

Draft Canals Strategy Consultation Report

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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.

- 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

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.

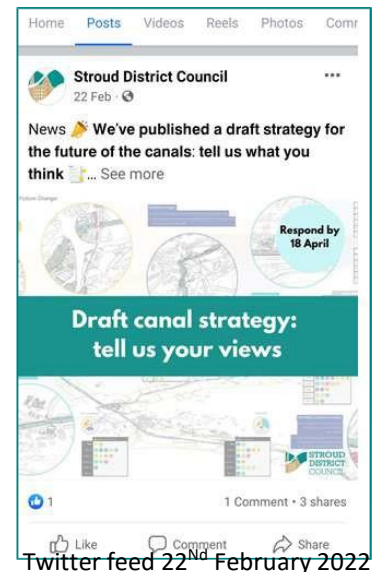
Publicity and notification

- 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

- 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.

- 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.

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
Active Gloucestershire	<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>
Bisley and Lypiatt Parish Council	<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>	
<p>Cotswold Canal Trust</p>	<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>
<p>Environment Agency</p>	<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>
<p>Hawkins Watton</p>	<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>
<p>Highways England</p>	<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>
<p>Hinton Parish Council</p>	<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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		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.	order to improve legibility and ease of reading.
Historic England	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.	Welcome support for the role of the Canals Strategy.	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.
Marine Management Organisation	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.	Comments are noted.	No proposed changes.
National Highways	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.	The comments are noted.	No proposed changes.
Natural England	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	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	The Strategy process diagram has been amended to acknowledge the need to consider new evidence as it emerges. Changes have been made to the

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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 also 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>
Stagecoach	<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>
Stonehouse Town Council	<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	<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>
9	<p>Restoration would bring environmental benefit to the canal around Chalford.</p>	<p>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.</p>	<p>No proposed changes.</p>

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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>

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy
77	<p>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.</p>	<p>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.</p>	<p>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.</p>
80	<p>Please consider wheelchair accessible paths, specifically allowing access to Stroud centre.</p>	<p>Physical improvements to the towpath and access to it should have regard to the need to provide access for all modes.</p>	<p>No proposed changes.</p>
87	<p>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</p>	<p>The Strategy covers the Gloucester and Sharpness canal in Stroud District as well as the Cotswold Canal.</p>	<p>No proposed changes.</p>

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy
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>

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy
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>

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy
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>

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy
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

Individual Response Number	Summary of comments received	Council's response	Proposed changes to Canals Strategy
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 of 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 managed alongside enhanced ecologically important areas, particularly open wetland habitats...”

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 “Maximise local spaces and development land for the primary benefit of local residents, providing access for recreation, health and well-being.” Change to “Improving access onto recreational spaces... natural and industrial environments that make up this rich heritage area, notwithstanding the constraints on development to protect local habitats”

Ebley Canal Area: change from ‘strong canal banks’ to ‘defined 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.

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 *include provision of* sustainable multi-modal travel options...” Change “water management” to “floodrisk management”, and “horticultural, engineering or green infrastructure interventions... for the benefit of the wider region.” to “horticultural, naturalfloodmanagement or green infrastructure interventions... for the environmental benefit of the wider region.” Change “landscape character and tourism experiences on offer” to “landscape character and visitor experiences on offer.”

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.

Carbon Reduction Opportunities: Waste as a resource” updated to include Circular Economy principles and make greater links to the sections on energy.

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.

Crossings profile ‘6’ is long-winded and should be simplified.

Crossings profile ‘4’ should read “Bridging the canal reduces the perception that rail, river and topography cause a barrier to movement.”

Crossings profile ‘2’ should have a comma to read “...nature of the canal banks, ecological links and green infrastructure...”

Crossings profile ‘1’ should add ‘independent’ to read “...are divided and have independent economic and social functions.”

Clustering profile ‘8’ should have a hyphen and change in to by to read “Planned-for development is pro-active by integrating...”

Clustering profile ‘7’ should have a hyphen to read “Planned-for development utilises the canal...”

Clustering profile ‘5’s first sentence needs to be restated.

Clustering profile ‘2’s last sentence can be simplified to read better.

Consider word change from “Crossings” to “Linkages”.

Consider word change from “Continuity” to “Connectivity”.

Consider amending the clustering profile text to also reflect natural habitat creation and enhancement.

'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) <i>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.</i>
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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