to decarbonise existing networks, and support community-owned renewable energy schemes	31/03/2026	Rachel Brain	On Target 	06/07/2022: Quarter 1: The Transition Stroud node of Big Solar Coop launched this quarter with the help of funds from SDC. This secures a part time post to scope opportunity for roof top projects and engage business owners with a view to establishing projects.
» CDPEC6.1	Number of community owned or other renewable energy schemes supported by the council and the reported carbon saved/avoided.	N/A	Rachel Brain	Target: Actual:	To be reported in Q2
EC6.3	Increase the proportion of Council and partner fleet vehicles powered by zero or low carbon technologies.	31/03/2026	Helen Scullard	On Target 	29/06/2022: Quarter 1: Fleet will be upgraded as opportunities, technology, and infrastructure allow.
» CDPEC6.3	% increase of fleet vehicles powered by zero or low carbon tech	N/A	Helen Scullard	Target: Actual:	To be reported in Q2


ER5: Strategic Plan: Adopt the new Stroud District Local Plan

Code	Action Required / Description	Deadline	Lead Officer	Status	Comments
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Environment Committee Performance Monitoring Report Q1 2022/23

ER5.1	Progress the Local Plan through public examination and secure its adoption.	31/12/2022	Mark Russell	On Target 	04/07/2022: Quarter 1: The draft Local Plan is progressing through public examination. The Inspectors are carrying out their initial assessment before hearing sessions are organised, anticipated during autumn 2022/23.
» ER5.1.1	Local Plan recommended for adoption by Government Inspector	31/12/2022	Mark Russell	On Target 	04/07/2022: The draft Local Plan is progressing through public examination. The Inspectors are carrying out their initial assessment before hearing sessions are organised, anticipated during autumn 2022/23.
» ER5.1.2	Local Plan adopted within 3 months of receiving the Inspector's Report	31/12/2022	Mark Russell	Not Started 	
ER5.2	Support the delivery of strategic site allocations contained within the local plan and the key infrastructure required to support it.	31/03/2026	Mark Russell	On Target 	04/07/2022: Quarter 1: As part of the Local Plan public examination process, the Council is working with site promoters and with stakeholders to resolve outstanding issues. The Council is also responding to formal scoping and pre-application requests through the development management process. A small number of planning applications on strategic sites have been submitted and are being considered.
» ER5.2.1	Number of houses built and hectare of employment land developed annually compared with Local Plan requirements	31/03/2026	Mark Russell	On Target 	04/07/2022: The number of homes and employment land delivered annually are set out in the Housing and Employment Land Availability Reports, commencing in April of each year, and published during the summer/autumn. Survey work for the 2021/22 reports was completed during Quarter 1 and both housing and employment reports are anticipated during Quarter 2.
ER5.3	Work with parish councils to develop Neighbourhood Development Plans and Orders to meet local development needs.	31/03/2026	Simon Maher	On Target 	13/07/2022: Quarter 1: Brimscombe and Thrupp: SEA/HRA screening commenced. Reg 14 consultation commencing mid July. Stroud Town: Initial discussions and advice on commencing NDP review and its relation to the Stroud Local Plan review. Slimbridge: Discussions and advice given on housing policies for emerging NDP and next stages to progress the NDP Standish: Discussions held to progress NDP to an acceptable standard to progress to referendum

Environment Committee Performance Monitoring Report Q1 2022/23

» ER5.3.1	Number of Neighbourhood Development Plans and Orders progressed or reviewed	31/03/2026	Simon Maher	On Target 	13/07/2022: Brimscombe and Thrupp: SEA/HRA screening commenced. Reg 14 consultation commencing mid July. Stroud Town: Initial discussions and advice on commencing NDP review and its relation to the Stroud Local Plan review. Slimbridge: Discussions and advice given on housing policies for emerging NDP and next stages to progress the NDP Standish: Discussions held to progress NDP to an acceptable standard to progress to referendum
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*For information – monitored by S&R Committee

