

A Toolkit for Future Placemaking:

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

(see also Evidence Base Summary Matrix)

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

A pack 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 not been included in the Strategy and how it is applied.

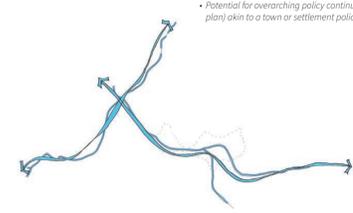
CONTINUITY

Activity and movement across Stroud District have been shaped by geology and natural systems resulting in the River Frome valley landscape which has influenced settlements' form and relationships with one another.

From 1783 the vision to connect the Thames to the Severn with a canal linked 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.



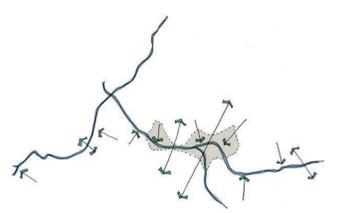
CROSSINGS

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 can be formed at a District level which see people not only accessing the canal corridor but accessing a variety of District wide opportunities and a dining as being enabled to cross socio-economic boundaries as well as physical ones.



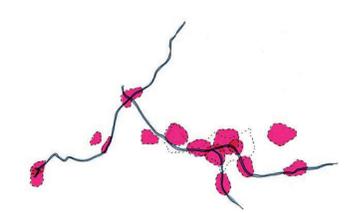
CLUSTERING

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



STROUD DISTRICT COUNCIL

TOOLKIT FOR FUTURE PLACEMAKING

STROUD CANALS VISION & STRATEGY

DHUD

Hilton Barnfield Architects

1 Drivers of Future Change

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

CLUSTERING: Diversity:

- 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: 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

2 Canal Strategy Areas

CSA 1: WESTERN STROUDWATER

SWITBAS 1: WESTERN STROUDWATER

Year	SW	W	W	W	W	W	W	W	W
0-5 YRS	W	W	W	W	W	W	W	W	W
5-10 YRS	W	W	W	W	W	W	W	W	W
10-15 YRS	W	W	W	W	W	W	W	W	W
15-20 YRS	W	W	W	W	W	W	W	W	W
20+ YRS	W	W	W	W	W	W	W	W	W

CSA 2: EASTINGTON

SWITBAS 2: EASTINGTON

Year	W	W	W	W	W	W	W	W	W
0-5 YRS	W	W	W	W	W	W	W	W	W
5-10 YRS	W	W	W	W	W	W	W	W	W
10-15 YRS	W	W	W	W	W	W	W	W	W
15-20 YRS	W	W	W	W	W	W	W	W	W
20+ YRS	W	W	W	W	W	W	W	W	W

CSA 3: SAUL & FRAMPTON

SWITBAS 3: SAUL & FRAMPTON

Year	W	W	W	W	W	W	W	W	W
0-5 YRS	W	W	W	W	W	W	W	W	W
5-10 YRS	W	W	W	W	W	W	W	W	W
10-15 YRS	W	W	W	W	W	W	W	W	W
15-20 YRS	W	W	W	W	W	W	W	W	W
20+ YRS	W	W	W	W	W	W	W	W	W

CSA 4: LOWER GAS

SWITBAS 4: LOWER GAS

Year	W	W	W	W	W	W	W	W	W
0-5 YRS	W	W	W	W	W	W	W	W	W
5-10 YRS	W	W	W	W	W	W	W	W	W
10-15 YRS	W	W	W	W	W	W	W	W	W
15-20 YRS	W	W	W	W	W	W	W	W	W
20+ YRS	W	W	W	W	W	W	W	W	W

3 Ingredients of the Future Place

MOVEMENT:

