

Welcome to our Public Exhibition!

The purpose of the exhibition

Sharpness Docks has a strategic allocation for housing, tourism and employment development in the emerging statutory land use plan for Stroud.

The Canal & River Trust, who own the dock estate, are proposing to make a planning application in the spring of 2015 to deliver the new policy for the estate's development.

Many of you will already have contributed to the thinking that resulted in what is now Site Allocations Policy SA5 of the draft Stroud District Local Plan.

We would now be grateful for your further help in shaping the planning application proposals.

This is the first of two consultation events.

Our aim here is to get your feedback on the opportunities, and the evidence behind them, that the planning application presents for local people.

At the next exhibition, in February 2015, we will have taken on board what we have learned this time and have the draft application proposals ready for your comment.

Meet the team

The Canal & River Trust has appointed a team specialising in sensitive waterside re-development. The team will be putting the planning application together over the coming months:

Planning 

Masterplanning and Urban Design  urbed

Landscape 

Transport Pell Frischmann

Technical and Environmental 

Key Dates



Please leave your comments!

The following exhibition boards provide information on the scheme and proposals. Please let us know your thoughts by filling out feedback form. If you have any questions please ask a member of our team!

The Canal & River Trust's Vision

The Canal & River Trust's Vision for the Sharpness Docks Estate is of a prosperous port, thriving tourism destination and very special place to live - whose businesses, residents and visitors alike, with the proactive involvement of the Canal & River Trust, place the highest value on preserving the beauty of the Estate's setting and protecting the rich environment of the Severn Estuary. All share an enthusiasm for the Estate's history and built legacy and wish to see it brought to life and enjoyed today while ensuring it is conserved for future generations.



Expanded
employment areas
and more jobs



New green
spaces - recreated
Pleasure Grounds
and new sports
pitches and
allotments

New public spaces
including a new
marina onto the
canal providing
more moorings for
boats



