

Cotswold Canals Trust comments on Stroud District Council Local Plan Review 2019

The Cotswold Canals Trust is grateful for the opportunity to comment on the draft Local Plan Review. We are delighted to see a specific policy, ES11, that covers maintaining, restoring and regenerating the canals. There are however some places within the draft plan where a few more words would show just how the canals are key to the successful delivery of the plan. These opportunities are listed below, in the order in which they occur in the draft. Our suggested amendments are printed in **red**.

Other comments where we would like some text changes, but where we have not suggested precise words, are printed in **green**.

Page 11

1.23 Amongst these is the unique and very large Industrial Heritage Conservation Area, which extends through the Stroud Valleys, **following the route of the two Cotswold Canals. It was created deliberately to protect and conserve both Cotswold Canals and their setting** - including historic mill buildings and canal- and river-related structures.

Page 14 Priority Issues

Providing a robust policy framework for protecting and conserving **green and blue infrastructure** and identifying and delivering extensions and improvements to the existing network.

Page 17

18. Conserving and enhancing Stroud District's countryside, landscape and biodiversity, including maximising the potential for a green **and blue** infrastructure network across the District.

32. Developing a **green and blue infrastructure network** of public open space

Page 19 Delivery

Good statement about the Cotswold Canals at number 37.

Page 22 Vision to 2040

Good statement about the Cotswold Canals.

Page 23. Strategic Objectives

Good objective that covers the Cotswold Canals.

Page 41 Draft Strategy - Stroud

Walking and cycling links to and from the Stroudwater **and Thames and Severn canals** and the wider Stroud valleys network.

Page 44 – Open Space, Green Infrastructure (GI), Sport and Recreation Study – can the text in the following paragraph be amended with the additional mention of **blue infrastructure**?

Page 46 - a mapped **green and blue infrastructure** network, linking urban areas to the wider countryside, identifying important habitats, landscape features, river and green corridors and ecological networks

Good statement - restoration of the derelict canal between Stonehouse and Saul Junction, reconnecting Stroudwater Navigation to the Gloucester & Sharpness Canal, including creating 30 hectares of biodiverse habitat and **completing the** canal towpath.

Page 59 – Vision Diagram: CCT agrees with statements about canal corridor.

Page 61 – Key issues and top priorities for the future: Add – **Ensuring the heritage values of the Cotswold Canals are central to development and environmental management in the canal corridor.**

Page 65 – Brimscombe and Thrupp: PS01 and PS02: **For the foreseeable future Brimscombe Port will be the eastern end of the navigable section of the Cotswold Canals. The development briefs for this area must include sufficient water space to enable boats not only to moor, but to turn around. The briefs must also include the opportunity for new commercial developments in boat building, maintenance and repair.**

Page 77 – PS13 Central river/canal corridor: **The development brief for this area must include the opportunity to develop a small canal basin: this is a critical site, within walking distance of Stroud town centre, and thus a huge opportunity in the context of potential tourism development.**

Page 81 – Stonehouse cluster key issues:

Designing safe cycle routes and achieving better public transport, including by delivering a new rail station on the Bristol-Birmingham main line and improving pedestrian and cycle connectivity to Stonehouse High Street **and to the canal.**

Page 90 – PS20 M5 Junction 13: **The development brief for the site south of the A419 must include the restoration of the Stroudwater Navigation across what is now part of the 'Missing Mile'.**

Omissions Stonehouse cluster:

The plan needs to indicate that the land to the SE of the Horse Trough roundabout, whose southern boundary is the canal, is to be developed for commercial purposes in association with canal related facilities.

Page 125 – Key Issues and Top Priorities for the Severn Vale

Add: Ensuring the restoration of the Stroudwater Navigation is associated with measures to enhance biodiversity as well as opportunities for appropriate improvements in low impact tourism and recreation facilities.

Page 189 – CCT is glad to see Delivery Policy ES11, Maintaining, restoring and regenerating the District’s canals. We are especially glad to see the final paragraph on the Community Infrastructure Levy and other potential legal agreements.

Page 190 - Delivery Policy DES2, Green Infrastructure: The Cotswold Canals Trust proposes that the text of this policy is amended to include **blue infrastructure**.



29 December 2019