

STROUD CANALS

VISION & STRATEGY

Supplementary Planning Document



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INTRODUCTION:

The Purpose of a Strategy for the Canals in Stroud District

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

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

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

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

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

What is a Supplementary Planning Document?

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

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

Relationship to Planning Policy and other Canal Initiatives

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

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

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

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

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

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

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

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

An Evidenced Strategy

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

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

Engagement and consultation

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

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

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

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

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



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

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

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

Common themes in the responses were:

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

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

Stroud District's Strategy 2030 and the Canals

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

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

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

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

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

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

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

Climate Change and Ecological Emergency

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

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

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

Emerging Themes

Contextual themes ▶	1	2	3	4	5	6	7
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County, National and Global Policy	This strategy rightly has a clear and strong local emphasis, but the ambitions will not be achieved without considerable efforts and collaborations locally, nationally and globally						

How to use the Canals Strategy:

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

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

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

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

The Strategy is proposed to be used as follows:

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

Continuity;
Crossings;
Clustering;

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

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

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

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

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

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

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

Policy makers and decision makers

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

Development management

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

Landowners & developers

- provide direction in project selection and prioritisation

Consultant planners and designers

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

Community groups/Parish Councils/Neighbourhood Plan groups

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

Volunteer groups

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

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

Supporting Strategy Documents:

Evidence Base Review Summary document

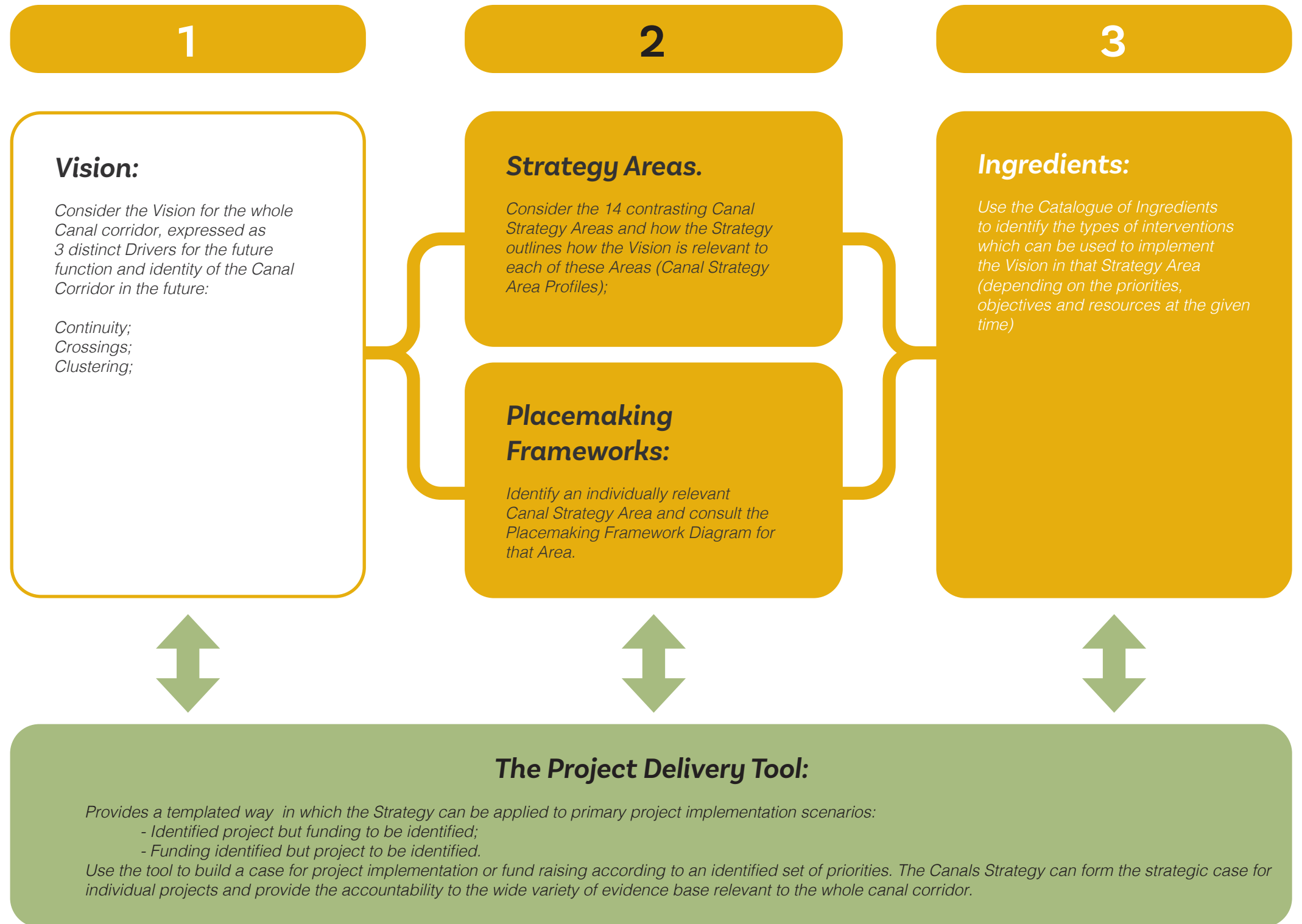
Evidence Summary Matrix
Record of Stakeholder Clinics
Record of Stakeholder Workshop
Goals and Obstacles long & Short Lists
Development of the Future Drivers

Canals Strategy Wallchart

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

Piloting the Canals Strategy at Wallbridge

Summary of online public survey



GLOSSARY OF TERMS:

Action Plan

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

Biodiversity

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

Built form and public realm Typologies

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

Canal Strategy Areas

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

Canals Strategy Pilot

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

Canal Restoration

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

Canals Strategy Wallchart

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

Carbon Footprinting

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

Carbon Reduction Opportunities

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

Corridor

Refer to 'Whole Canal Corridor'.

Drivers

Refer to 'Future Drivers'.

Evidence Base

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

Evidence Base clinics

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

The Future Place Toolkit

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

Future Drivers

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

Indicative Ingredient Phasing

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

Ingredients of the Future Place

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

Legibility

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

Parish workshops

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

Pilot

Refer to 'Canals Strategy Pilot'.

Placemaking

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

Project Delivery Process Guide

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

Public online survey

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

Social Value

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

Stakeholders

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

Stakeholder workshops

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

Statutory public consultation

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

Stroud District Local Plan

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

Stroudwater Navigation

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

Typologies

Refer to 'Built form and public realm Typologies'.

Vision

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

Wallchart

Refer to 'Canals Strategy Wallchart'.

Wallbridge Pilot

Refer to 'Canals Strategy Pilot'.

Whole Canal Corridor

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

METHODOLOGY FOR DEVELOPING THE STRATEGY:

Stroud Canals: Future Place

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

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

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

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

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

In summary the Strategy is structured as follows:

1. Vision

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

2. Canal Strategy Areas

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

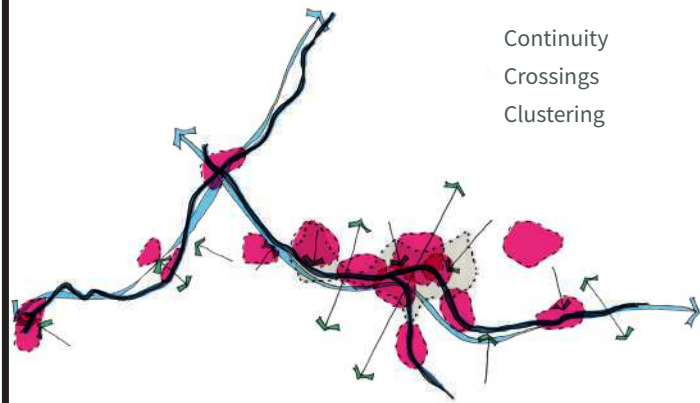
3. Ingredients

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

4. Piloting

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

1 *Tool 1:
Drivers for Change*



Continuity
Crossings
Clustering

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

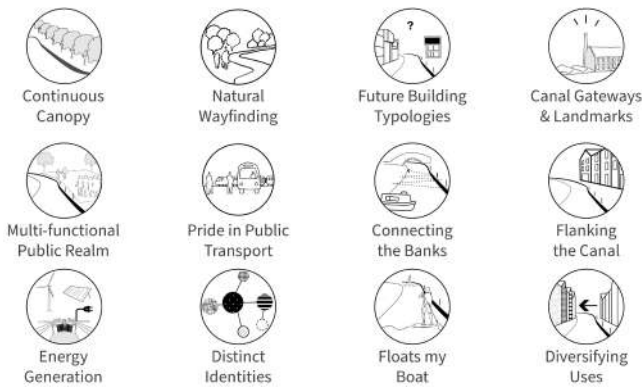
2 *Tool 2:
One Place, Many Parts*



Define Strategy Areas Area Profiles Placemaking Frameworks

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

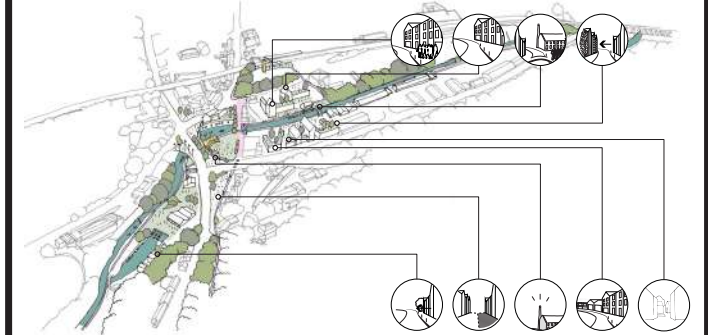
3 *Tool 3:
Ingredients of the Future Place*



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

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

4 *Tool 4:
Pilot Application*



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

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



Drivers of Change

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

Canal Strategy Areas

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

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

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

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

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

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

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

Initial hypotheses were formed through the

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

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

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

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

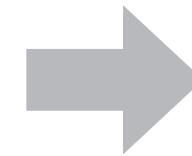
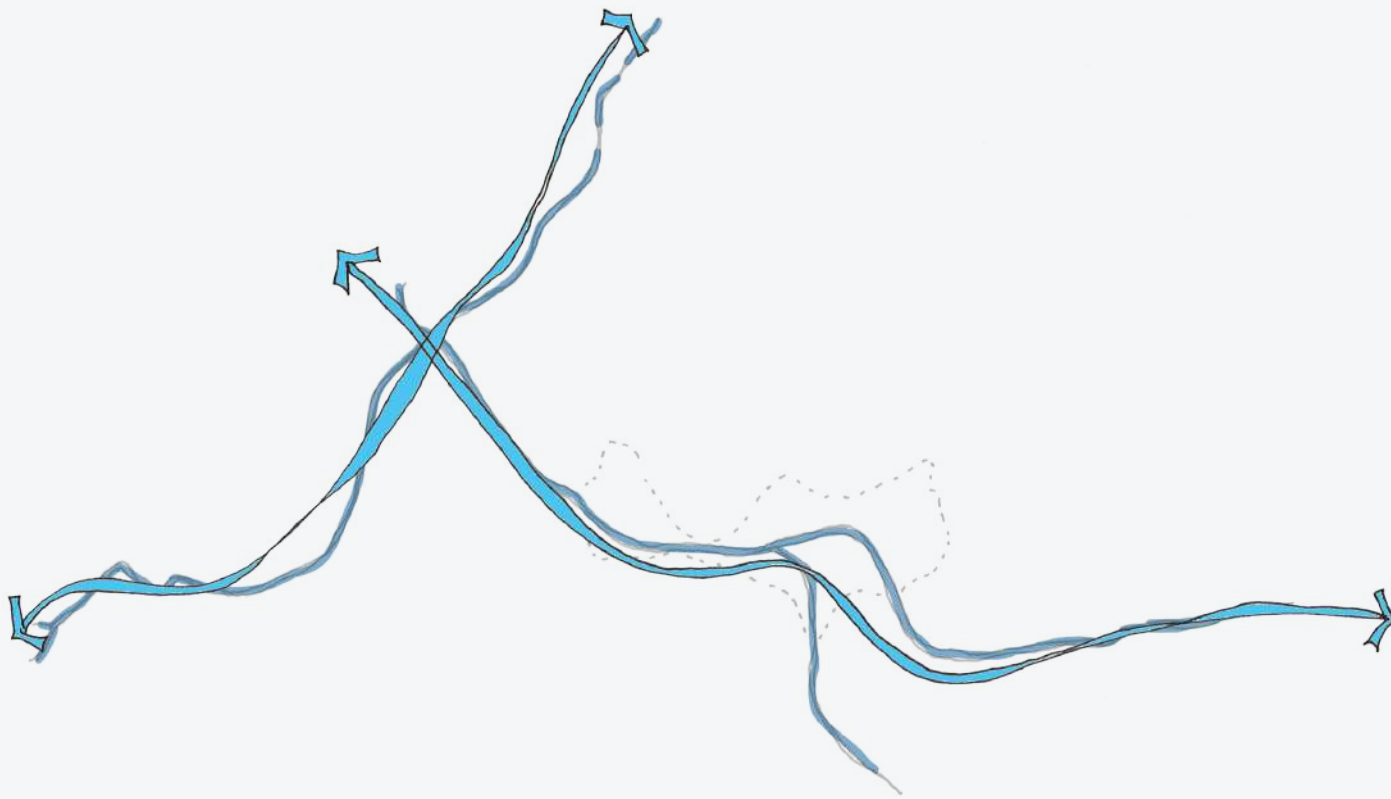
A film record of the 'Walking the Bank' site visit was compiled and the film record has served as a tool as well as an output for a variety of purposes throughout the preparation of the Canals Strategy.

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

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

1. CONTINUITY. Key Features:

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

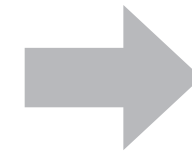
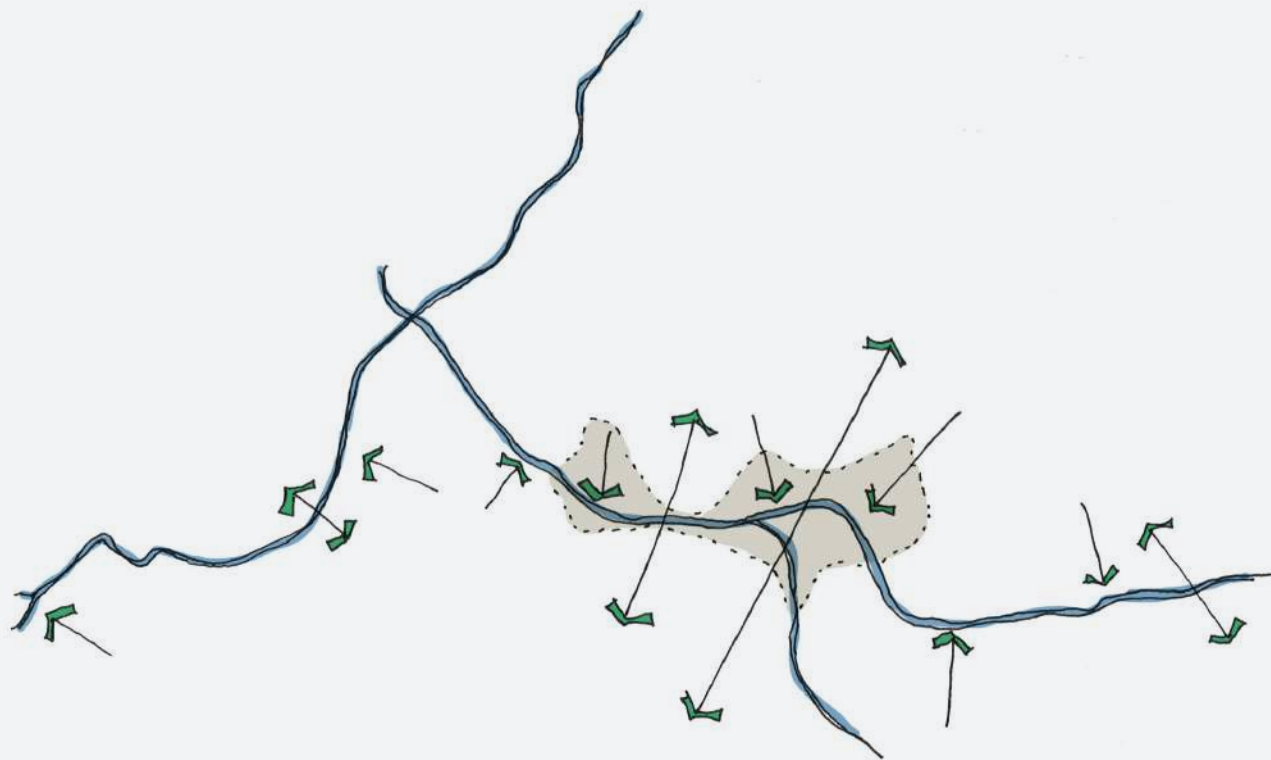


7 related Emerging Themes:

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

2. CROSSINGS. Key Features:

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



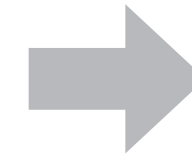
8 related Emerging Themes:

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

3. CLUSTERING. Key Features:

Layered spheres of influences of different functions and concerns:

- Historic
- Economic
- Community
- Natural habitats and wildlife
- Intersections/Access Nodes
- Built Form
- Frontages vs Backlands
- Topography



11 related Emerging Themes:

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

Understanding the Canal Strategy Areas

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

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

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

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

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

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

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

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

Historic landscape and settlement analysis including heritage and conservation area appreciation