A new tourist
destination with
accommodation
and activities



New modern
family homes
overlooking
the marina and
estuary



New community
facilities to benefit
new and existing
residents

Site Allocations Policy SA5

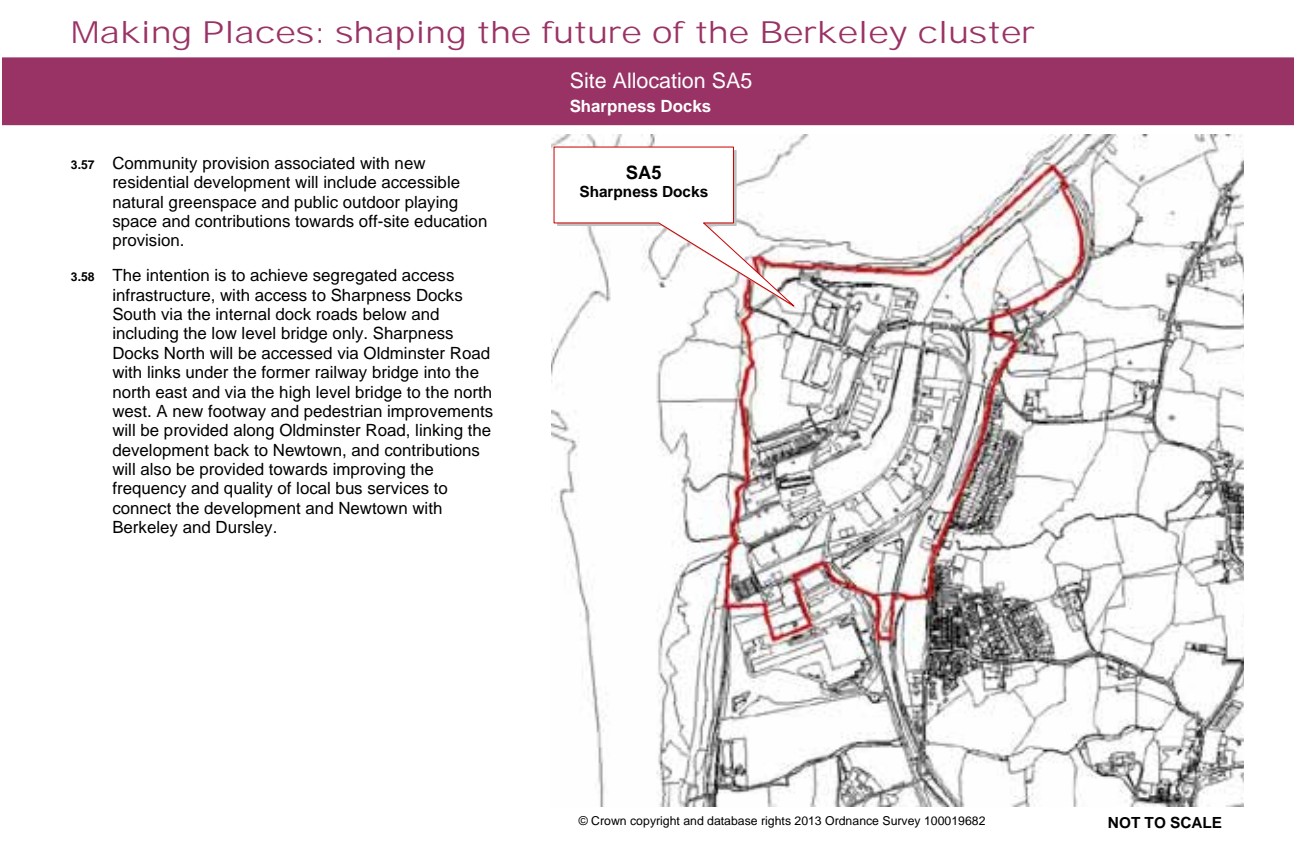
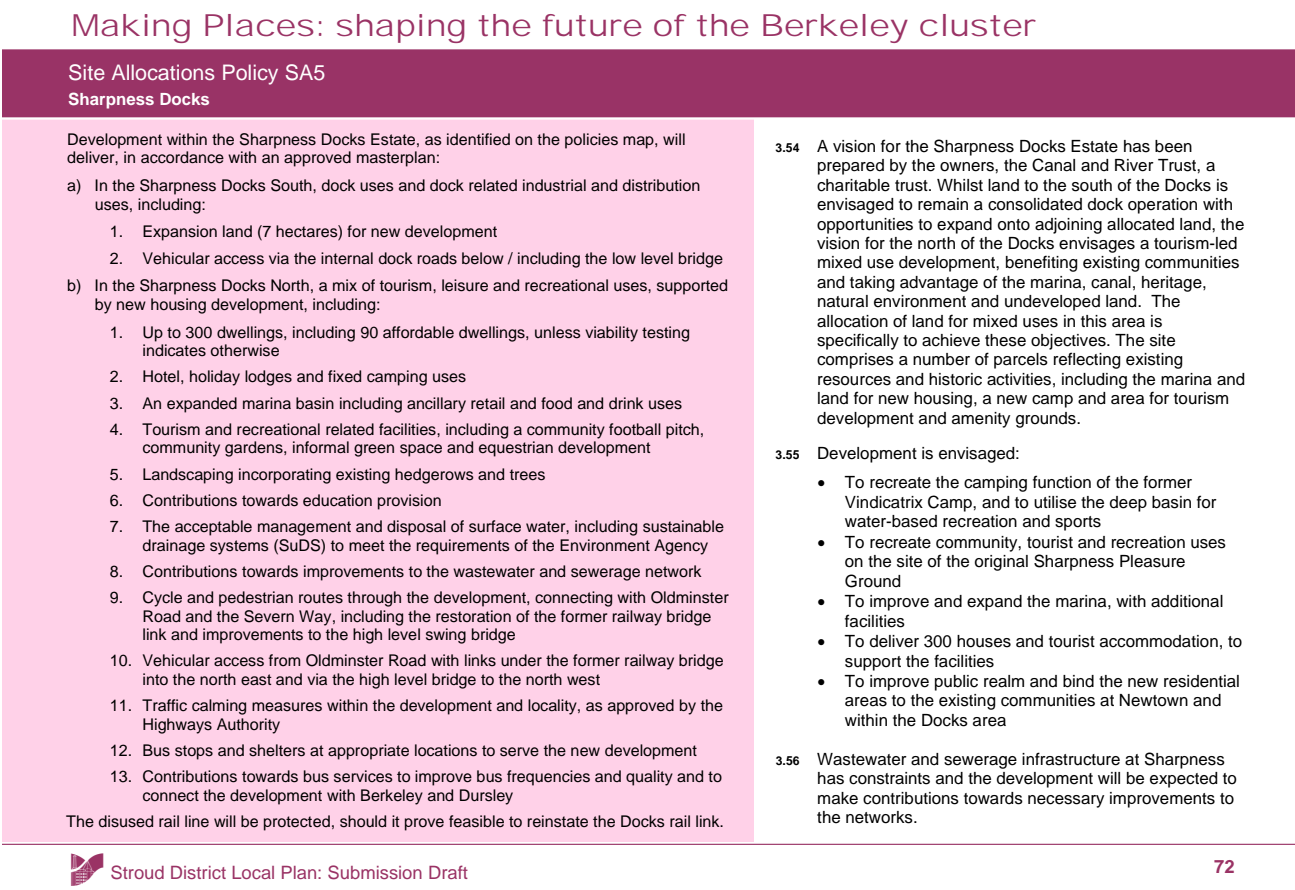
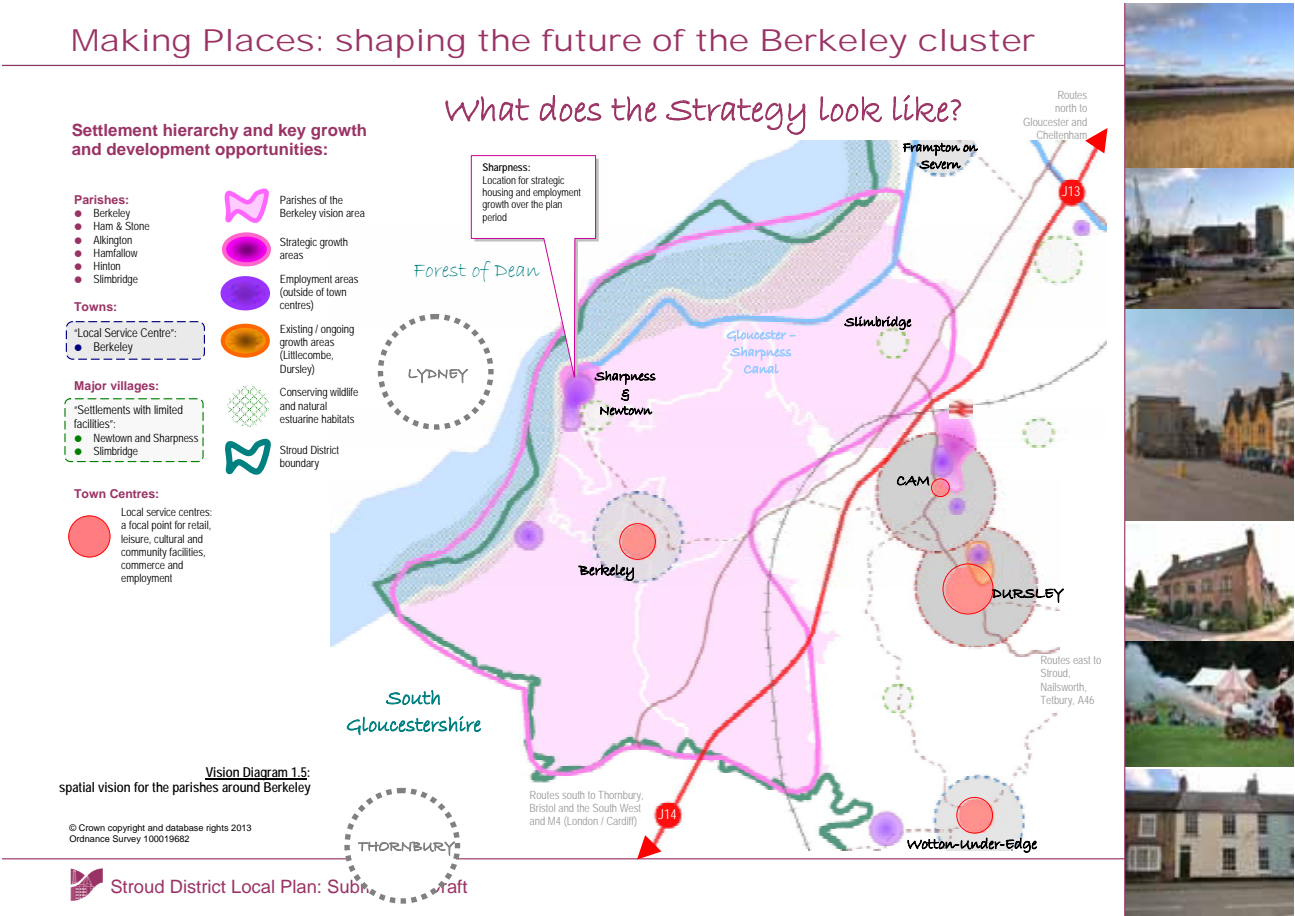
The Canal & River Trust’s Vision for the estate has helped to inform the Stroud District Local Plan, which was submitted to the Secretary of State for examination in December 2013. Site Allocations Policy SA5 designates the northern part of the estate together with land adjoining the docks in the south for a mix of housing, tourism and employment uses. The policy aims to deliver the Vision for the estate which the Canal & River Trust proposed. The Vision reflects what the Trust learned since 2010 from the tenants, local residents, stakeholders, the Parish Council and Councillors.