- 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 (existing long distance footpaths/cycleways, signage along other footpaths/cycleways, signage on public transport stops and stations), interventions could include published and digital maps and coordinated access campaigns.
- Lighting**
A variety of lighting styles serve different purposes along the canal: from security and enabling ongoing seasonal use of the canal as a walking to the creation of features and buildings, and the use of lighting for public art and creating an attraction and event viewing 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 dusk skies for recreational enjoyment.
- 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 as a sustainable mode of transport and provides space for a 'to flourish'. This enables easier movement of people and goods.
- 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. This is achieved through improved interconnectivity between transport modes.
- 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 high density development and an increase in building heights.
- Accessible Townscape**
Connections and permeability are maintained with barriers broken down to create larger and more direct walkable and accessible links to the canal corridor and between buildings nearby to the canal. These connections are created through: new development canal areas with permeable paving/signposting.
- Prioritise Active Travel**
Active travel infrastructure becomes much more prominent along the canal with essential vehicular access becoming peripheral. Dedicated routes for pedestrians and bikes are provided and take the place of arterial routes in the canal corridor. Active travel infrastructure becomes much more prominent along the canal with essential vehicular access becoming peripheral. Dedicated routes for pedestrians and bikes are provided and take the place of arterial routes in the canal corridor. Active travel infrastructure becomes much more prominent along the canal with essential vehicular access becoming peripheral. Dedicated routes for pedestrians and bikes are provided and take the place of arterial routes in the canal corridor.

URBAN FORM:

- Residential Movements**
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 may also help alleviate pressure on local services and interventions to local communities. Education enabling the celebration of varied lifestyles and learning from different perspectives and experiences.
- Future Canal Building Interventions**
The enhanced role of the canal as a connected public realm and green infrastructure facility and a focus on the canal corridor as a new function in the future of Stroud District there is the opportunity to diversify activity adjacent to the canal, drawing upon the canal for movement and access and redefining 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 uses along the canal directly from and along the canal.
- 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 or to sustainable alternative transport along the canal. The 'park and move' concept facilitates the interchange between individual car, car share, bus and train to healthy travel and through short term measures requires people to make long term choices affecting behavioural change for generations.
- 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 uses the opportunities provided by a car free future.
- Connecting the Banks**
Increasing connections and permeability to the banks of the canal with often small interventions (lights, 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 surrounding areas and employ various solutions to overcome topography and promote healthy living.
- 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, pavements and piers. Improved capacity for movement along the canal corridor is facilitated by innovative occupation of the water surface where the canal is particularly constrained.
- Canal Gateways & Landmarking**
Visual connections and landmarks are key characteristics of the industrial heritage Conservation Area. Views into and along the canal from the town centres to the landscape around and from the existing neighbourhood to the canal and industrial heritage features and other notable landmarks all contribute to the visual cues which help to define the canal's identity, character and sense of place and identity.
- Banking the Canal**
Careful design of the built environment, ensures development facing the canal is active and safe. Buildings provide passive surveillance and framing of public realm and green infrastructure.
- 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. Reinforcing existing community devices, complements place branding to strengthen the overall character of the canal corridor.
- Canal Side Living**
The reuse of historic buildings, the attractive environment and vacant land along the canal provides the opportunity to create new residential locations which are founded on sustainable behaviour. 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.
- 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 canal 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 space.
- 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 and visitor attractions.
- Diversify Activity**
Many large functions and activities dominate the canal corridor as a legacy of its industrial past. As the canal finds a new function in the future of Stroud District there is the opportunity to diversify activity adjacent to the canal, drawing upon the canal for movement and access and redefining 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 uses along the canal directly from and along the canal.
- 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 permanent and/or may contribute to more subtle ways to the enhancement 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.
- Public Realm**
Public Realm provides a unique and extremely valuable resource to Stroud District bringing visitors to the area and enabling private and wider local community benefits. The positioning of mooring and boating facilities and 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 employed 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.
- Green Infrastructure & Biodiversity:**
 - Linking Canopy**
There is approximately 80km of canal bank extending through Stroud District representing a significant continuous ecological corridor. This could equate to 6000 trees planted in a three way. The planting along connected lengths of the canal would provide a unique contribution to increasing biodiversity, carbon sequestration, improved air quality and localised environmental cooling. The connected ecosystem supported by the extensive continuous canopy would support extensive flora and fauna helping to define the canal's function and identity and forms part of an extended network including the greening of connecting routes and level level streets.
 - Multi-functional Canal Side Public Realm**
Public realm adjacent to and along the canal can accommodate mixed activity and different user groups. The 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 may be used and safe throughout the day and calendar.
 - Canal Hub: Connecting with Nature**
In building a role as a repository of continuous green infrastructure, the canal corridor provides a rich resource for people to connect back to nature. The canal is a corridor, extending through urban and rural areas. A network of strategically placed blue positions along the canal provides the means by which people can access and interact with the canal and where wider engagement with the natural environment can take place. These hubs can be a focus of wildlife conservation initiatives and educational programmes.
 - 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 canal as an ecological asset. 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.
 - Natural Waterfinding**
Green spaces are used to landmark routes to and along the canal, with the creation of new landscaped parks and the integration of ecological and urban green space. Existing heritage, engineering and natural environment assets are revealed and able to perform a strategic function.