Administrative boundaries

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

Planning policy influences, County, District and Neighbourhood Plan,

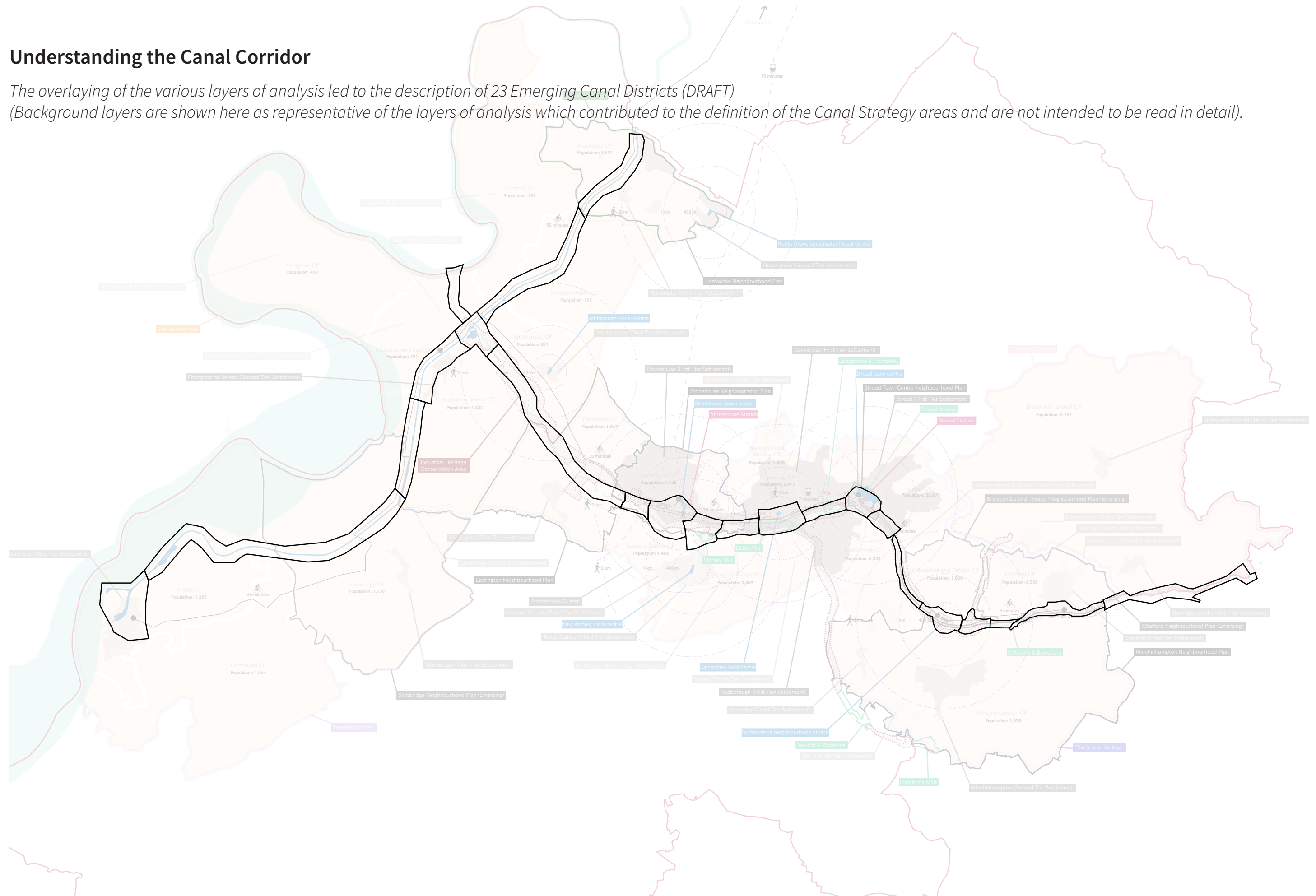
Settlement hierarchy and distribution of centres

The layering of District analysis:



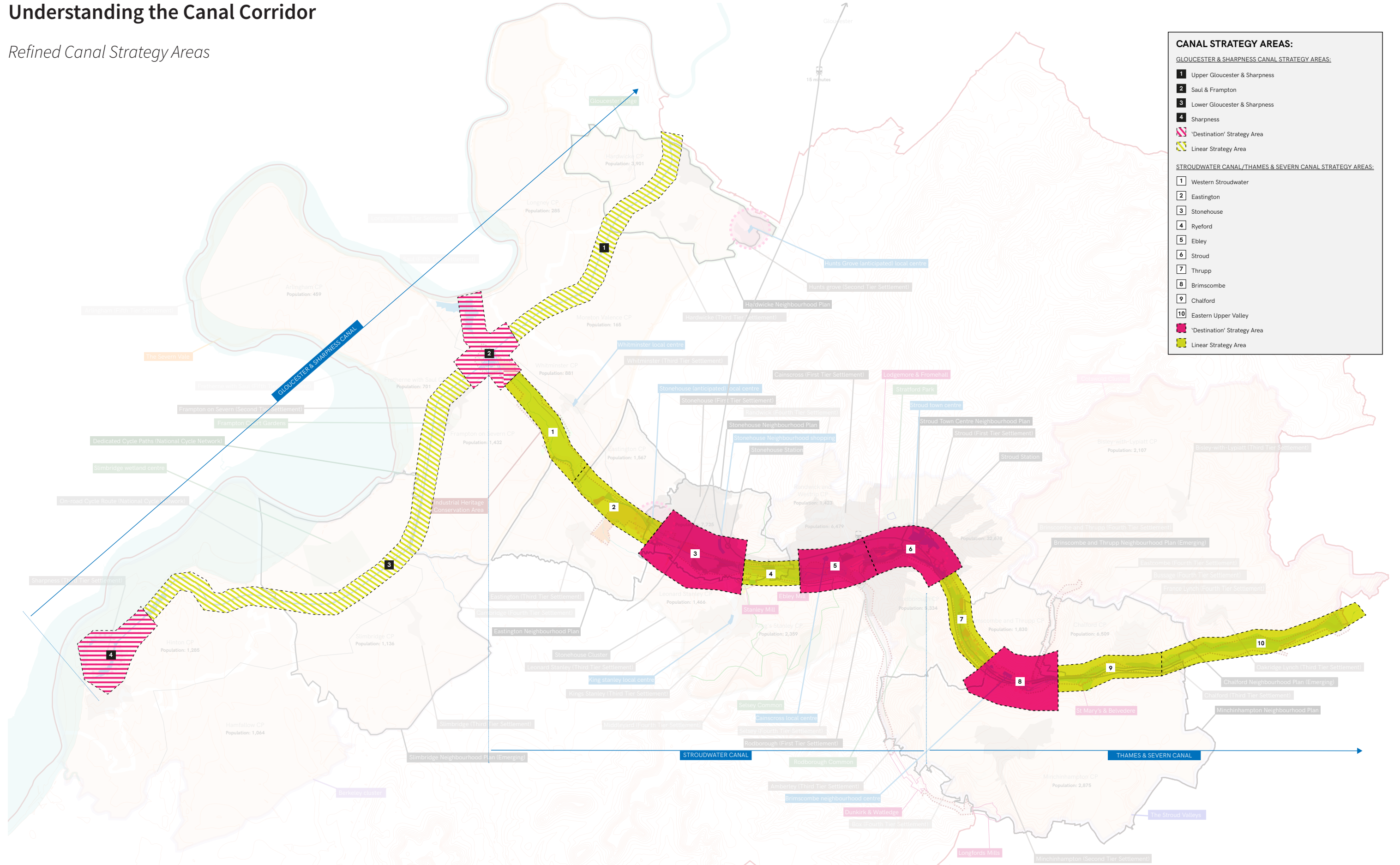
Understanding the Canal Corridor

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



Understanding the Canal Corridor

Refined Canal Strategy Areas



CANAL STRATEGY AREAS:

GLoucester & SHARPNESS CANAL STRATEGY AREAS:

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

STROUDWATER CANAL / THAMES & SEVERN CANAL STRATEGY AREAS:

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

Profiling the Canal Strategy Areas

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

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

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

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

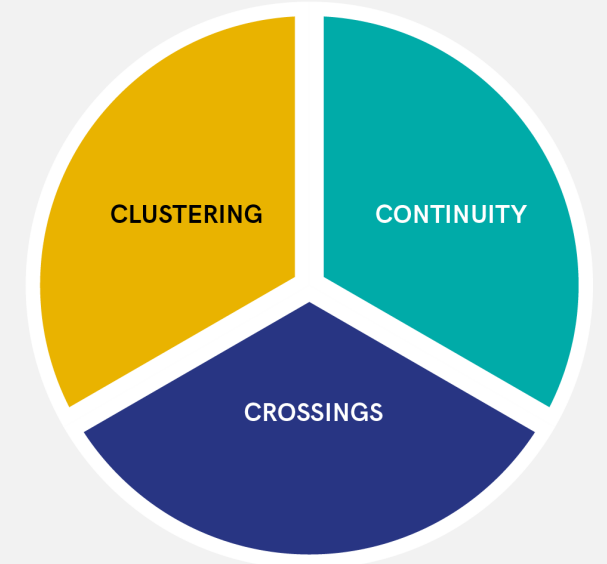
- To identify the future potential of the canal in each location along the corridor and;
- That not every district contributes to the vision in the same way.

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

coordinated along the whole corridor.

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

CANAL STRATEGY AREAS PROFILING:





CANAL STRATEGY AREAS:

GLOUCESTER & SHARPNESS CANAL STRATEGY AREAS:

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

STROUDWATER NAVIGATION/ THAMES & SEVERN CANAL STRATEGY AREAS:

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

PROFILING CRITERIA

10

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

9

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

8

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

7

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

6

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

5

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

4

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

3

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

2

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

1

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

CONTINUITY

CROSSINGS

CLUSTERING

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Preparation of Placemaking Frameworks for each Canal Strategy Area

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

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

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

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

delivery.

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

Ingredients of the Future Place

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

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

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

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

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

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

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

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

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

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

Evidence Base Review

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

Vision:

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

Canal Strategy Areas.

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

Placemaking Frameworks:

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



Catalogue of Ingredients:

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

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

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

SUMMARY OF ENGAGEMENT & CONSULTATION:

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

Evidence Base clinics

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

[Active Gloucestershire](#)
[Barnwood Trust](#)
[Canal and River Trust](#)
[Cotswold Canal Trust](#)
[Eastington Parish Council](#)
[GFirst LEP](#)
[Gloucestershire Archaeology](#)
[Gloucestershire County Council](#)
[Gloucestershire Wildlife Trust](#)
[Historic England](#)
[Museum in the Park](#)
[Natural England](#)
[Slimbridge Parish Council](#)

[Stonehouse Town Council](#)
[Stroud District Council - Biodiversity](#)
[Stroud District Council - Conservation](#)
[Stroud District Council - Council Leader](#)
[Stroud District Council - Flood Management](#)
[Stroud District Council - Health and Well-being](#)
[Stroud District Council - Planning](#)
[Stroud District Council - Property Services](#)
[Stroud Town Council](#)
[Visit Gloucestershire](#)

Stakeholder workshops

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

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

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

The event was shaped around two questions:

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

What is preventing it getting there?

(Obstacles)

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

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

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

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

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

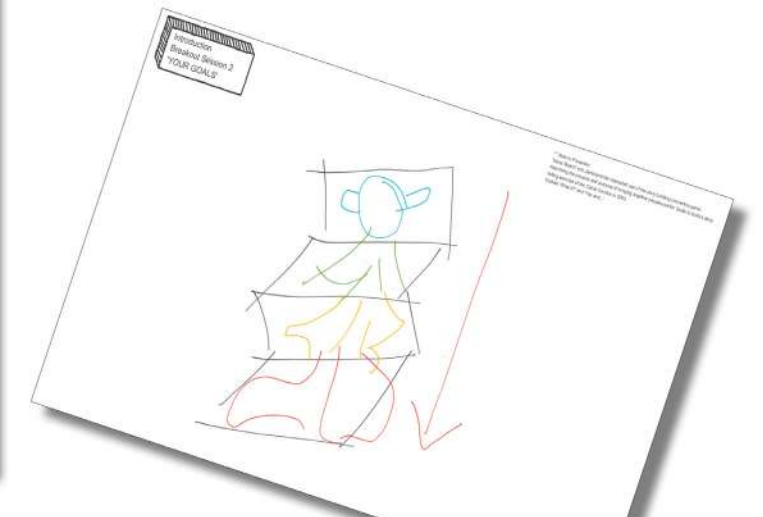
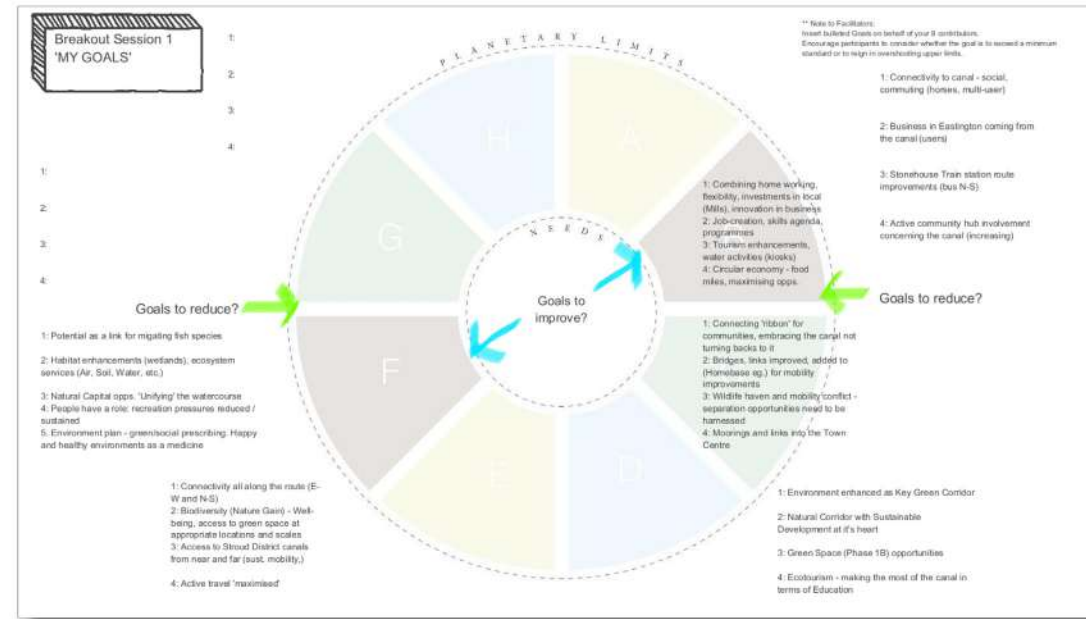
This workshop exercise facilitated the design thinking and work which resulted in the distillation of the three Future Drivers.

Parish workshops and public online survey

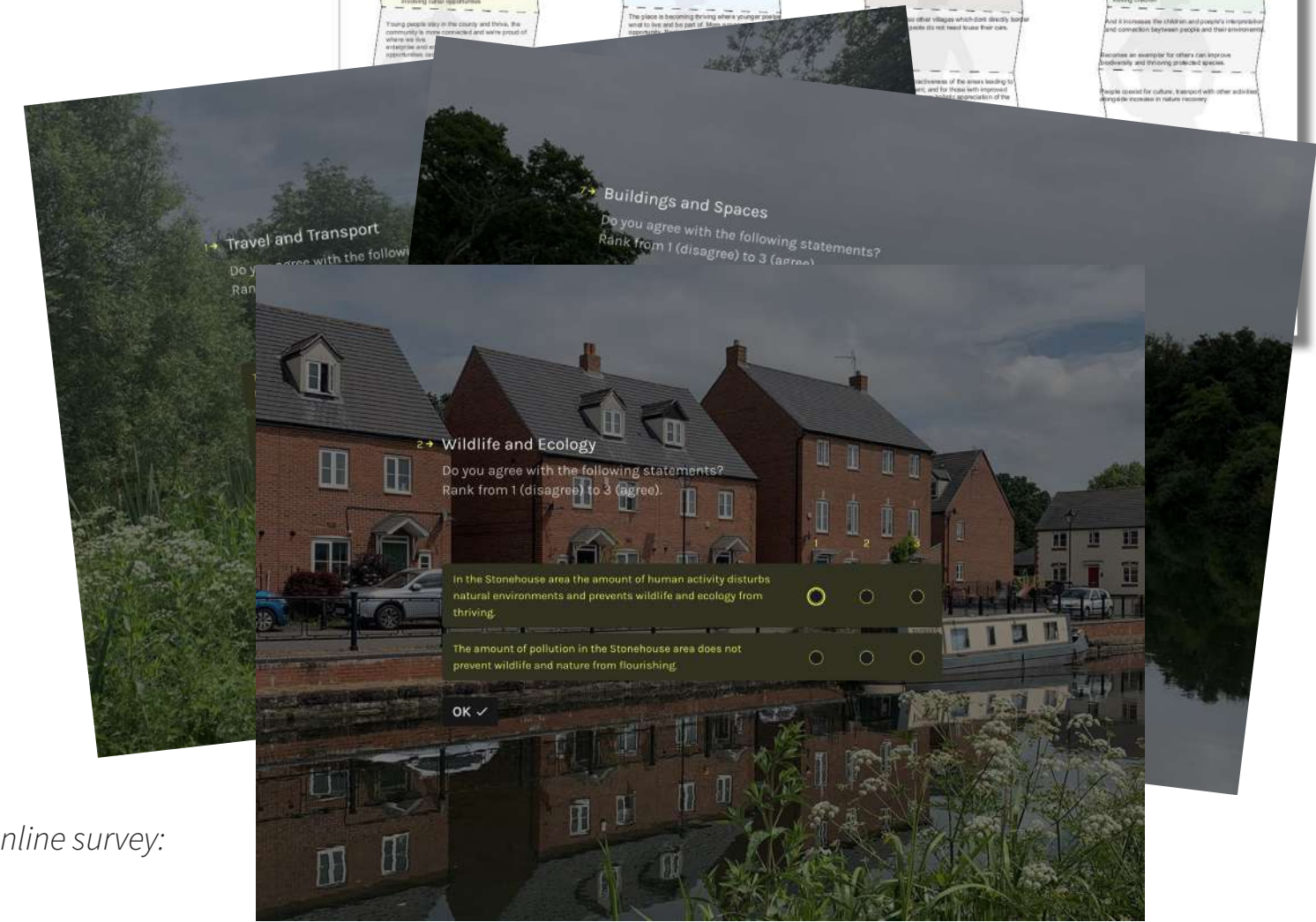
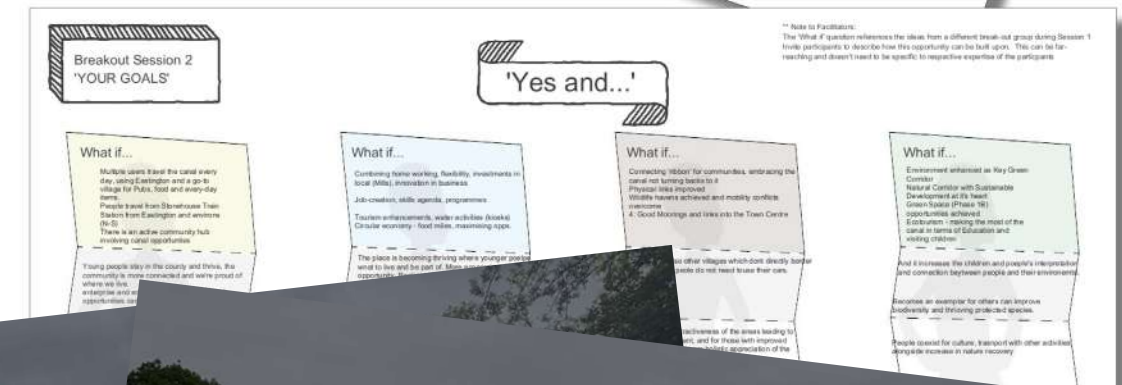
The Canals Strategy includes an overarching Vision for the whole canal corridor and indicates how this Vision can be expressed locally. In order to do this a community engagement exercise was designed to understand how people perceive the potential of the canal in their area.