In the Sharpness Docks South, dock uses and dock related industrial and distribution uses, including:

- 1. Expansion land (7 hectares) for new development
- 2. Vehicular access via the internal dock roads below / including the low level bridge

In the Sharpness Docks North, a mix of tourism, leisure and recreational uses, supported by new housing development, including:

- 1. Up to 300 dwellings, including 90 affordable dwellings, unless viability testing indicates otherwise
- 2. Hotel, holiday lodges and fixed camping uses
- 3. An expanded marina basin including ancillary retail and food and drink uses
- 4. Tourism and recreational related facilities, including a community football pitch, community gardens, informal green space and equestrian development
- 5. Landscaping incorporating existing hedgerows and trees
- 6. Contributions towards education provision
- 7. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS) to meet the requirements of the Environment Agency
- 8. Contributions towards improvements to the wastewater and sewerage network
- 9. Cycle and pedestrian routes through the development, connecting with Oldminster Road and the Severn Way, including the restoration of the former railway bridge link and improvements to the high level swing bridge
- 10. Vehicular access from Oldminster Road with links under the former railway bridge into the north east and via the high level bridge to the north west
- 11. Traffic calming measures within the development and locality, as approved by the Highways Authority
- 12. Bus stops and shelters at appropriate locations to serve the new development
- 13. Contributions towards bus services to improve bus frequencies and quality and to connect the development with Berkeley and Dursley



Extracts from the Stroud District Local Plan Submission Draft, December 2013

Objectives for the Planning Application

Alongside the Canal & River Trust's Vision for the estate and the objectives listed in the Site Allocation Policy, there are a number of considerations which need to be taken into account. These have come out of the team's technical and environmental analysis work on the site, and from what we understand from speaking to local people and businesses. These objectives are all linked together and need to be brought forward at the same time to meet the wider objectives for the estate:



Environmental Objectives

Protect the habitat and species for which the estuary is nationally and internationally designated.

- Avoid conflict – noise, visual, air quality, light, traffic – between the established commercial operations of the dock and the new housing and expanded tourism and recreational uses.



Social Objectives

- Deliver the quality and types of market and affordable housing that will meet local and district needs and support the long term sustainability of the Sharpness-Newtown communities.
- Deliver the residential amenities, services and facilities needed to integrate the existing and new residential areas with Sharpness-Newtown and provide a better quality of life for everyone.



Economic Objectives

Support the efficient operation of the Estate's dock and industrial tenants.

- Generate a sufficient financial return from the development to finance the infrastructure and conservation investment needed for the scheme's success.
- Deliver the quality of site offer and operating conditions needed to attract new investment and jobs in dock-related, industrial and distribution businesses.
- Conserve and enhance the estate's heritage and environmental assets while also taking full advantage of their "destination value" for leisure and tourism and the liveability of Sharpness-Newtown for its existing and new residents.
- Deliver high quality and appealing leisure facilities that will attract new investment and jobs in the sub-region's growing markets for canal-based, outdoor recreation and ecology-led tourism.