ER3.2	Promote prosperity and visitors to the district's waterways, by developing a Canal Strategy, which links to heritage and biodiversity objectives.	31/03/2023	Mark Russell	On Target 	04/07/2022: Quarter 1: The Draft Canals Strategy was subject to public consultation which closed at the end of May 2022. Representations received are currently being analysed. The final document, including necessary changes as a result of public consultation, will be recommended to Environment Committee for approval, currently anticipated to be in September 2022.
» ER3.2.1	Canal Strategy adopted as a supplementary planning document by May 2022	31/05/2022	Mark Russell	Overdue 	04/07/2022: Public consultation on the Draft Canals Strategy document was extended until the end of May 2022, responding to initial concerns regarding the readability of the documentation. Amendments to documents were made and an additional video explaining the documentation produced. The intention is to take an amended document to Environment Committee for approval in September 2022.
» ER3.2.2	Action plan approved by December 2022	31/12/2022	Mark Russell	Not Started 	

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ENVIRONMENT COMMITTEE

8 SEPTEMBER 2022

OFFICER REPORT

NAME OF REPORT UPDATE	Walking and Cycling Task & Finish Group Recommendations – Officer update on progress
BRIEF REPORT	
<p>There has been good progress regarding strategic and local projects throughout the district, both on the ground and at the planning stage:</p> <ul style="list-style-type: none"> • Newman Henders Bridge on the Nailsworth-Dudbridge cycle way has been completely replaced utilising CIL funds and the Walking and Cycling capital budget. • Feasibility work for the Wotton-Kingswood-Charfield Greenway has been completed. Further capital budget has been allocated to allow for land survey work, and the project is being taken forward as part of the UKSPF bid to fund detailed design work. • Several Parish Councils have been contacted following the submission of potential local projects identified through the prioritisation tool developed as part of the Walking and Cycling Task and Finish Group. Funding from the capital budget has been approved for local projects within Nailsworth (bike pump station, cycle storage and street closures for weekly markets). Costs are being finalised with a view to allocating further capital funds for projects in Stonehouse, Wotton-under-Edge, Eastington, and Brimscombe. • A meeting has been held with Berkley Town Council and their Town Centre working group to look at possible funding streams for their proposed scheme to remodel the town centre for improved accessibility and regeneration. • Discussions are underway with GCC to improve the safety of the Stonehouse to Stroud bike path. • SDC officers with a working interest in walking and cycling in the district have formed an officers group to assist cross-council working on cycling and walking projects. • A walking and cycling event for Parish Councils and local cycling groups is being planned for the autumn in partnership with Active Gloucestershire. • Following the adoption of the Stroud Local Cycling and Walking Infrastructure Plan (LCWIP), the Cam and Dursley LCWIP has been published following input from SDC. • An application has been made to BYCS, the global NGO leading on the Cycling Mayor initiative with a view to commencing the process for electing a Cycling Mayor for the Stroud District. • SDC has held a Cycling Week for staff providing events such as free bike maintenance and assertive cycling training. • A meeting has been held with the Countywide Climate Change Co-ordinator to discuss the role of Active Travel in Stroud for the wider Climate Leadership Gloucestershire agenda. 	
REPORT SUBMITTED BY	Simon Maher, Senior Neighbourhood Planning Officer
DATE	15 August 2022

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LOWER SEVERN INTERNAL DRAINAGE BOARD

In the Stroud District Council area, the Elmore Back pumping station replacement work has been completed, apart from a screen being fitted to the outfall pipe into the River Severn. This screen will prevent debris deposited by high tides from entering the outfall pipe and clogging it. The work took longer than expected, and proved to be more costly than the original budget. It involved complete demolition of the original building, which was found to be not sound enough to house the new pump. This pump is now fish, eel and elver friendly, allowing safe passage of these creatures from the river into the inland rhynes and streams. Lessons learnt from the replacement of this pump will be carried over into design work for pump replacement at the Board's 4 other pumping stations, 3 of which, Lapperditch, Wick's Green and Marshfield are in the SDC Severnside area, with the other at Oldbury, just inside South Glos. Discussions are taking place with the Environment Agency to see whether the remaining pumps can be adapted to make them fish, eel and elver friendly, instead of complete replacement. This could be considerably less expensive in the long term.