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

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



Some of the outputs of the stakeholder workshop:



Extracts from the public online survey:

The Evidence Base Summary Matrix

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

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

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

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

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

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

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

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

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

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

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

Thursday, 10 June 21

Thursday, 10 June 21

Thursday, 10 June 21

Thursday, 10 June 21

Name, Organisation

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

DH adds: National Waterways & Canal Strategy

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

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

https://canalrivertrust.org.uk/values-and-benefits/strategy-2020-2030/https://canalrivertrust.org.uk/accounts-2019-2020/https://canalrivertrust.org.uk/values-and-benefits/https://canalrivertrust.org.uk/

DH asks: Outline Call & Rivers Trust Board presence on

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

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

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

- Restoration and conservation of our history
- Reopening of the canal network -DH adds: Active travel objective has to be balanced with recreational users -family use.
- Impact on local communities - providing a space for / source of wellbeing
- Growing our youth engagement and education work along the Stroudwater
- Partnership working and volunteering opportunities to improve and secure the care of our shared waterways
- Supporting our environmental ambitions

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

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

Enabler

7 Preferred dates for meeting:

10th July 2021

Longlisting "Your Goals"

Longlisting "Your Goals" document with various goals and objectives listed in a structured format.

Shortlisting Stakeholder Goals cross-referenced to the emerging themes

Shortlisting Stakeholder Goals cross-referenced to the emerging themes. A large grid of text with various goal statements and cross-references to emerging themes.

Group 3

Breakout Session 1 MY GOALS

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

Group 1

Breakout Session 2 YOUR GOALS

What if... Multiple scenarios about the canal area... What if... People who live in the canal area... What if... People who live in the canal area... What if... People who live in the canal area...

'Yes and...'

'Yes and...' section with various notes and ideas.

STROUD CANALS, FUTURE PLACE: DEFINING & EVIDENCING

Sources & Process:

Contextual Themes
(Stroud 2030 Strategy)

1 Site day

2 Officer interviews & Pro-Forma responses

3 Desktop Document Reviews

4 Historical Research

5 Stakeholder Workshop

6 Public Engagement

Energy

Built Environment

Natural Environment

Mobility

Our Economy

Waste and Resources

Community

G: GLOBAL & NATIONAL

R: REGIONAL

D: DISTRICT

L: LOCAL

G1. The Values & Benefits of Waterways

G2. Building with Nature

R1. Active Gloucestershire Strategy 2017-2021

R2. Gloucestershire's Nature Recovery Network and natural capital maps

R3. Draft Gloucestershire Local Industrial Strategy (2019)

R4. Gloucestershire Sustainable Energy Strategy (2019)

R5. Gloucestershire Local Transport Plan LTP4 (2021)

D1. Draft Stroud District 2030 Strategy (2020)

D2. Stroud District Local Plan (2015)

D3. Draft Local Plan Review (2021)

D4. SYCC 25 year Business Plan (M&M Plan)

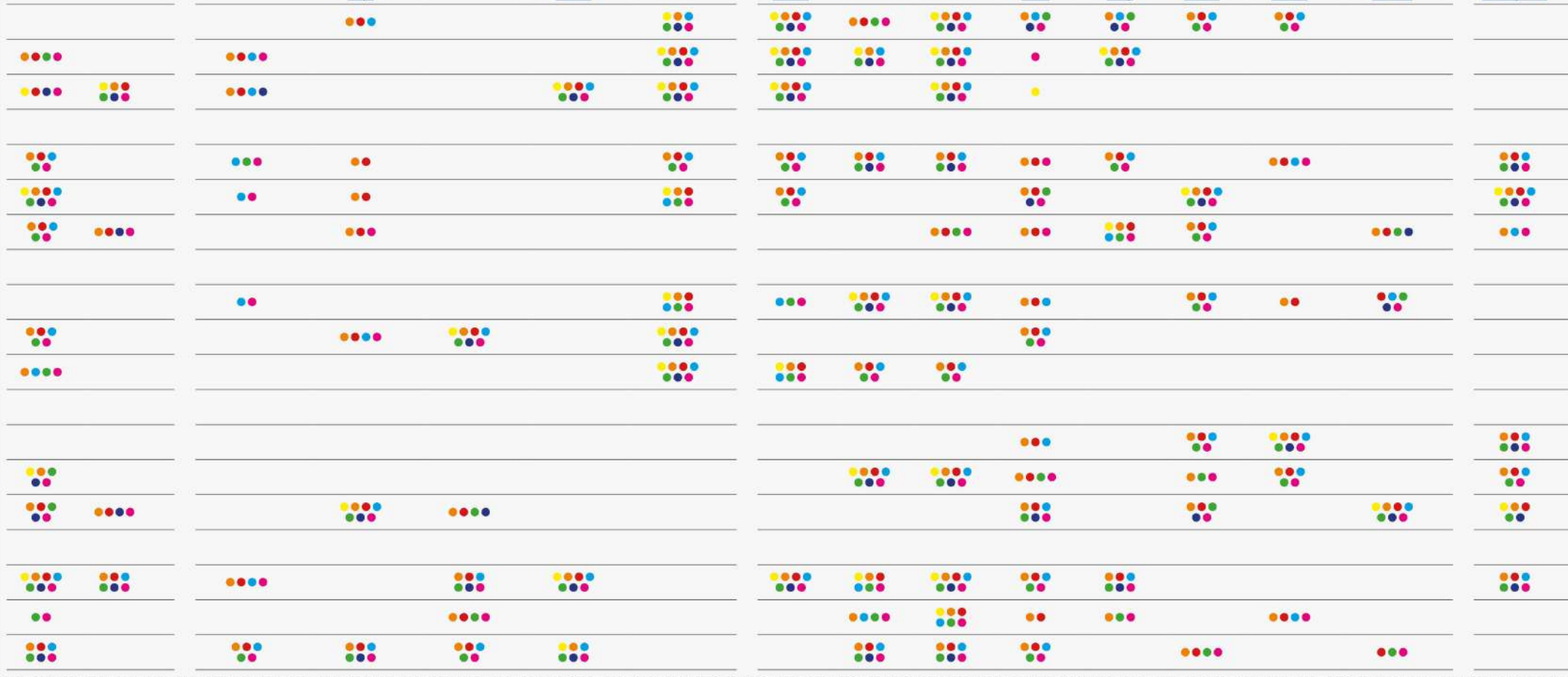
D5. Stroud Settlement role and function study

D6. A Heritage Strategy for Stroud District (2018)

D7. Industrial Heritage Conservation Area Design Guide SPA (2008)

D8. Gloucestershire Wildlife Trust Conservation reports for the corridor

L1. Missing Mile Heritage Lottery Bid (2020) Activity Plan





Emerging Canal Vision Themes



Unique Drivers

EVIDENCE BASE

L2. Hardwicke Neighbourhood Development Plan	L3. Eastington 2018 Neighbourhood Plan	L4. Stonehouse Neighbourhood Plan	L5. Shaping the Heart of Stroud Neighbourhood Development Plan
[Colorful dots]	[Colorful dots]	[Colorful dots]	[Colorful dots]
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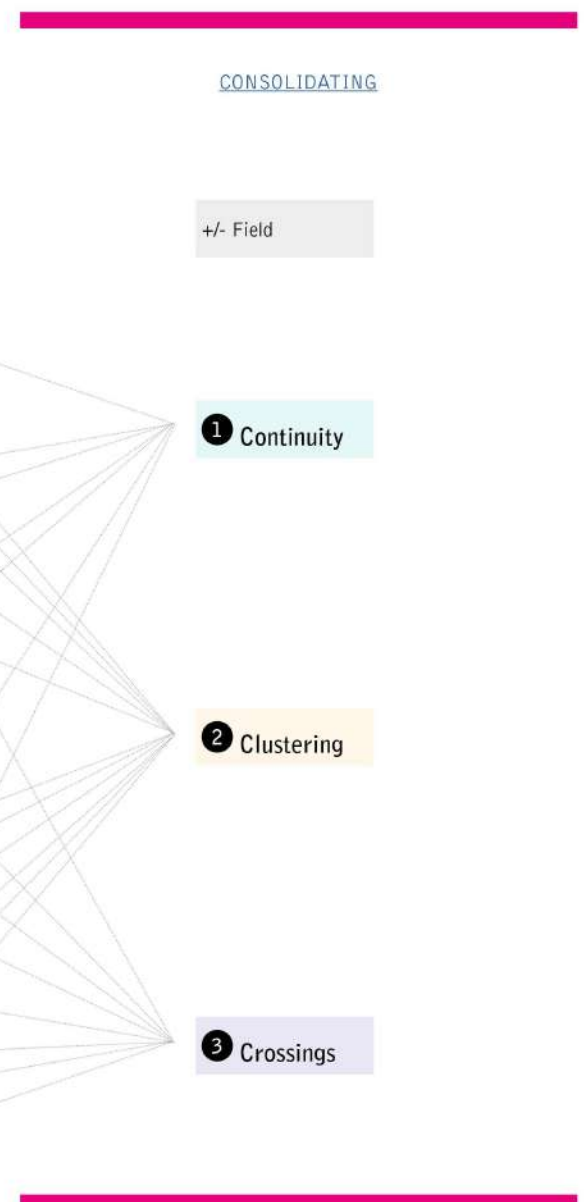
LONGLISTING

STAKEHOLDER WORKSHOP

[Text content describing various canal vision themes and goals]

SHORTLISTING

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



THE CANALS STRATEGY:

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

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

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

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

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

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

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

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

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

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

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

Continuity

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

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

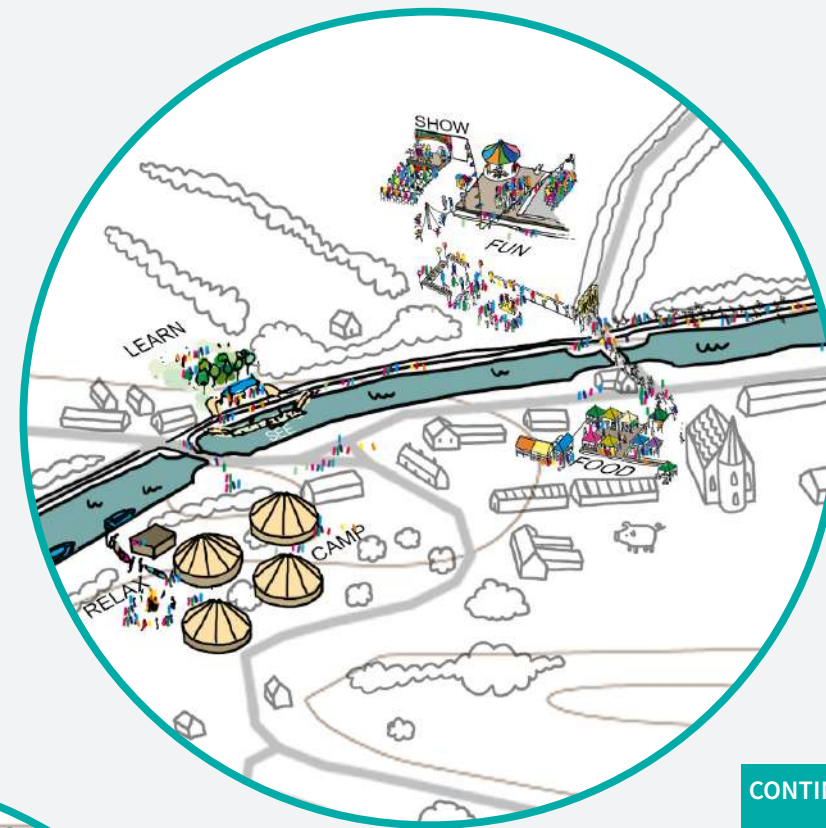
Before being identified as an attractive route for the canal, this continuity through the landscape gave rise to the series of mills which utilised the continuity of the river and the road network along, and to and from, the valley.

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

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

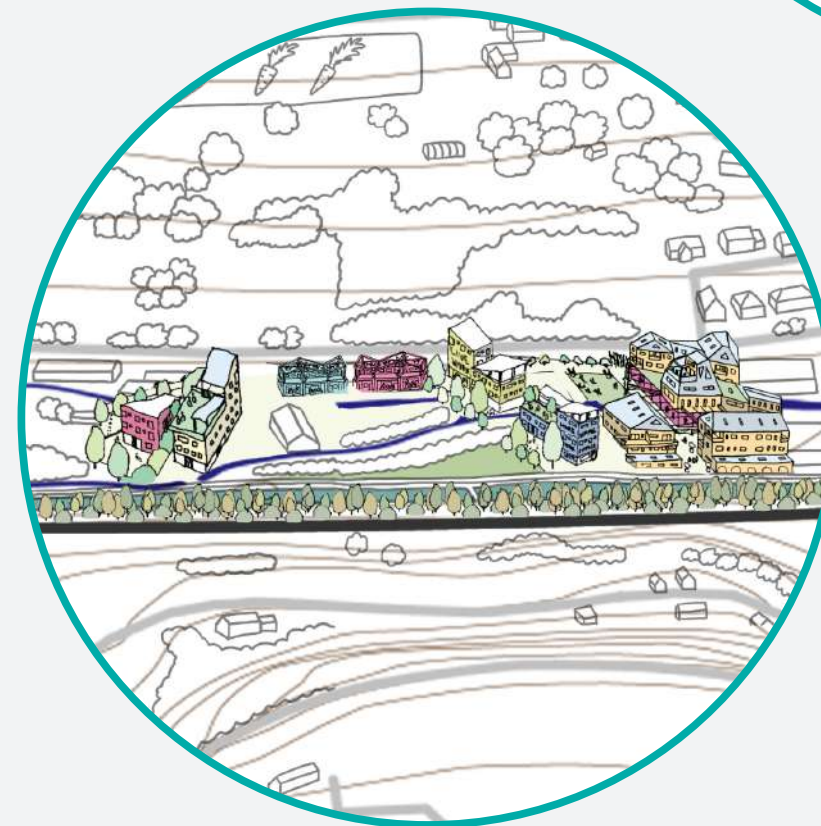
CONTINUITY: People:

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



CONTINUITY: Nature:

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



CONTINUITY: Places:

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



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

Crossings

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

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

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

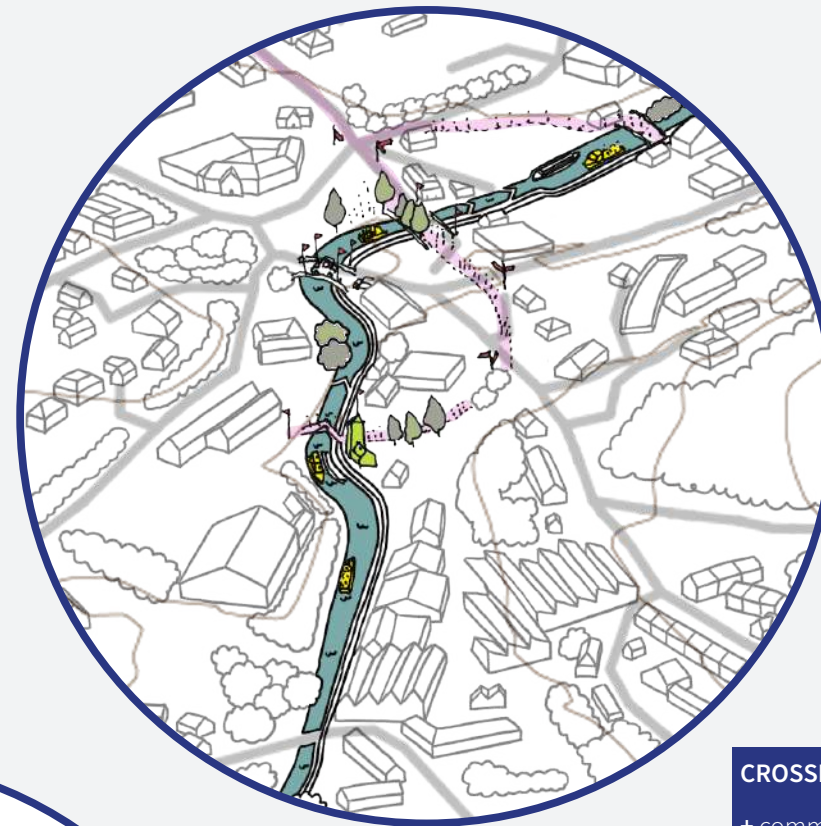
Initially the canal was established as a piece of industrial infrastructure and stopping points, origins and destinations of goods largely hidden as mechanisms of the economy.

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

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

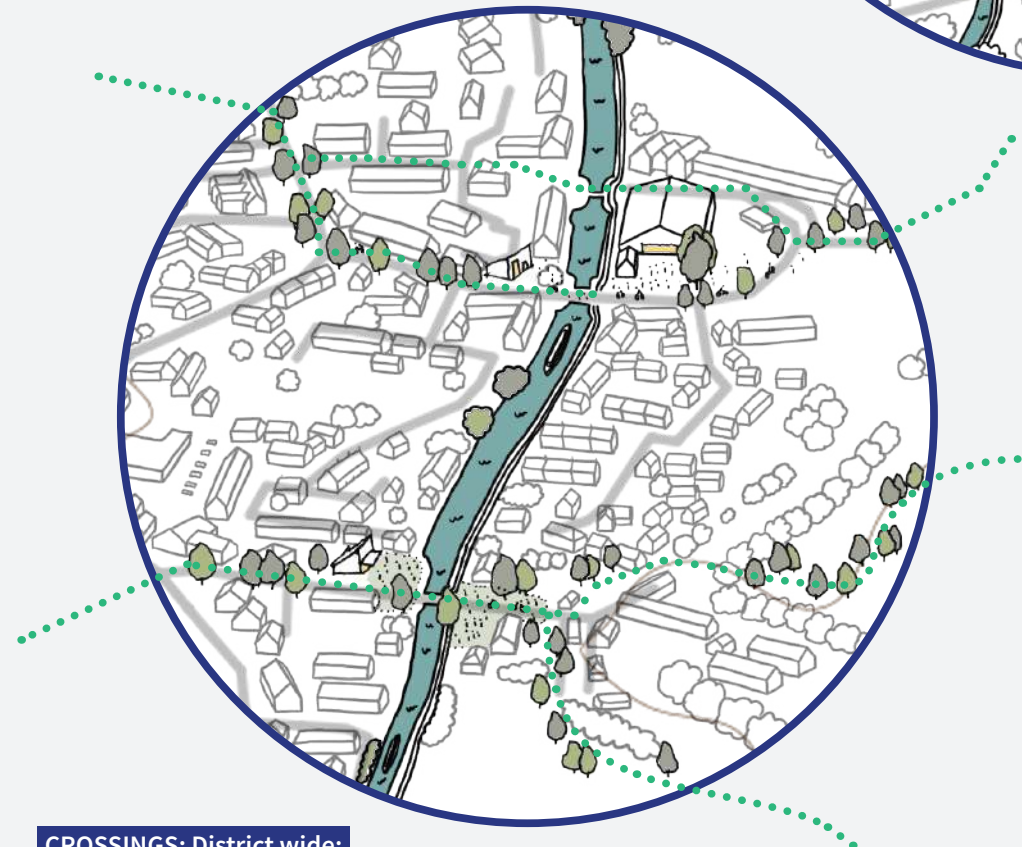
CROSSINGS: Bridges:

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



CROSSINGS: Joining Communities:

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



CROSSINGS: District wide:

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



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

Clustering

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

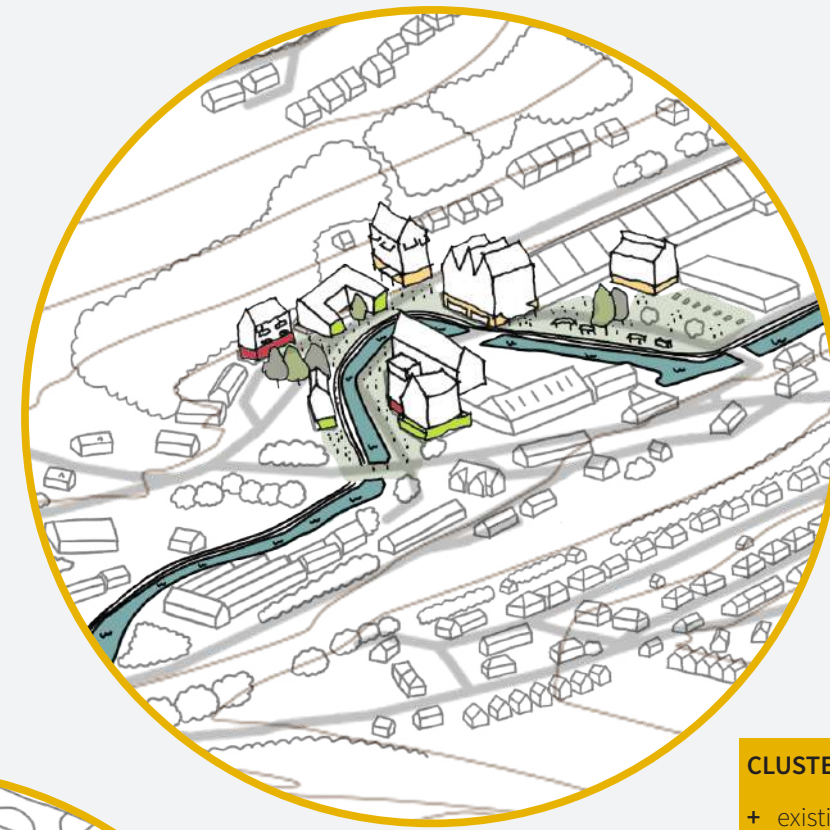
The roads, railways and river form barriers in ways that the canal does not. In being one continuous body of water, the canal joins activities along its banks and connects communities.