General Location of the New Land Uses



- 1 Stroud Local Plan 2005 – defined Sharpness-Newtown Settlement Boundary
- 2 residential
- 3 sites for two new marina basins with moorings, facilities and residential
- 4 leisure and tourism
- 5 working dock and associated land
- 6 expansion sites for dock and related development
- 7 community facilities: walled garden, allotments, orchard

The evidence on the site – its assets, constraints and opportunities – plus policy SA5 and the planning objectives dictate the broad location of uses to these principles:

- North-south segregation of the estate (docks and industry in the south, housing and tourism in the north)
- Segregated access for the docks-industry and housing-tourism
- Tourism and leisure on the “island site”
- Housing, linked to existing housing, in the north east of the site
- Shared community facilities to link the existing Sharpness-Newtown to the new housing

Understanding the Site

Assets, Opportunities and Constraints

Assets

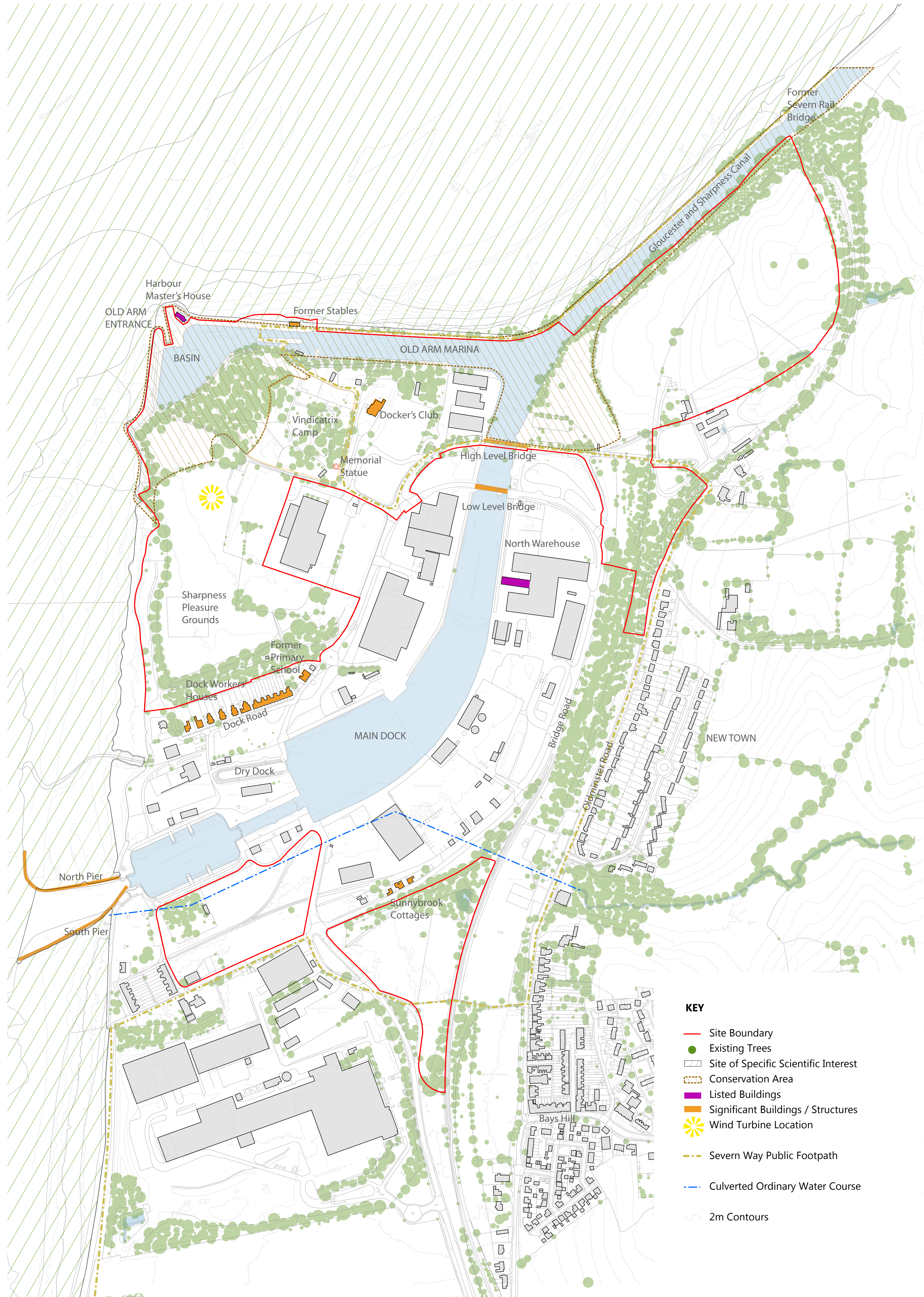
- Canal and marina
- Conservation area and the listed SARA building
- Severn Way long distance footpath
- Estuary – views, setting, landscape and habitat
- Interest of working dock, buildings and infrastructure
- Historic railway line