Project Delivery Process: (informed forthcoming Action Plan)

- 1. Identify the Opportunity**
A programme bringing awareness of the canal, its resources and programme of projects and initiatives. To many care providers introducing those patients with social, emotional or practical needs to a range of local, non-clinical services, other 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.
- 2. Validate & Establish:**
- 3. Collaborate:**
- 4. Develop:**
- 5. Incorporate:**

Refer to Accompanying Spreadsheet
Refer to NOTES in decision making steps

Refer to 'Project Parameters' tab in accompanying spreadsheet
which provides a variety of information for assessing projects according to a variety of criteria (time frame, cost thresholds, social outcome and carbon reduction opportunity and to help align with priority objectives across other policy and strategies).

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EVENTS & PROGRAMMES:

- Canal Habitats & Species**
Firstly, the canal of Stroud District are engineered waterways that flow through a non-catchment basin comprising a diverse range of landscape character. The watered canals, canal banks, rivers and adjacent landscapes are multi-layered habitats that contribute to wider environmental and biodiversity benefits, sustaining fauna and flora. Recognising this aspect of the canal network is vital to sustaining, enhancing and supporting other habitats throughout the District alongside their many people, and engineering related functions.
- 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, interventions with innovative design can present numerous opportunities for a 'hands off' balance of land management, where human and natural interactions over time offer a blend of landscape functionality for a 'naturally wild' process working in unison.
- Carbon Sequestration**
The canal corridor provides a resource for sequestering carbon as a waterbody and in its green infrastructure capacity through initiatives like a forestry, habitat creation and active vegetation, improved plant and soil management.
- Energy Generation**
From moving water and heads of water, its space available for renewable energy generation - canal side and roof top solar and wind farms, floating photovoltaics and public and private, the canal corridor can be utilised in creative ways as a resource for very curricula and extra-curricular activities. These can be coordinated to form a canal corridor education programme.
- Pride in Innovation & Quality**
The canal structure, associated structures, the industrial heritage and in part the wealth and infrastructure of an area are a legacy of innovation and pioneering in the past. As the canal finds new roles in the 21st century, canal restoration, new building techniques and digital innovation and innovation should be approached with the pride and innovation. This can be manifested in the use of bio-locks, materials and the 'pre-emptive' of buildings and public realm such that they may be similar legacy 'pre-emptive' years to come that which early pioneers created.
- Water Management**
Interventions aimed at preserving water quality in the canal help it to function effectively in the wider landscape ecosystem. A wider catchment based flood attenuation strategy across Stroud District and the County can employ the canal as a storage and conveying facility, contributing to an overall management strategy for the canal and the lower Severn valley.
- 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 and related to a local, regional and national programme. The canal also performs as a catalyst for further exploration of the Stroud area when promotion of connections and relationships are identified. Furthermore a wider strategy of longer term branding and marketing spreads investment to the area, again catalysed by canal resources and activities in the canal and its banks but growing in influence to bring wide spread benefits to communities and economy locally.
- Varied events on canal side space**
In coordination with other programmes and longer term interventions, vacant sites and redundant spaces along the canal may be utilised as conference buildings, boat clubs and visitors to the canal. A variety of events may use different purposes to promote 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 culture, educational and arts programmes. 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.