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

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

CLUSTERING: Diversify:

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



CLUSTERING: Public Realm:

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



CLUSTERING: Community:

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



The Canal Strategy Areas

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

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

Fourteen Canal Strategy Areas

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

Along the Gloucester & Sharpness Canal:

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

Along the Stroudwater Navigation and Thames & Severn Canal:

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

Profiling the Canal Strategy Areas

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

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

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

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

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

Understanding the Canal Corridor

Strategy Area Profiles:

CANAL STRATEGY AREAS PROFILING:

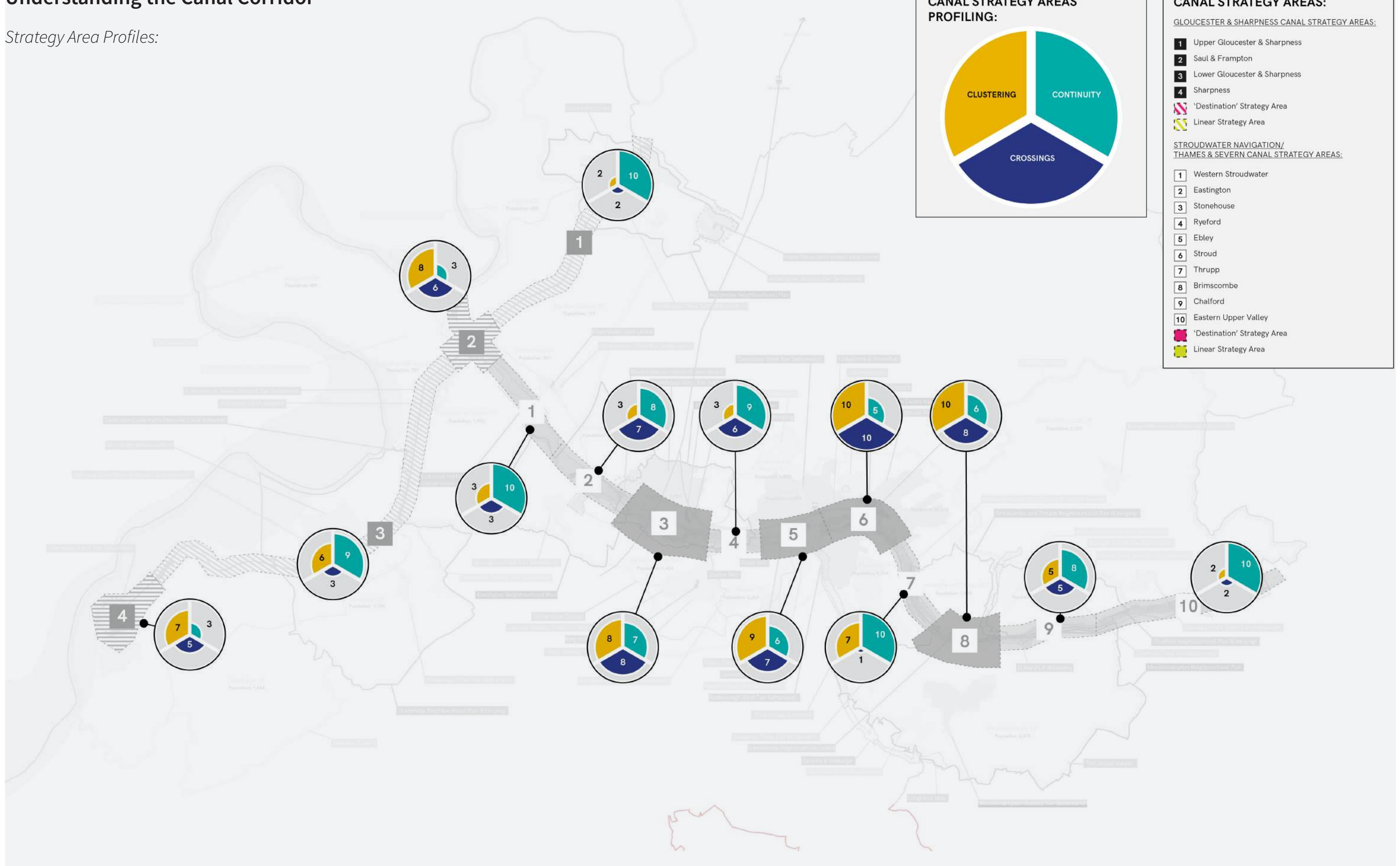
CANAL STRATEGY AREAS:

GLoucester & SHARPNESS CANAL STRATEGY AREAS:

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

STROUDWATER NAVIGATION/ THAMES & SEVERN CANAL STRATEGY AREAS:

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



Canal Strategy Areas Carbon Footprinting

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

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

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

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

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

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

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

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

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

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

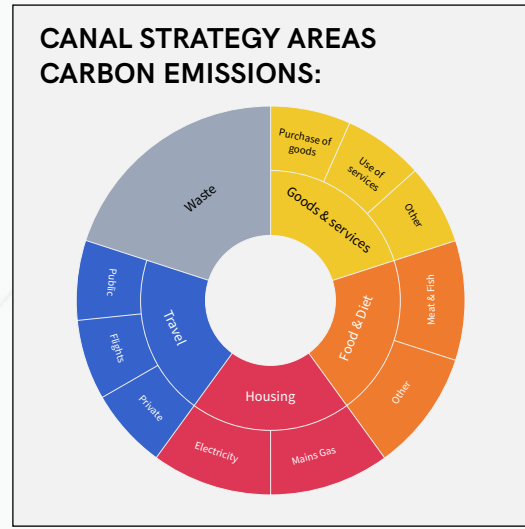
(The Ingredients), with the five categories of carbon emissions sources identified in the Impact Tool.

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

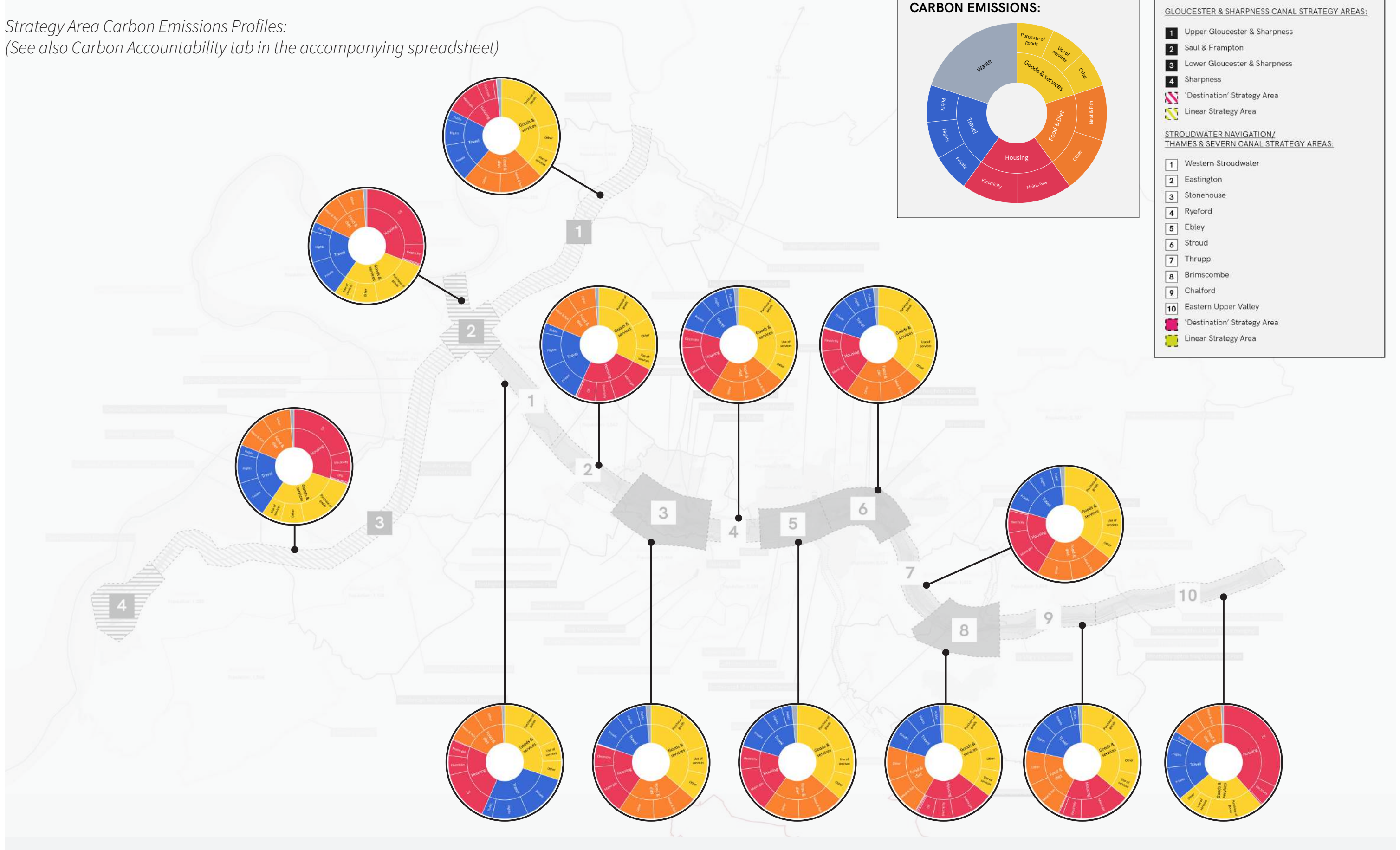
It should be noted that this is a tool for identifying the relative opportunities for carbon reduction along the canal corridor, informing the prioritisation of projects according to a carbon emissions accountability. It cannot be relied upon to quantify carbon reduction or forecast a transition to a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

Understanding the Canal Corridor

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



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



Fourteen Placemaking Frameworks

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

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

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

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

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

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

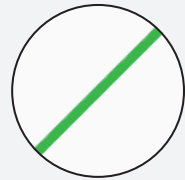
The framework opportunities also cross-reference Stroud District Council's Social Value Themes to indicate opportunities within the Strategy for potential social outcomes. These signpost at a high level the opportunity to focus certain projects on a variety of outcomes both environmental, social and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


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


Legend for Placemaking Framework Diagrams:

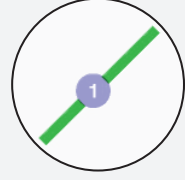
The Placemaking Framework Diagrams are schematic in their approach to begin wider conversations concerning Drivers and Ingredients. The Legend below is an overview of the meanings of each of the illustrative tools used within the diagrams

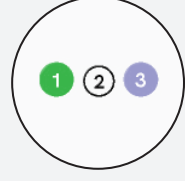
CANAL-FOCUSSED MAPPING:

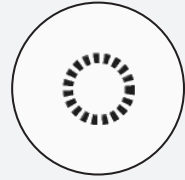
- 


Indicative route of the Stroud District Canals whether existing or proposed
- 

Continuation of indicative canal route into adjacent Canal Area
- 

Existing crossing point / activity node on the route of the Stroud District Canals
- 

Proposed opportunity for improvement or canal-focussed intervention on the route of the Stroud District Canals
- 

Numbered reference marker for placemaking notes pertaining to the Canal Area. Colours correspond to the numbers and circles as drawn on the plans.
- 

Nodal point along the canal corridor presenting local gathering opportunities and ingredients interventions
- 

Existing influential building facades along the Stroud District canals which have a bearing on placemaking and the canal route

MOVEMENT AND ACCESS:

- 

Existing primary access routes (indicative) for movement around the canal corridor primarily by road-users and/or pedestrians
- 

Existing secondary connections/movement directions along and to the canal primarily by road-users and/or pedestrians
- 

Identified local multi-modal routes, access points and opportunities for access enhancements and further considerations
- 


Existing Stroud District trainline routes
- 

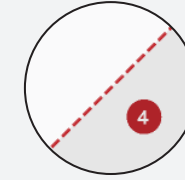
Primary improvement opportunities for access and journey routes, especially green infrastructure opportunities
- 

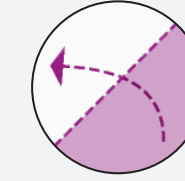
Secondary improvement opportunities for access and journey routes, especially green infrastructure opportunities
- 

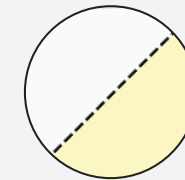
Existing significant tributaries of the River Frome illustrated for further conversations about their significance in the River Frome catchment

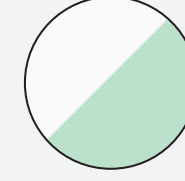
LANDUSE AND LANDFORM INFLUENCES:


- 


Landform or built-form influences in the landscape and their indicative shape and direction of influence into the landscape
- 

Existing distinctive area of opportunity and influence that is canal-focussed, with notation marker
- 

Naturalistic vegetated area/recreational opportunity along the canal corridor with indicative expansion/relationship arrows
- 

An urban/built form area of influence close to the canal and associated with its facilities
- 

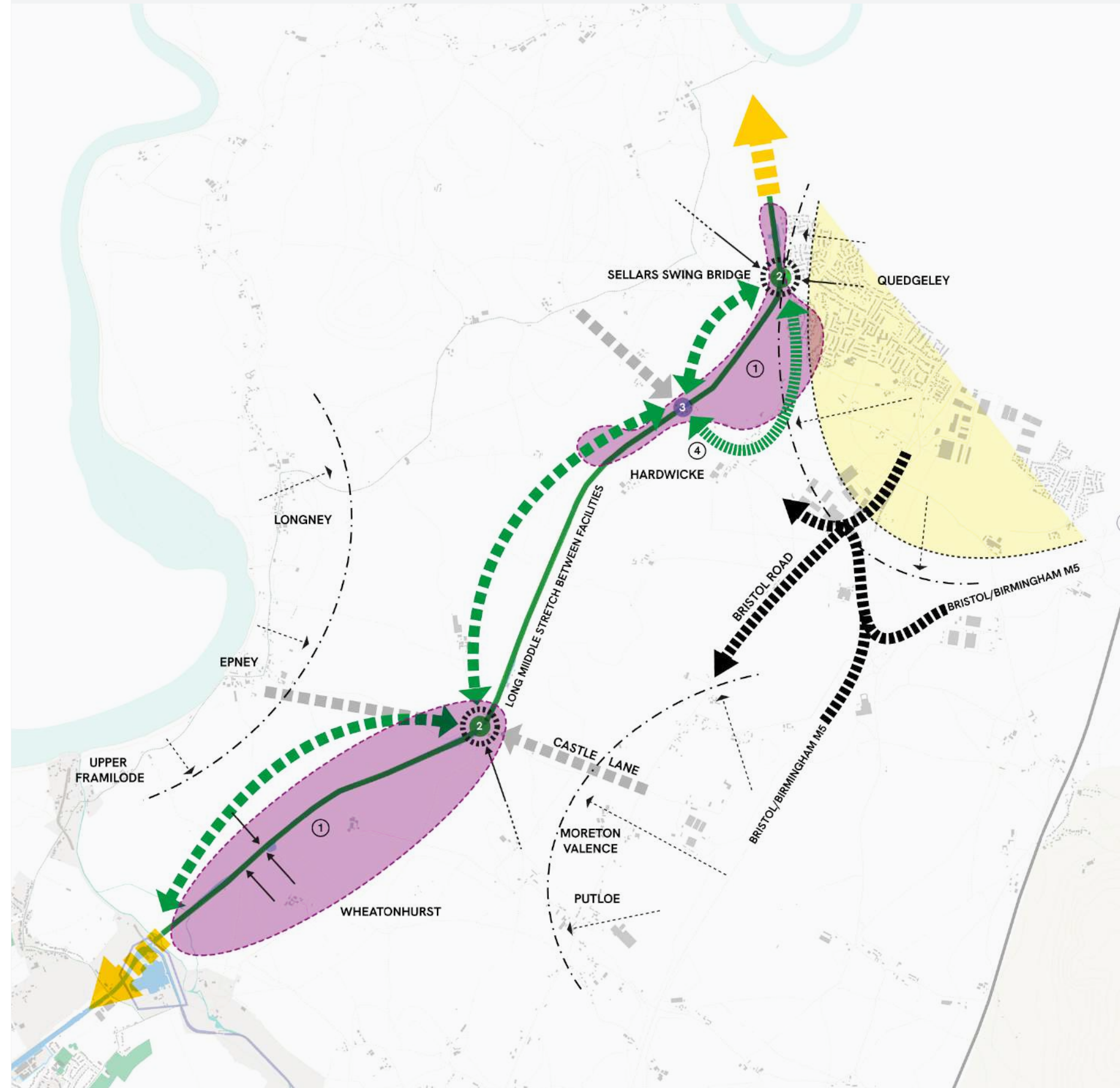
Existing noteworthy open space proximal to the Stroud District Canals
- 