Opportunities

- Growth in the tourism markets – outdoor and water based leisure, eco and heritage tourism, short breaks and “staycations”
- Re-use of the Vindicatrix camp
- Ability to support new community facilities
- Provision of new homes

Constraints

- Sensitive location next to the estuary
- Ramsar, SSSI and SPA designations to take into account
- Wildlife habitats around the site
- Wind turbine
- Working dock activities



Sharpness - The History

Historic Timeline of Sharpness Docks 1783 - Present



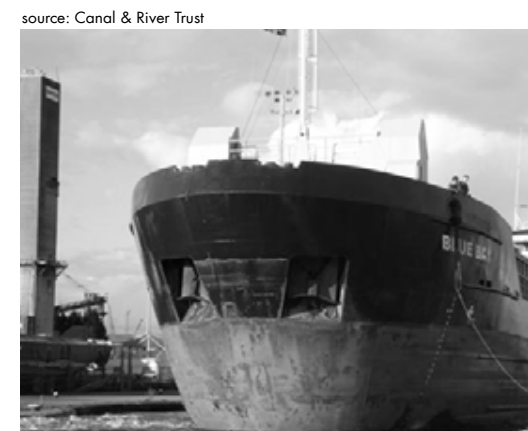
source: english heritage NMR
source: wikipedia

Gloucester to Sharpness ship canal constructed to allow ships to get from the Severn Estuary to Gloucester Docks

The (then) broadest and deepest canal in the world, remains the only navigable route from the Severn Estuary to 2000 miles of inland waterways beyond

Old Arm sea gates at Sharpness built to accommodate a tidal reach of 12 metres

Engineer Thomas Telford worked on the construction



source: Canal & River Trust



source: english heritage NMR

New Dock constructed to provide cargo facilities and improve the tidal access to the canal from the Severn industrial buildings constructed, including workshops and three large warehouses

New Dock's owner (Sharpness New Docks and Gloucester and Birmingham Navigation Company) constructs the Company Village and school



source: matt bigwood - flickr website



source: gi.chard - panorama

1875-1879

Sharpness Branch line constructed by the Midland Railway to connect Bristol and Gloucester at Berkeley Road

Severn Railway Bridge constructed, opening in 1879

Second branch line opened in 1908

Lines carried passengers and goods

Sharpness Pleasure Grounds provided as a local facility and day trip destination when the railway opened

Vindictrix Merchant Navy training camp created in 1939 - trained c 70,000 boys over its 27 years of operation

The Vindictrix Merchant Navy training ship was moored in Old Arm Basin

The camp uses was used between 1966 and 1980 by the YMCA, Birmingham Education and others until demolished in c 1980



source: geograph website



source: geograph website

1939-1980



source: dandridge, 586 - flickr website



source: wikipedia commons

1960-1970

The Severn Railway Bridge damaged by a collision in thick fog with the petroleum tankers ARKENDALE H and WASTDALE H, leading to five deaths and a collapse of pier 17 and two of the spans

Bridge demolished in 1967

SARA (Severn Area Rescue Association) is formed in 1973 and occupies the Grade 2 listed Harbour Master's House. Sharpness marina is developed - accommodates c 100 + moorings for narrow boats and cruisers

Bi-annual Tall Ships Festival sails from Gloucester Docks to the Severn through the docks

Waverly and Balmoral steam packets ply a route that includes Lydney and Sharpness Old Arm

Sharpness Docks Ltd takes a 125 year lease of the dock in 1987, and Sharpness continues as a successful port

The remaining warehouse is listed

present



source: panorama imagid 89922387



source: anguskrink - flickr website



source: wikipedia commons



source: matt bigwood - flickr website

1783-1827

Sharpness-Gloucester canal opens in 1827 with the Old Arm seagates and dock

No cargo handling facilities - sole purpose of the Old Arm was to allow ships to enter the canal

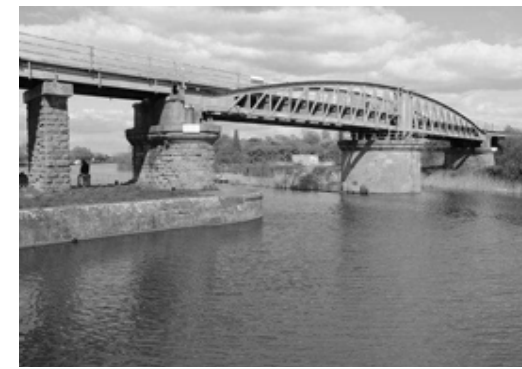
The success of the canal explains the rapid expansion of the Gloucester Docks in the 19th century