Elmore Back is the second pump to be replaced, the first being at Saul. Unfortunately, some of the concrete used in the Saul replacement has been found to be substandard. It has started crumbling and has had to be replaced. The contractor used to replace the Saul pump is no longer in business, so an insurance claim was made, which covered approximately half the replacement cost, the rest coming from Board's reserves.

The four pumps in the Severnside villages of Elmore, Longney, Epney and Fretherne with Saul are in place to help prevent excessive flooding of land and property happening in times of prolonged heavy rainfall.

The condition of the Western Bank of the Gloucester/Sharpness canal in the Frampton on Severn area is causing some concern in that particular area. It acts as a defence against flooding of the village by the River Severn, and in the event of it failing, would have massive repercussions. LSIDB is in touch with Canals and River Trust, The Environment Agency and Bristol Water to ensure that these organisations are aware of the concerns of local people in respect of the canal bank. Bristol Water takes approximately half of the Bristol City's water supply from the Gloucester/Sharpness canal.

The September LSIDB meeting was the last for former SDC Councillor, Graham Littleton, who has retired from Board membership. Graham served for 44 years as a Board Member, 24 of them as Chairman. He oversaw many changes to the Board's structure, including amalgamation with other, smaller Boards in the surrounding areas, and changes to staffing structures. His retirement leaves a vacancy for an elected Member to the Board.

Cllr. John Jones

SDC Representative, Lower Severn Internal Drainage Board.

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ENVIRONMENT COMMITTEE

8 SEPTEMBER 2022

WORK PROGRAMME FOR 2022-23

Date of meeting	Matter to be considered (i.e. insert report/project title)	Notes (e.g. lead member & officer)
08.12.22	Budget Monitoring Q2	Accountant
	Revenue Estimates Revised 2022/23 and original 2023/24	Accountant
	Community Infrastructure Levy Spending Allocations 2023-24	Senior Community Infrastructure Officer
	Standish Neighbourhood Development Plan: Progression to Referendum	Senior Neighbourhood Planning Officer
	Ubico Annual Presentation	Managing Director, Ubico
	Appointment for Performance Monitor for Civic year 2022-23	Committee
	Member/Officer Reports: a) Strategic Planning Advisory Board b) Stroud Regeneration Committee c) Performance Monitoring d) Air Quality Monitoring Options	Councillor Smith Councillor Drury-Layfield Councillor Turner & vacant Head of Environmental Health/Environmental Protection Manager
Work Programme	Chair/Strategic Director of Place/Committee	
09.02.2023	Severn Estuary Mitigation Strategy	Principal Planning Officer
	Anti Social Behaviour Policy	Head of Community Services
	Appointment for Performance Monitor for Civic year 2022-23	Committee
	Member/Officer Reports: a) Strategic Planning Advisory Board b) Stroud Regeneration Committee	Councillor Smith Councillor Drury-Layfield
	Work Programme	Chair/Strategic Director of Place/Committee
30.03.2023	Budget Monitoring Q3	Accountant
	Appointment for Performance Monitor for Civic year 2022-23	Committee
	2030 Annual Report	2030 Strategy Manager/Community Engagement Board Representatives
	Member/Officer Reports: a) Strategic Planning Advisory Board b) Stroud Regeneration Committee c) Performance Monitoring	Councillor Smith Councillor Drury-Layfield Councillor Turner & vacant

Agenda Item 11

	d) Walking and Cycling Annual Report	Senior Neighbourhood Planning Officer
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Reports for Future Meetings – Date TBC

- Community Involvement
- Building Back Better Strategy
- District Nature Recovery Strategy
- Tree Strategy
- Local Plan – Spring 2023

Information Sheets for Future Meetings:

Marine Management Organisation and Marine Management Plan – TBC

Published Members' Information Sheets		
Date sent (& ref no)	Topic	Notes (eg responsible officer)