Large-scale land use management opportunity (may or may not contain an arrow)
- 

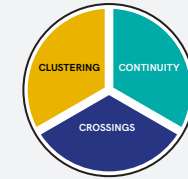
Unique ecological management opportunity (mapped only on Eastern Upper Valley Area)

Upper Gloucester & Sharpness Canal Area:

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



DRIVERS KEY:



STRATEGY AREA PROFILING:



UPPER G&S CARBON PROFILING:



DRIVERS REFERENCE:

CONTINUITY
CLUSTERING
CROSSINGS

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

INDICATIVE SELECTION OF INGREDIENTS ACCORDING TO THE FOLLOWING TYPES/CATEGORIES:

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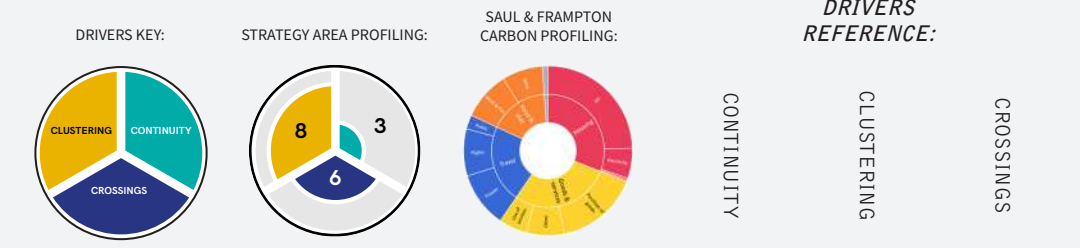
CARBON REDUCTION OPPORTUNITIES:
(See Appendix of Carbon Reduction Opportunities)

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

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

Saul & Frampton Canal Area:

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



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

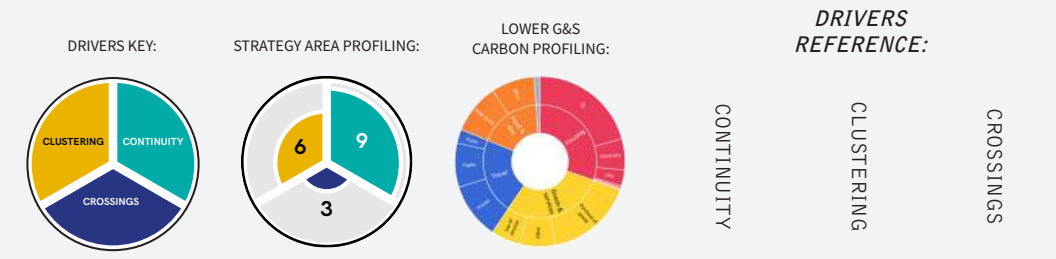
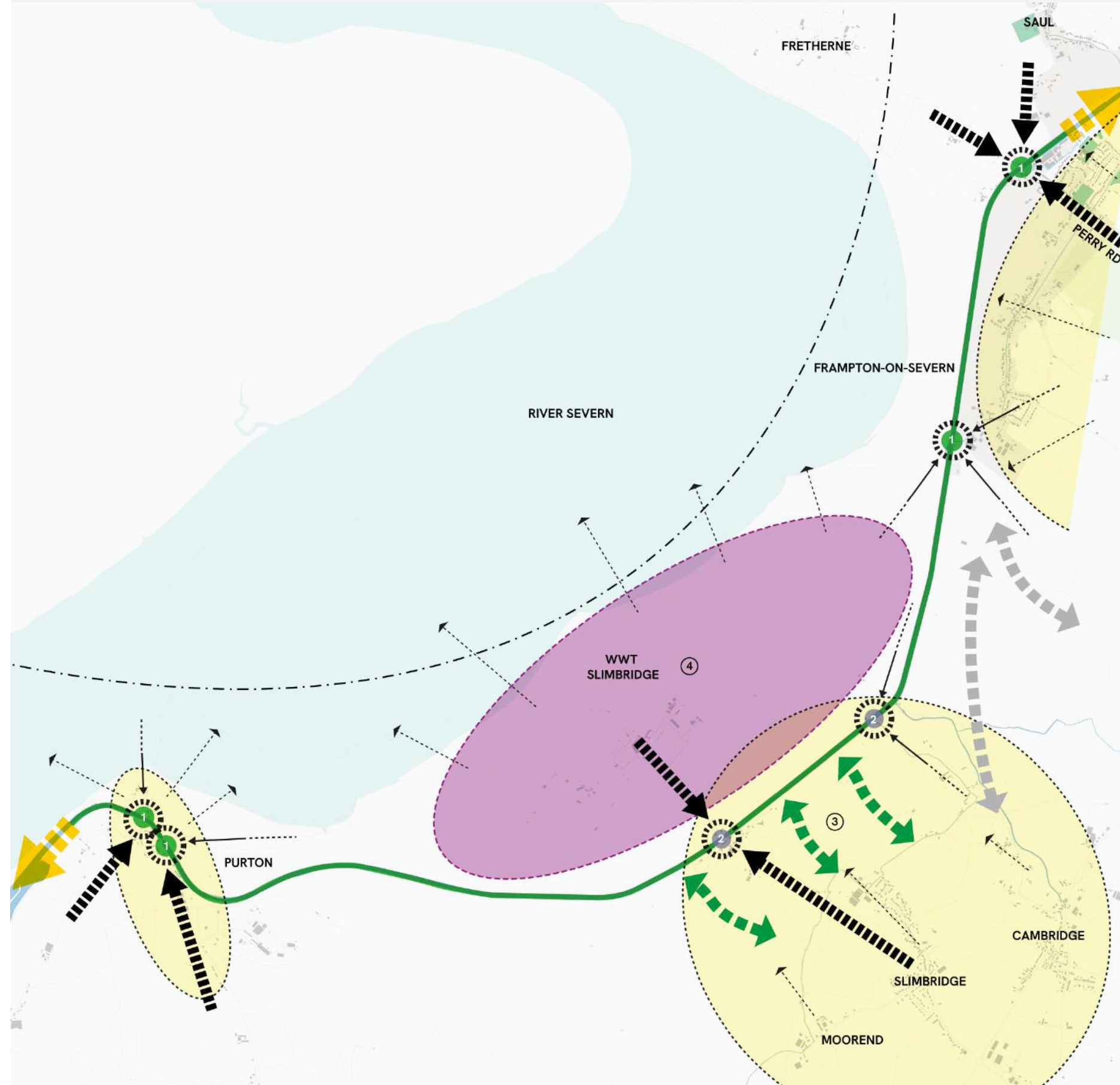
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	CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
①	Travel: Provision of safe, practical and attractive routes for active travel; Minimising the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

Lower Gloucester & Sharpness Canal Area:

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



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

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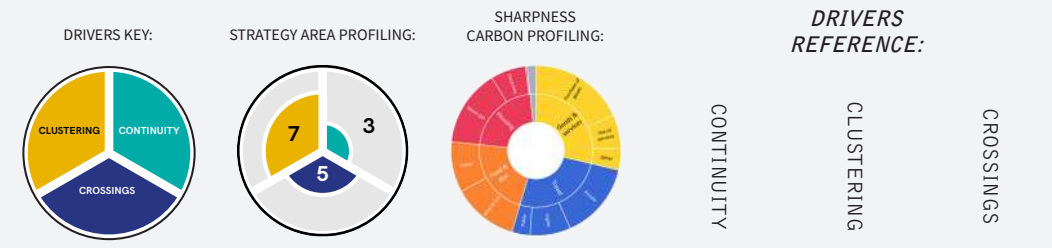
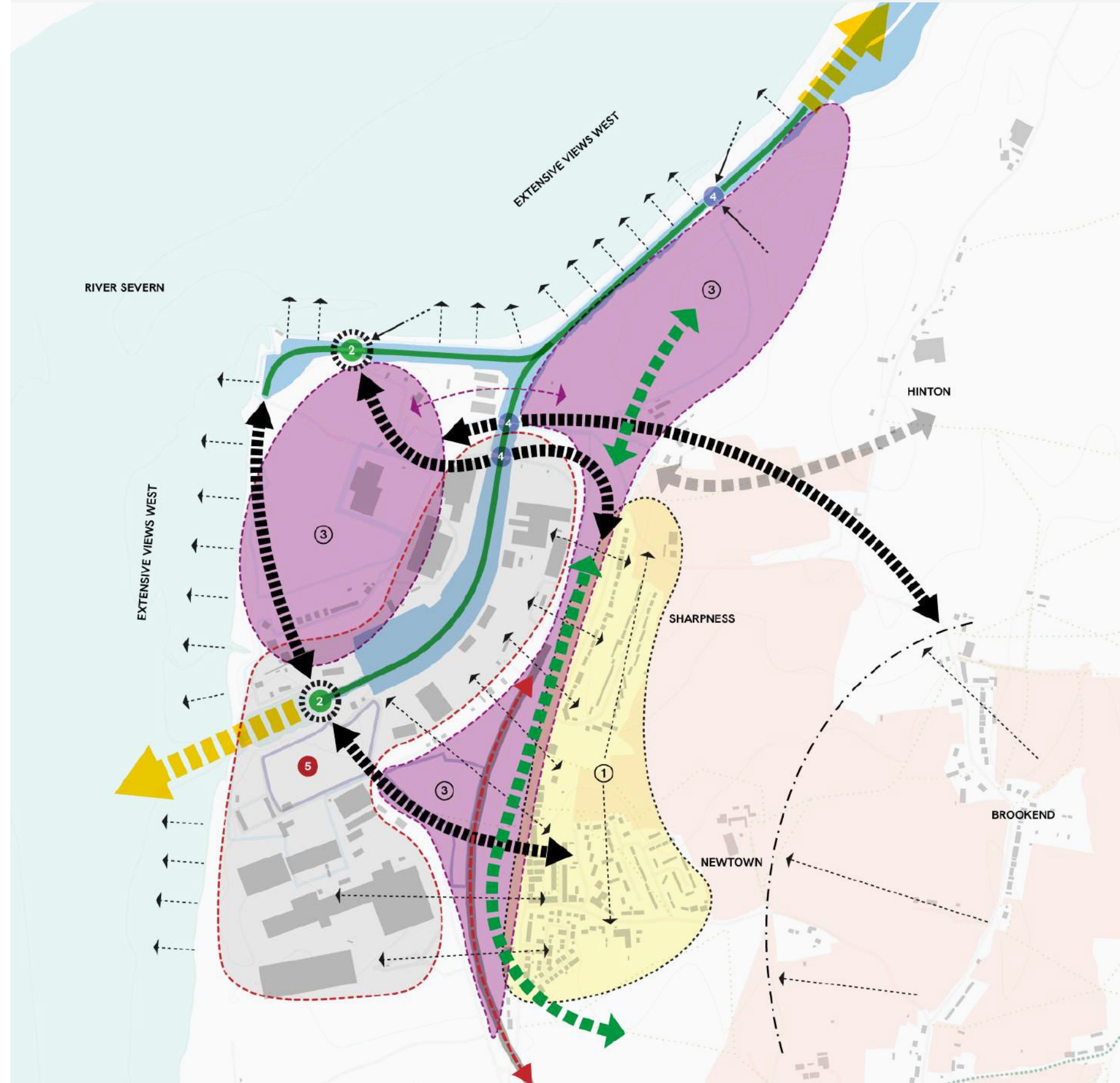
CARBON REDUCTION OPPORTUNITIES
 (See Appendix of Carbon Reduction Opportunities):

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

1	<p>Goods & Services: Engagement with local businesses and service providers</p> <p>Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel.</p> <p>Food & Diet: Encourage the consumption of locally-produced goods.</p>	<p>Growth: Supporting Growth of Responsible Regional Business</p>
2	<p>Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel; Encourage use of public transport</p> <p>Goods & Services: Engagement with local businesses and service providers.</p>	<p>Growth: Supporting Growth of Responsible Regional Business</p>
3	<p>Travel: Provision of safe, practical and attractive routes for active travel.</p> <p>Housing: Green infrastructure.</p>	<p>Social: Healthier, Safer and more Resilient Communities</p>
4	<p>Goods & Services: Green infrastructure; Engagement with local businesses and service providers</p>	<p>Innovation: Promoting Social Innovation</p>

Sharpness Canal Area:

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



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

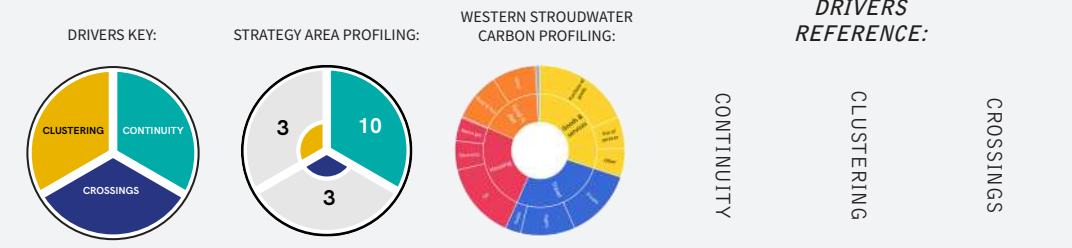
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	CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
①	Travel: Provision of safe, practical and attractive routes for active travel. Housing: Green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

Western Stroudwater Canal Area:

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



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

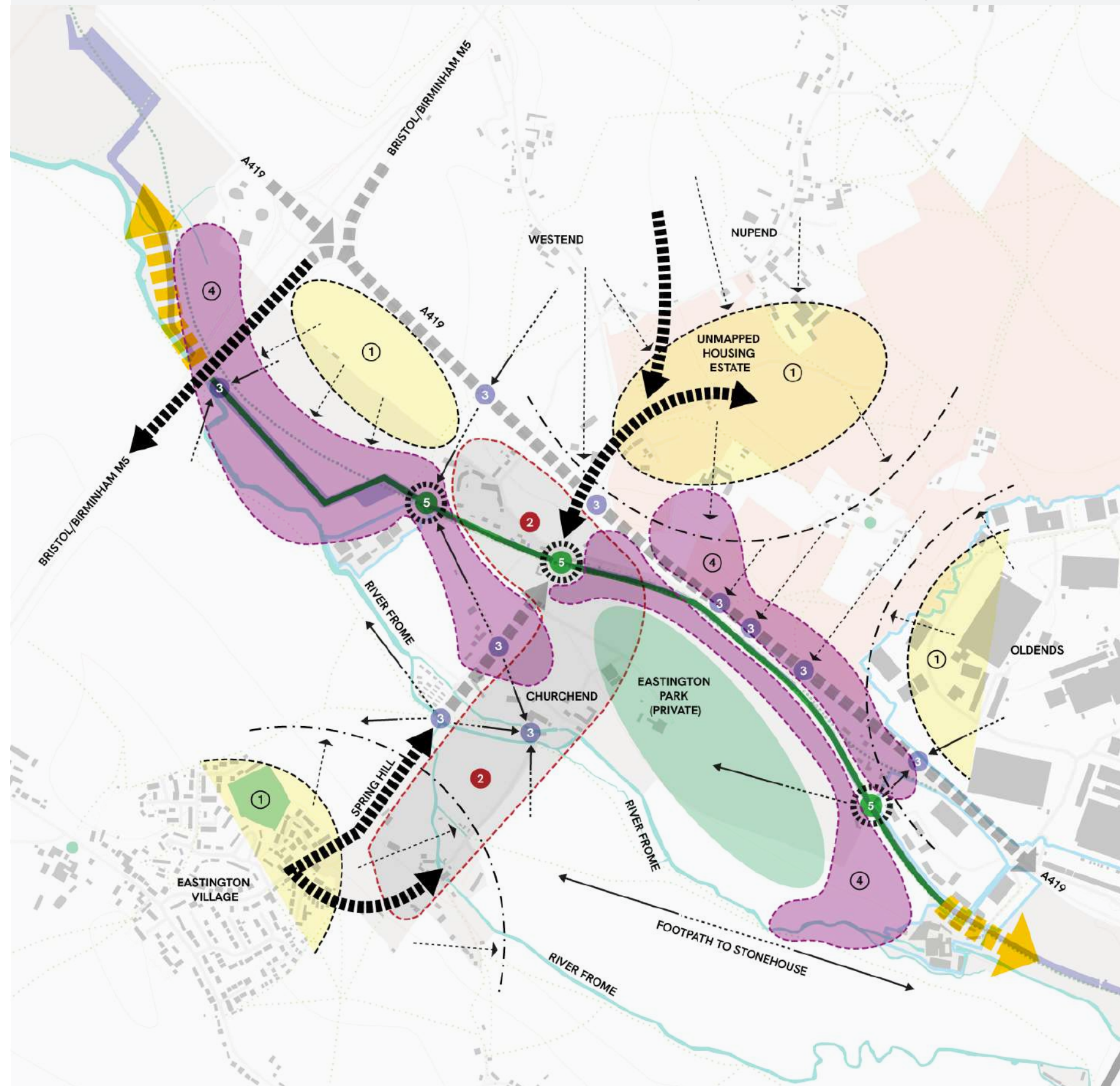
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1	Travel: Encourage use of public transport; Provision of safe, practical and attractive routes for active travel; Green infrastructure. Goods & Services: Green infrastructure. Housing: Engagement.	Growth: Supporting Growth of Responsible Regional Business
2	Goods & Services: Green infrastructure; Behaviour change; Engagement with local businesses and service providers. Travel: Minimising the need for travel.	Innovation: Promoting Social Innovation
3	Food & Diet: Land use.	Environment: Decarbonising and Safeguarding our World
4	Travel: Provision of safe, practical and attractive routes for active travel; Green infrastructure. Housing: Green infrastructure; Engagement.	Social: Healthier, Safer and more Resilient Communities
5	Goods & Services: Behaviour change; Engagement with local businesses and service providers. Waste: Local authority waste management policies.	Growth: Supporting Growth of Responsible Regional Business

Eastington Canal Area:

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



DRIVERS KEY:

STRATEGY AREA PROFILING:

EASTINGTON CARBON PROFILING:

DRIVERS REFERENCE:

CONTINUITY CLUSTERING CROSSINGS

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

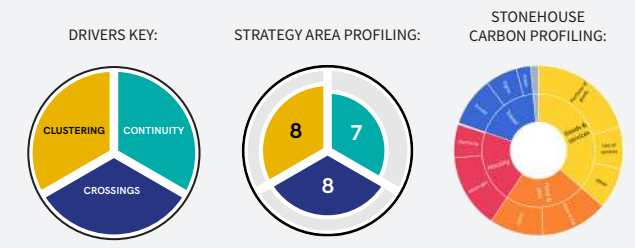
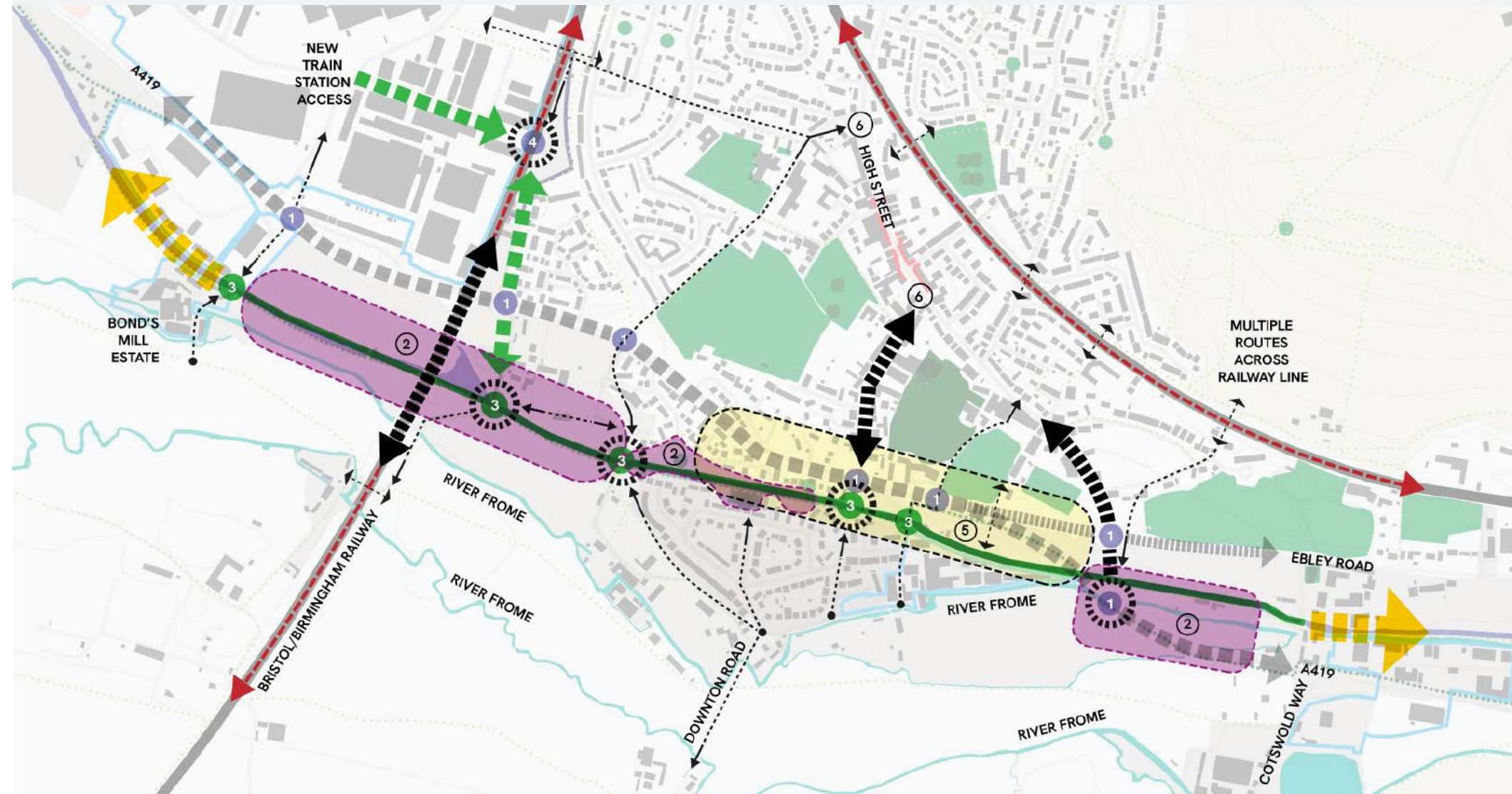
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	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
<p>CARBON REDUCTION OPPORTUNITIES: (See Appendix of Carbon Reduction Opportunities)</p>	
<p>1 Travel: Encourage use of public transport; Provision of safe, practical and attractive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

Stonehouse Canal Area:

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



DRIVERS REFERENCE:
CONTINUITY CLUSTERING CROSSINGS

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

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

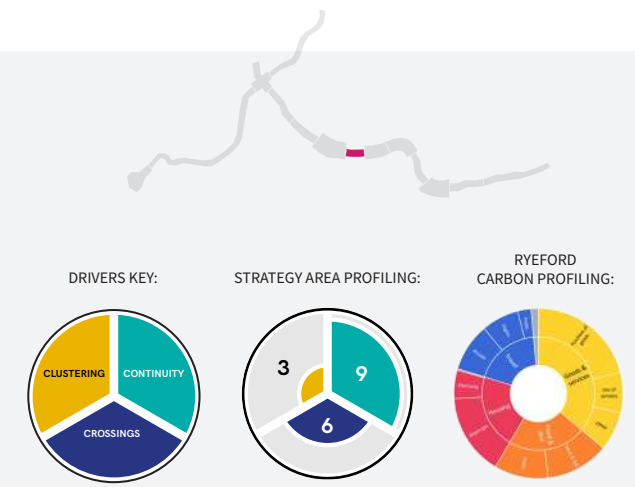
1	Overcoming the road barrier: road space management measures along with the potential for more comprehensive public realm measures along the road corridor in order to unite the canal corridor with the "town", drawing together N/S communities across the canal. National Cycle Route 45 flanks the A419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

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Ryeford Canal Area:

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



DRIVERS REFERENCE:

CONTINUITY CLUSTERING CROSSINGS

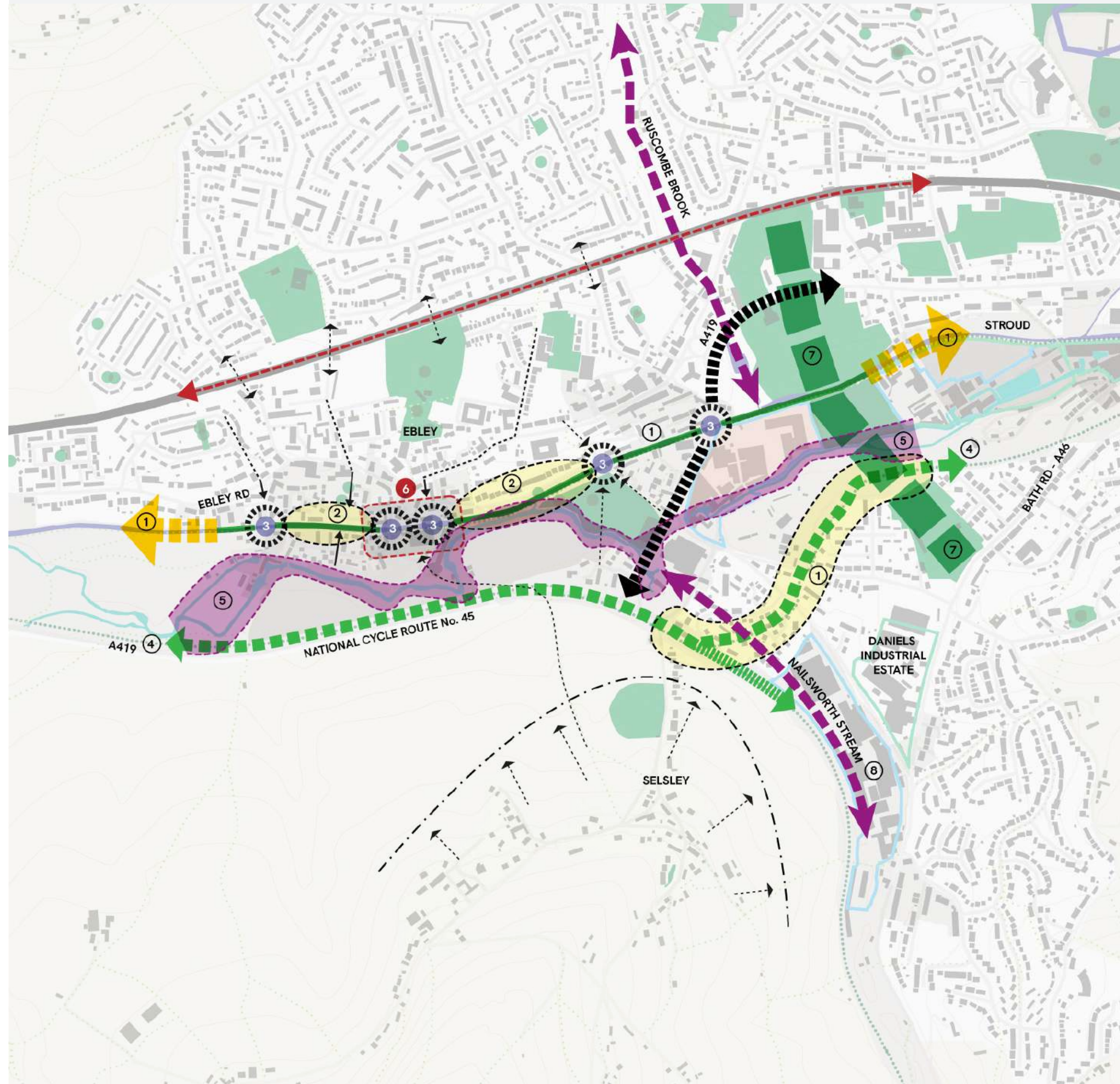
	CONTINUITY	CLUSTERING	CROSSINGS	CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
①	GI	M	UAG	Housing and Travel: Green infrastructure.	Environment: Decarbonising and Safeguarding our World
②	M	E		Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities
③	MUE	MUAIE		Housing: High standards for new development.	Social: Healthier, Safer and more Resilient Communities
④	A		M	Travel: Provision of safe, practical and attractive routes for active travel.	Jobs: Promote local skills & employment
⑤	ME	A	ME	Goods & Services: Engagement with local businesses and service providers.	Growth: Supporting Growth of Responsible Regional Business
⑥		MAE		Travel: Encourage use of public transport.	Social: Healthier, Safer and more Resilient Communities

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Ebley Canal Area:

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



DRIVERS KEY:

STRATEGY AREA PROFILING:

EBLEY CARBON PROFILING:

DRIVERS REFERENCE:

	CONTINUITY	CLUSTERING	CROSSINGS
1	ME	M	MAE
2	ME	MUAE	MAGE
3	ME	MUE	
4	MAE	AE	M
5	GE	G	
6	E		
7			IG
8	G	G	

1 Focus in this area is concerned with the enhancement of continuity east to west, and connections to the canal where crossings exist.

2 Proximity of housing to the canal provides opportunities for high-quality public realm, accessible to all, with safe canal-side spaces. Highly-engaged with water activity and connected, defined canal banks. The canal between Ebley and Lower Wallbridge acts as a Flood Alleviation channel. This function must be maintained and wherever possible enhanced to help counter climate change impacts on the local flood regime.

3 Legible links to the canal are important: there are many crossings across the canal but getting to them is circuitous.

4 National Cycle Route 45 is complementary to the canal as a fast / commuter cycle route which alleviates the canal from faster cycle traffic. Improve the strategic cycle route link to Stroud and enhance / define the route with onward connection and interpretation with the Stonehouse & Nailsworth Railway Cycle Path.

5 Explore the River Frome corridor and the canal (not only in this Canal Area) in terms of flood alleviation and biodiversity strategies, notwithstanding points 7 and 8 below. Note that there is a gauging station critical to water management (both high and low flows) in the Ebley reach.

6 A comprehensive vehicle management plan for the mixed-use heart of Ebley would improve people's enjoyment of the area which is currently dominated by ad hoc parked cars and through-traffic.

7 Opportunity to establish a significant green infrastructure crossing. Consider opportunities in conjunction with Ruscombe Brook nearby, a tributary of the River Frome, discharging into the canal which acts as a flood alleviation channel. This function must be maintained and wherever possible enhanced to help counter climate change impacts on the local flood regime.

8 Nailsworth Stream is a tributary of the River Frome and worth considering in the wider valley network alongside the canals. The lower stretches of the canal alongside the River Frome are good examples of river and canal working in tandem to alleviate flood risk and exploring more opportunities like this is encouraged.

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

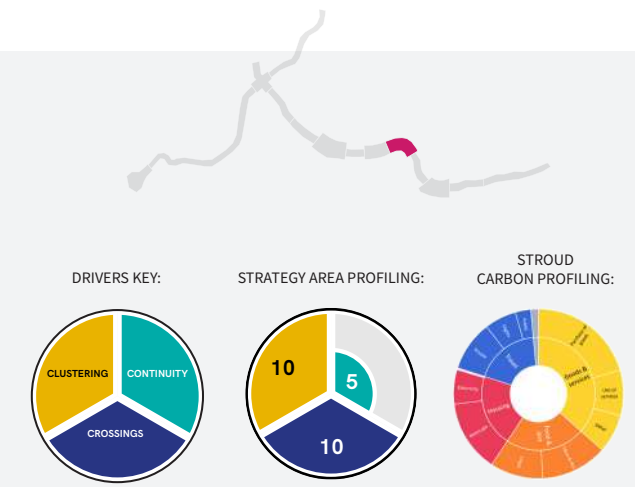
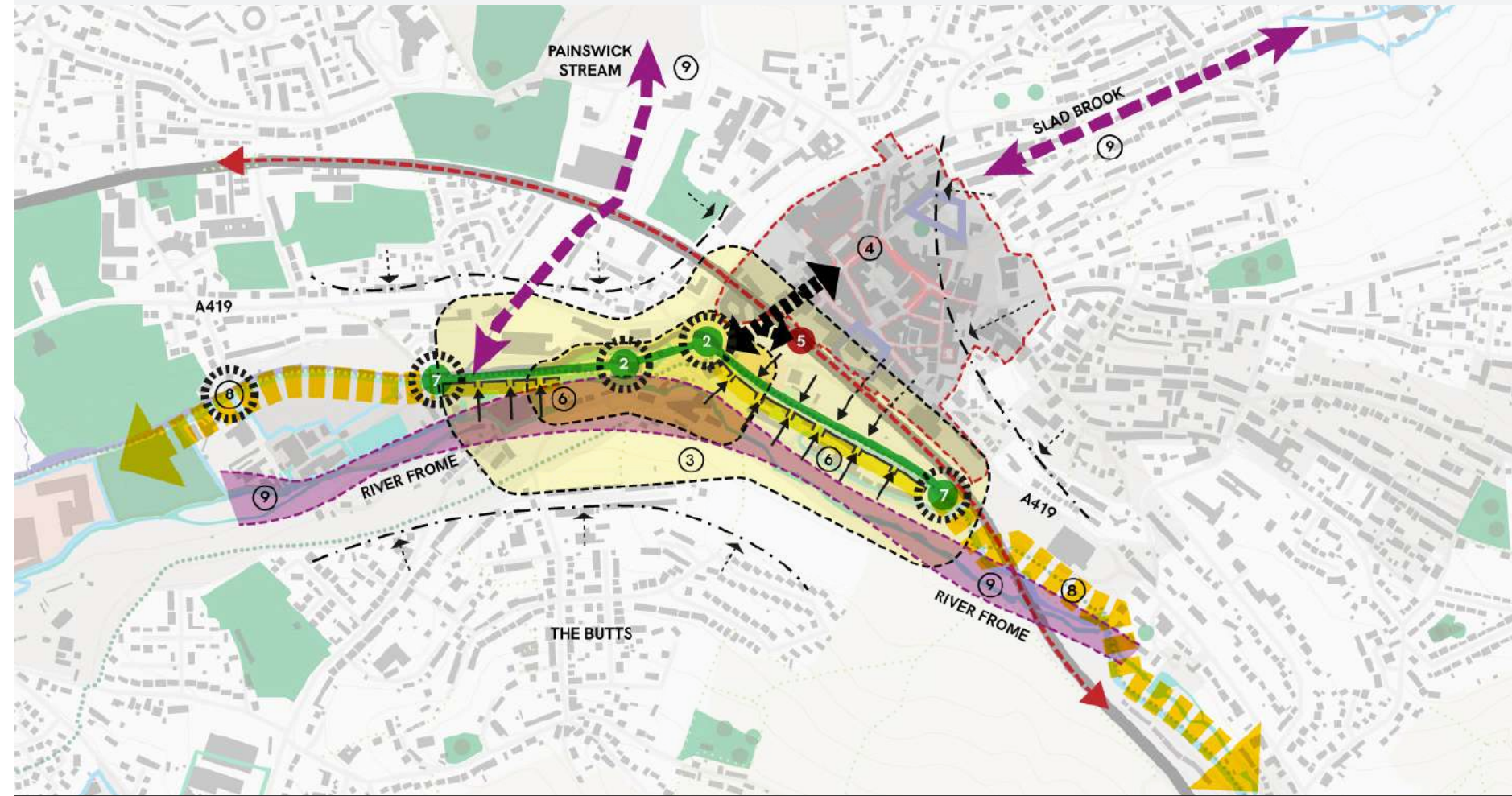
1	Travel: Provision of safe, practical and attractive routes for active travel.
2	Housing: High standards for new development.
3	Travel: Provision of safe, practical and attractive routes for active travel.
4	Travel: Minimising the need for travel; Provision of safe, practical and attractive routes for active travel.
5	Housing and Travel: Green infrastructure.
6	Travel: Encourage use of public transport.
7	Travel: Green infrastructure.
8	Housing and Travel: Green infrastructure.

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

1	Jobs: Promote local skills & employment
2	Social: Healthier, Safer and more Resilient Communities
3	Jobs: Promote local skills & employment
4	Innovation: Promoting Social Innovation
5	Environment: Decarbonising and Safeguarding
6	Social: Healthier, Safer and more Resilient
7	Environment: Decarbonising and Safeguarding
8	Environment: Decarbonising and Safeguarding our World

Stroud Canal Area:

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



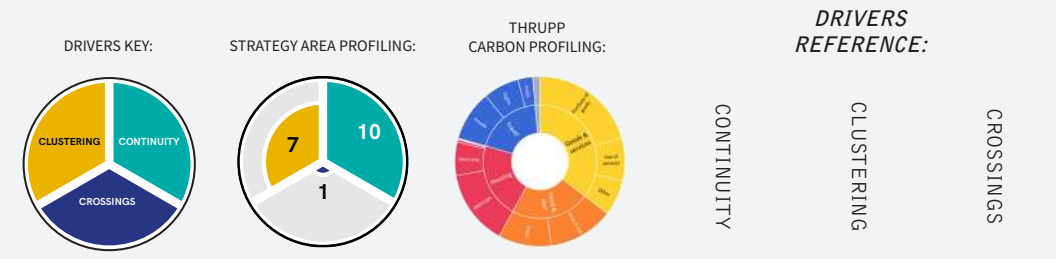
	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
① Core area around the Wallbridge location which is the canal focus for Stroud.		UE		Housing: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

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Thrupp Canal Area:

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



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

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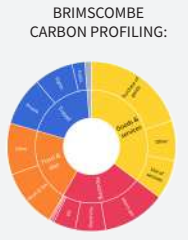
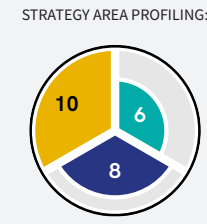
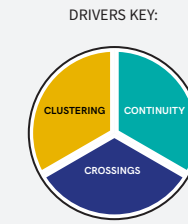
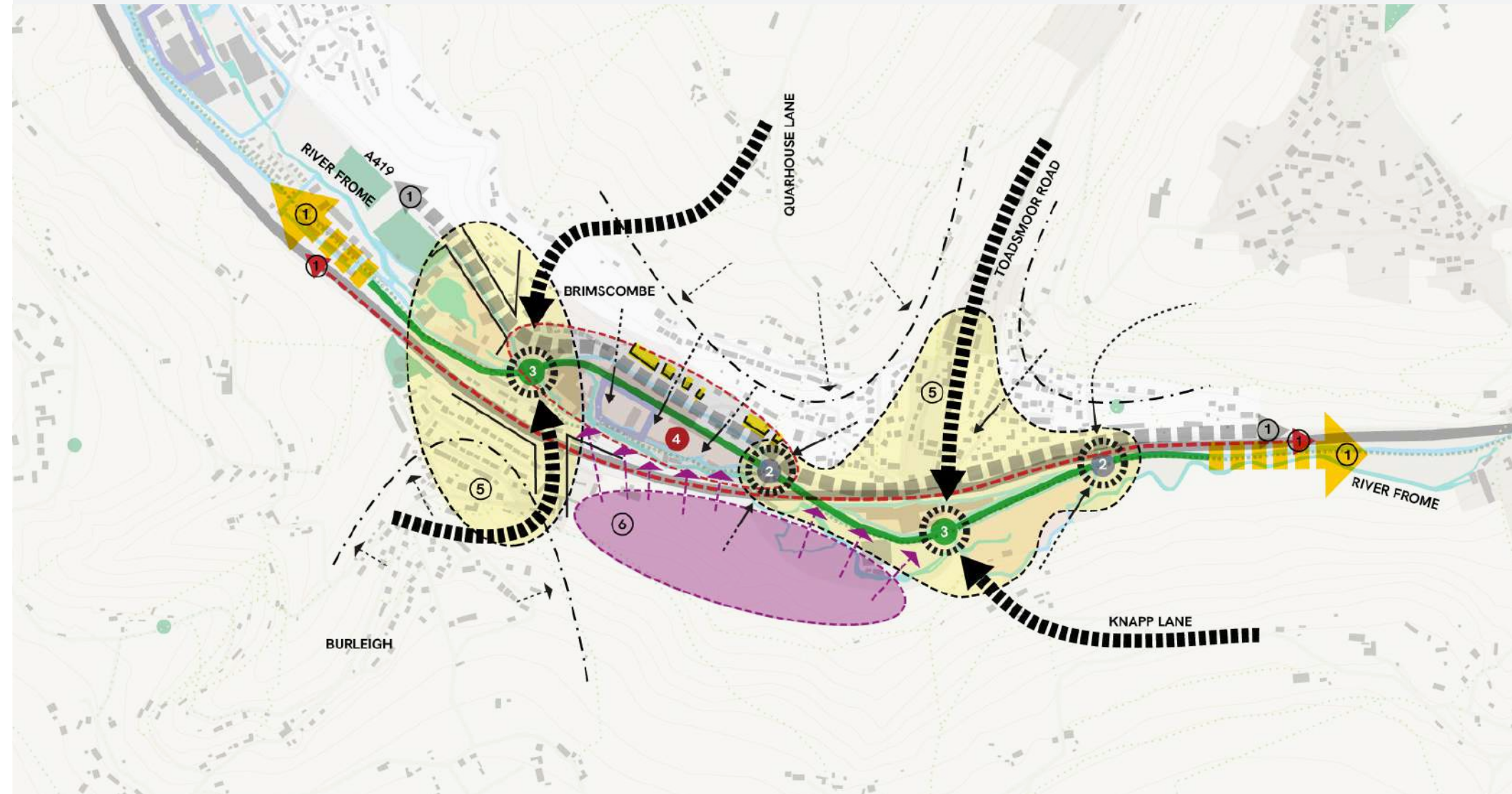
CARBON REDUCTION OPPORTUNITIES
 (See Appendix of Carbon Reduction Opportunities):

SOCIAL OUTCOME OPPORTUNITIES
 (SDC adopted Social Value Themes):

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

Brimscombe Canal Area:

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



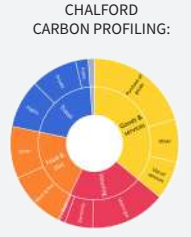
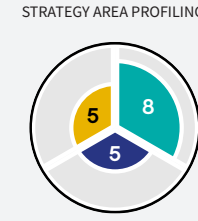
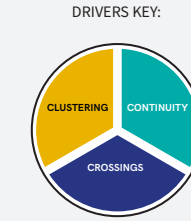
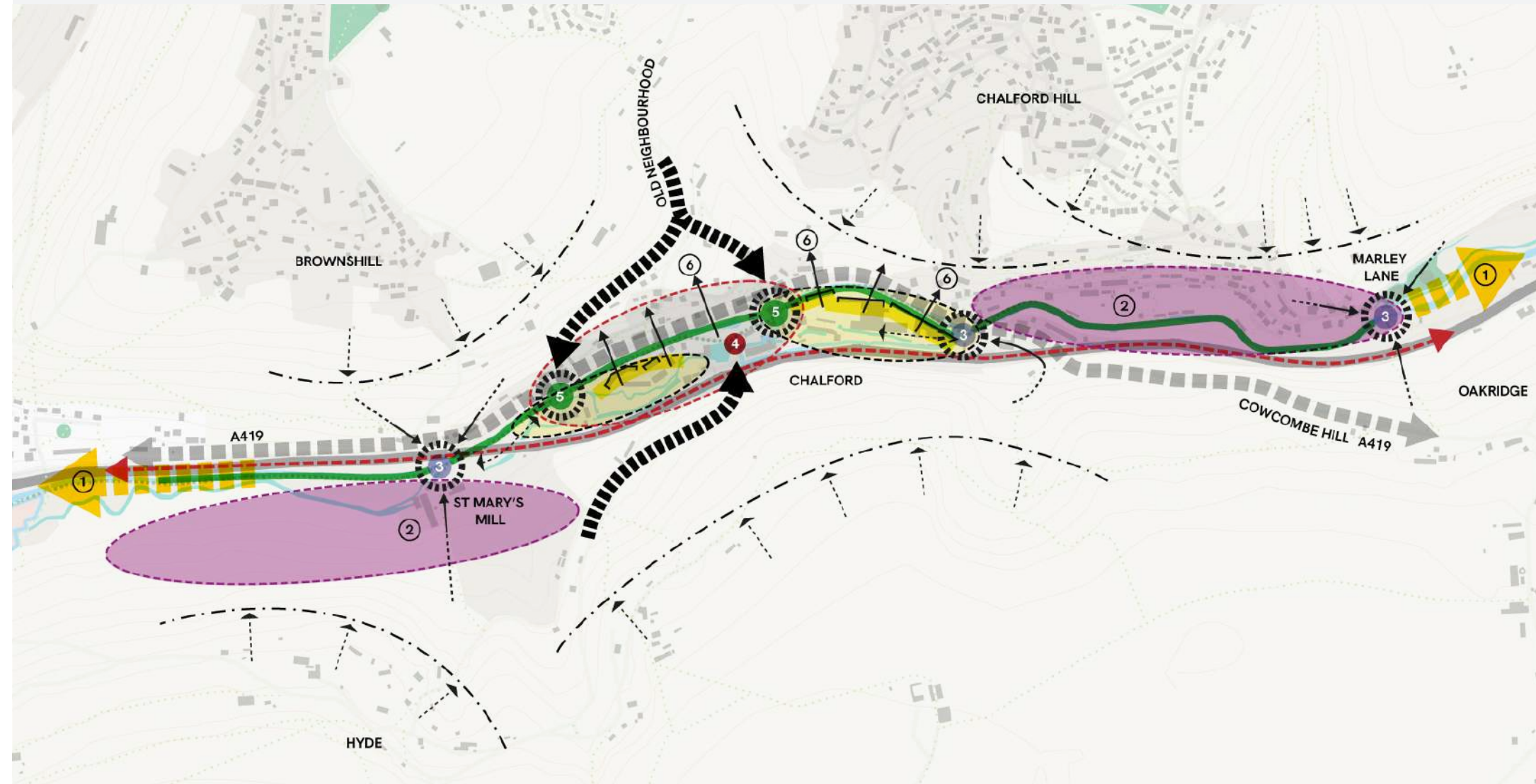
	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	SOCIAL OUTCOME OPPORTUNITIES (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
① The three infrastructure corridors of road, rail and canal are intertwined and sometimes intimately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

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Chalford Canal Area:

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



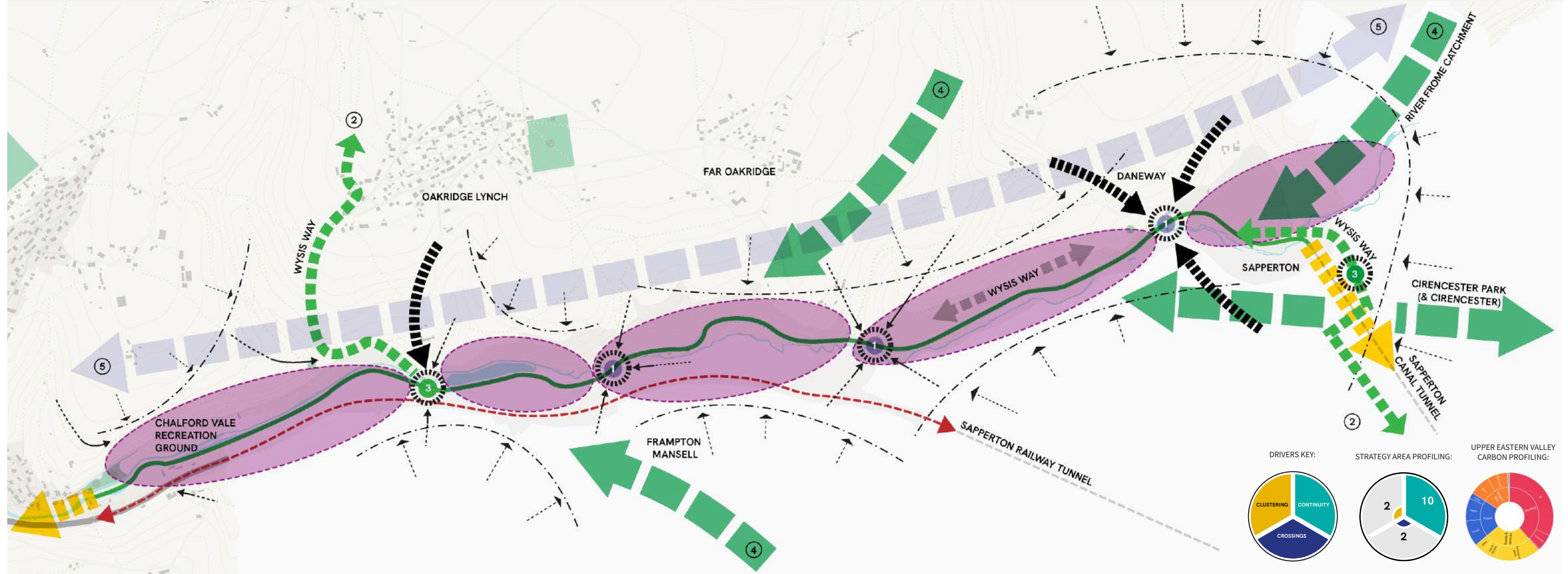
	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	SOCIAL OUTCOME OPPORTUNITIES (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
①	M	A		Travel: Minimising the need for travel.	Jobs: Promote local skills & employment
②	M	A	UA	Housing: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

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Eastern Upper Valley Canal Area:

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



	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	SOCIAL OUTCOME OPPORTUNITIES (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
1	MA	IG	M	Travel: Green Infrastructure.	Innovation: Promoting Social Innovation
2	E	MU	A	Travel: Green Infrastructure.	Innovation: Promoting Social Innovation
3	M	AE		Travel: Encourage use of public transport.	Social: Healthier, Safer and more Resilient Communities
4		G		Food & Diet: Green Infrastructure; Land Use.	Environment: Decarbonising and Safeguarding our World
5	MAE			Goods & Services: Green Infrastructure; Engage with local business & service providers.	Growth: Supporting Growth of Responsible Regional Business

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Ingredients of the future place

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

These fall into the following categories:

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

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

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

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

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

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

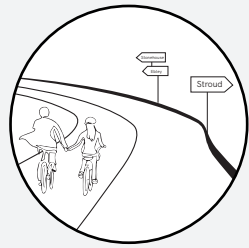
Nevertheless the Ingredients are a series of guiding principles which support the implementation of the three Future Drivers. For this reason they are unique to the Canals Strategy and to the Stroud District Context but they can be used to complement other more generic design guidance and good practice.

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

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

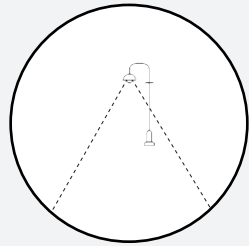
The Ingredients are not a list of ways to restore the canal, or solely engineering or built environment solutions. They are multi-facted ways that the canal corridor may be equipped to reach its full potential in the future. They relate to the function and identity of the canal, its surroundings, its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

MOVEMENT



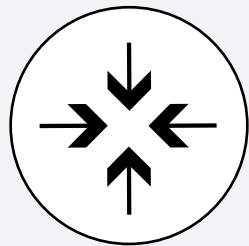
1 Signposting, Navigation & Trail finding

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



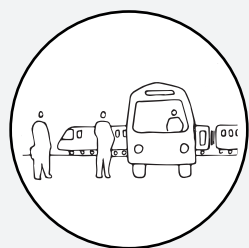
2 Lighting

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



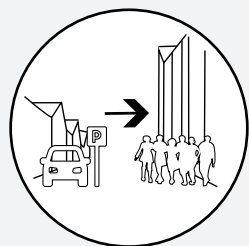
3 Connections and Interchanges

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



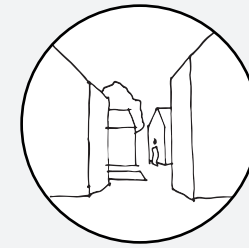
4 Pride in Public Transport

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



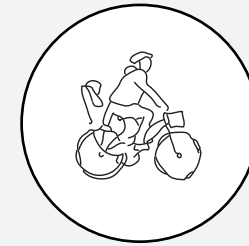
5 Less Cars - More People

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



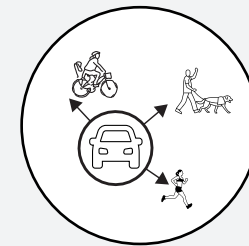
6 Accessible Townscape

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



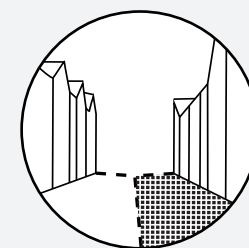
7 Prioritise Active Travel

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



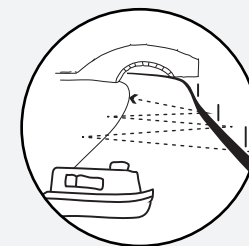
8 Park and Move

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



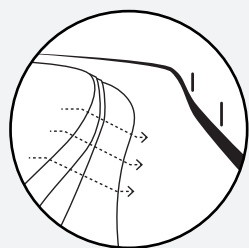
9 Reclaim Roads

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



10 Connecting the Banks

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



11 Walking on Water

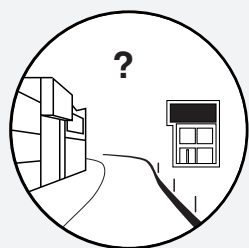
A variety of measures enable accessibility to the water without the use of, or access to, a boat. Improved connections with the water are achieved through towpath expansion, boardwalks, pontoons and piers which must be integrated with opportunities for restoration of wildlife habitats and connections.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

URBAN FORM



12 Future Canal Building Interfaces

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



13 Future Canal Building Typologies

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



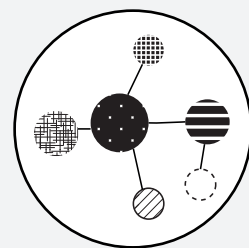
14 Canal Gateways & Landmarking

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



15 Flanking the Canal

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



16 Urban & Rural Identities & Transitions

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

USES & ACTIVITY



17 Canal Side Living

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



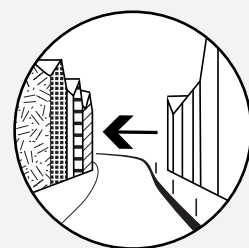
18 Canal Side Enterprise

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



19 Canal Hub: Cultural & Social

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



20 Diversify Activity

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



21 Floats my Boat

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



22 Public Art

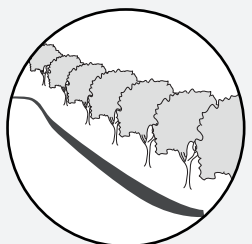
Public Art may serve a variety of functions in the delivery of other ingredients. Public Art in this way is a vehicle by which signposting, building legibility, open space or water access are made more accessible and enjoyable for a multitude of users. Public Art can be prominent and overt or may contribute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



23 Residential Moorings

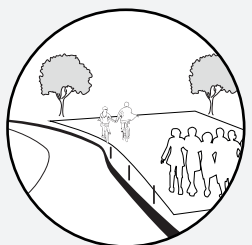
Future provision of physical and social programmes of integration to enhance inclusiveness and enable a more cohesive community which includes boat dwellers and local residents alike. This may include non-spatial interventions including regulation of residential provision and mediation where communities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

GREEN INFRASTRUCTURE & BIODIVERSITY



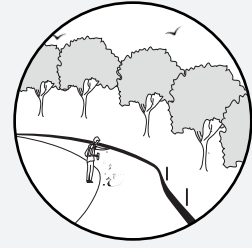
24 Linking Canopy

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



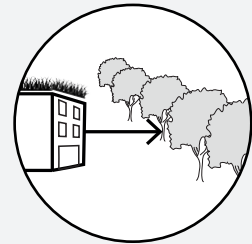
25 Multi-functional, Canal Side Public Realm

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



26 Canal Hub: Connecting with Nature

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



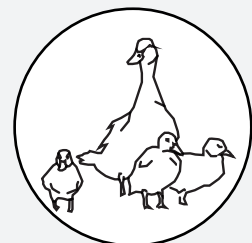
27 Building for Nature Interventions

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



28 Natural Wayfinding

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



29 Canal Habitats & Species

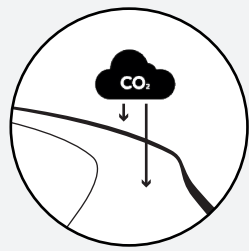
The canals of Stroud District are engineered waterways that flow through a river catchment basin comprising a diverse range of landscape characters. The watered canals, canal banks, rivers and adjacent landscapes are multi-layered habitats that contribute to widespread, biodiverse and interrelated territories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



30 Wild Banks

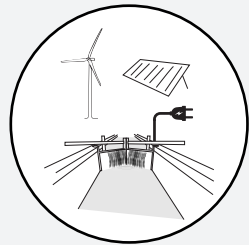
Land and water areas in close proximity to the canals are multi-functional spaces for people, fauna and flora that require management, even if they appear "natural". With this in mind and while considering that some uses will be incompatible in some locations, interventions with innovative design can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

INFRASTRUCTURE & UTILITIES



31 Carbon Sequestration

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



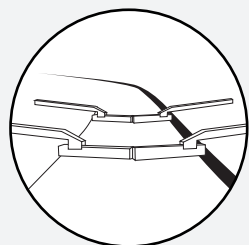
32 Energy Generation

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



33 Pride in Innovation & Quality

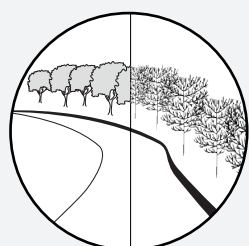
The Canal structure, associated structures, the industrial heritage and in part the wealth and infrastructure of the area are a legacy of innovation and pioneering in the past. As the Canal finds new roles in the 21st Century the pride and innovation with which Canal restoration, new building technologies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



34 Water Management

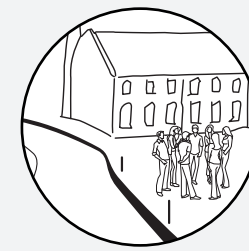
The canal, floodplains and other nearby waterways have a vital role to play in water management and preservation across the district. The quality and quantity of water in these assets has a role to play during times of water shortage and surplus as well as contributing to the health of ecosystems. Opportunities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

TEMPORAL INGREDIENTS, EVENTS & PROGRAMMES



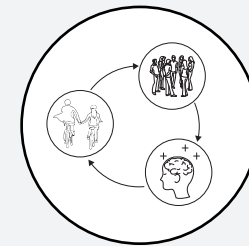
35 The Seasonal Canal

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



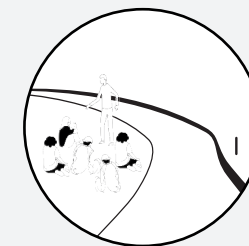
36 Our Canal

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



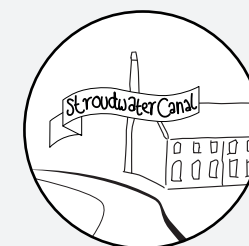
37 Social Prescribing

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



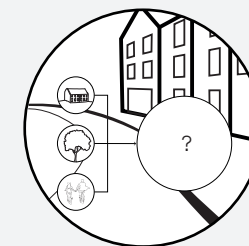
38 The Classroom Corridor

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



39 Canal Branding & Marketing

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



40 Varied events on vacant sites/space

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

Themed Carbon Reduction Opportunities

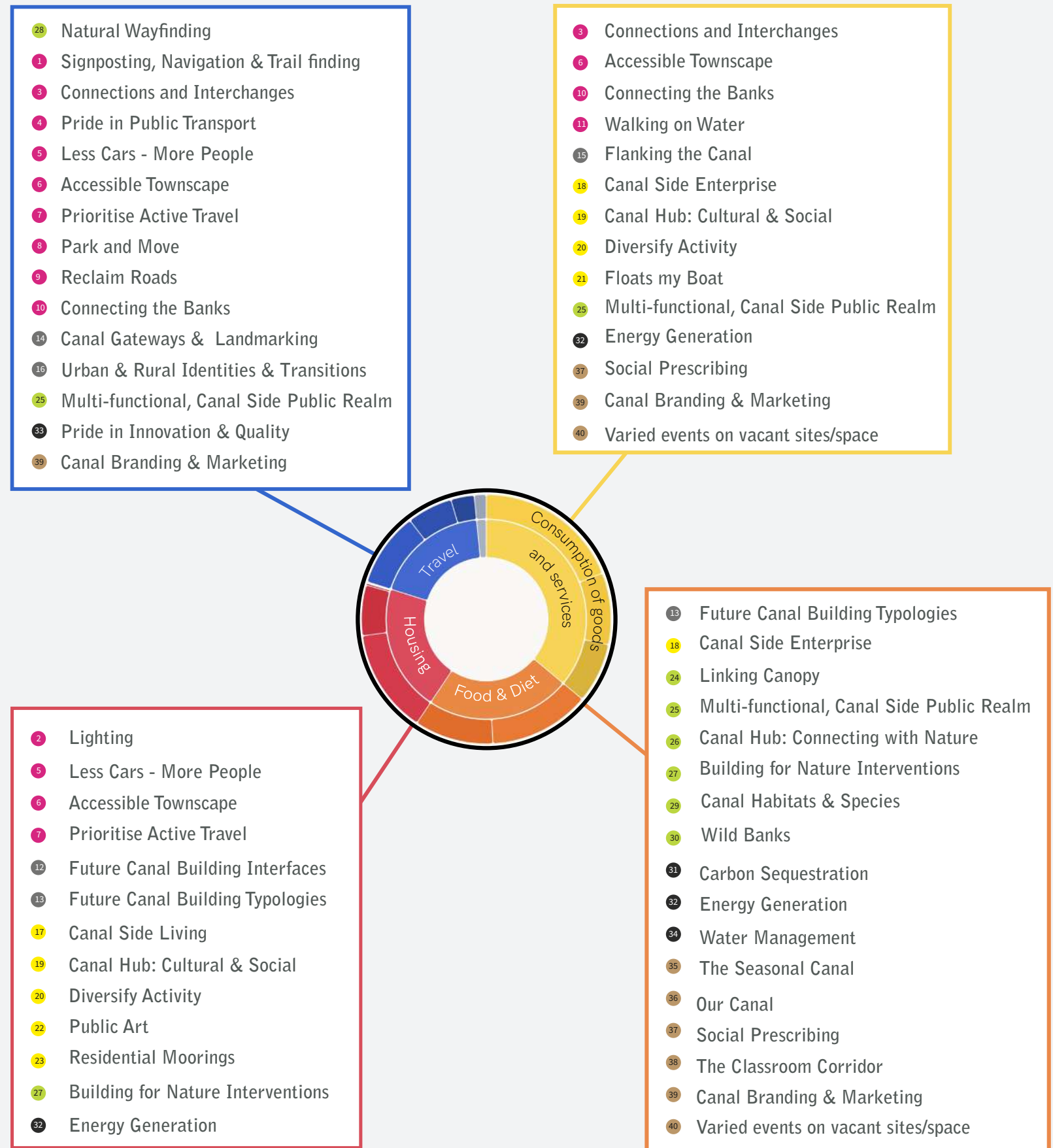
The Carbon Footprint of each Canal Strategy Area was identified using the Impact Tool and consumption data for a range of source categories:

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

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

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

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



Carbon Reduction Opportunities:

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

Housing

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

Possible measures to reduce carbon emissions from housing:

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

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

Travel

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

Possible measures to reduce carbon emissions from travel:

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

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

Goods & Services

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

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

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

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

Food & Diet

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

Possible measures to reduce carbon emissions from food and diet:

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

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

Waste

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

Possible measures to reduce carbon emissions from waste:

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

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

Implementing the Vision: Ingredients of the Future Place

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

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

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

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

useful in identifying eligibility for particular funding opportunities or timeframes.

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

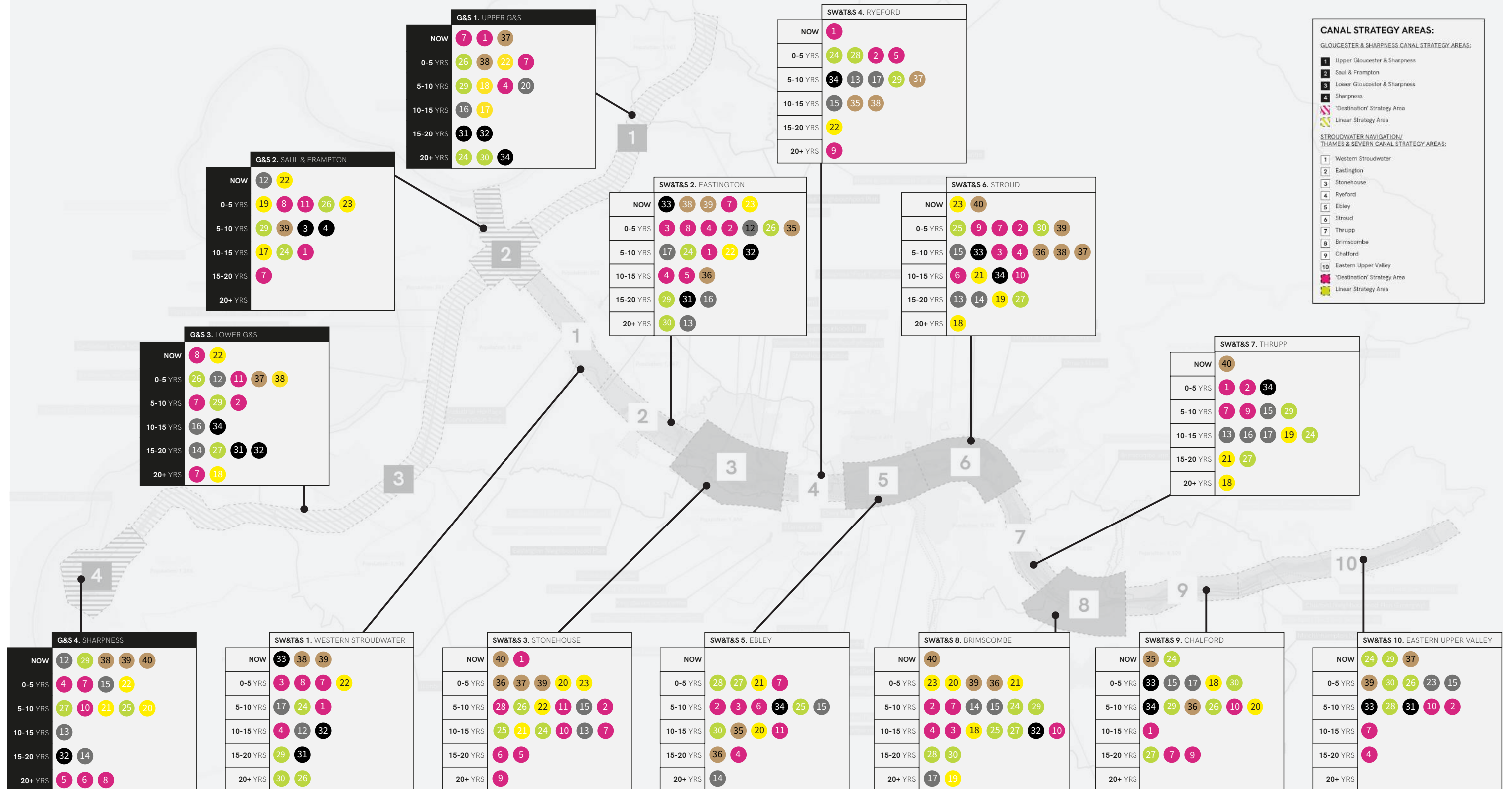
As Local Authorities and society responds to the COVID19 crisis many innovations in ecological, landscape, public realm and building typology are happening more quickly to explore and accommodate for the rapid changes that have occurred. In preparing the Catalogue of Ingredients there is an immediate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

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

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

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

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



Piloting the Strategy at Wallbridge

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

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

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

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

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

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

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

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

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

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

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

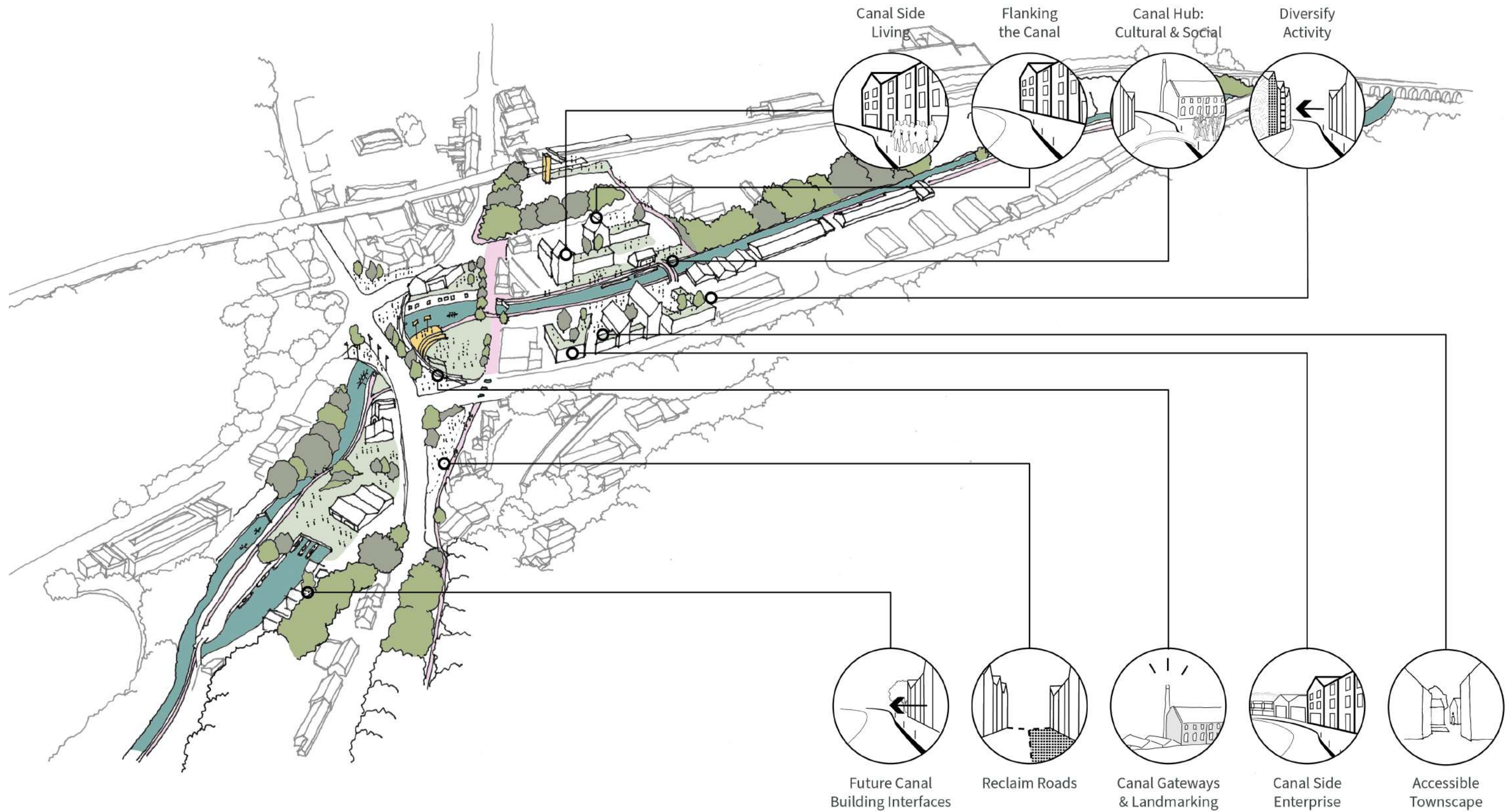
Applying the Ingredients: indicative site responses are prepared describing how the Ingredients can translate into tangible deliverable projects.

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

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

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

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



Project Delivery Process Tool

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

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

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

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

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

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

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

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

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

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

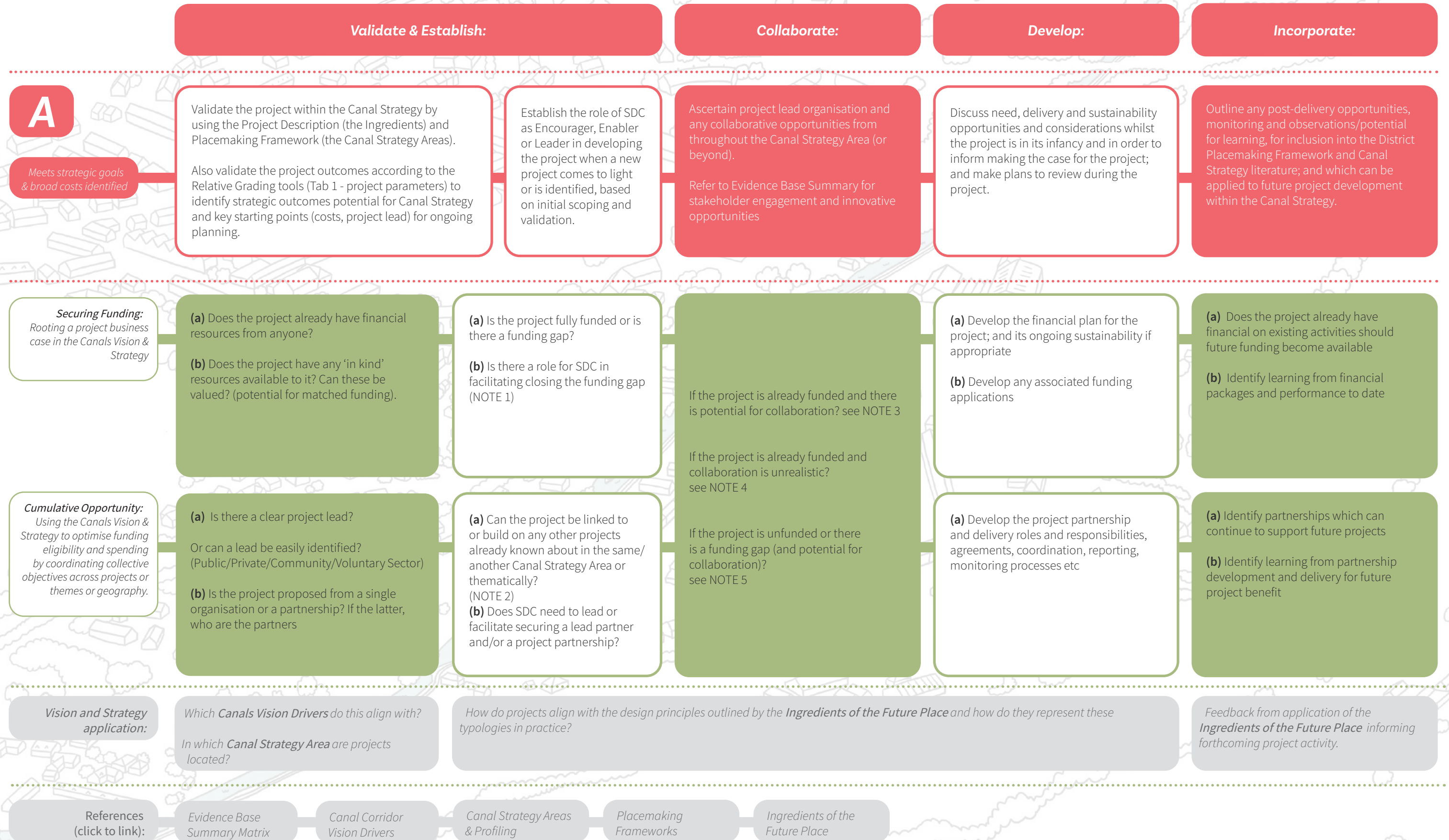
Due to the myriad emerging alternative funding routes, involving community banks, community shares etc, only a broad indication of the potential of these opportunities in relation to the projects list has been signposted but has been done so in order to inform future lines of enquiry for the Action Plan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

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

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

PROJECT DELIVERY PROCESS GUIDE

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



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