Harbour Master's house (now SARA office) constructed at Old Arm 1841-44

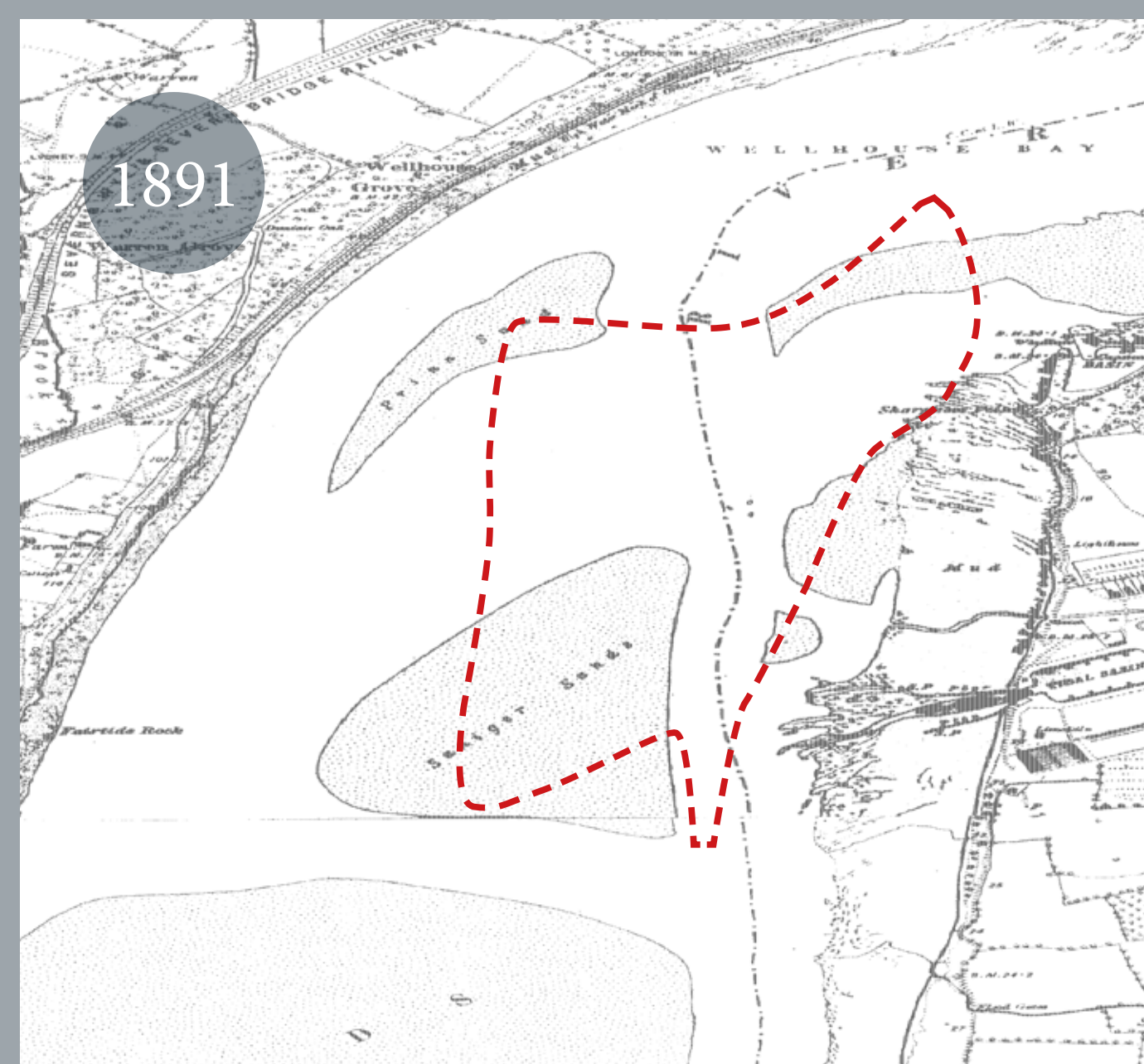
Housing built for dock and canal workers which, by 1871 total 108 dwellings with a population of 562



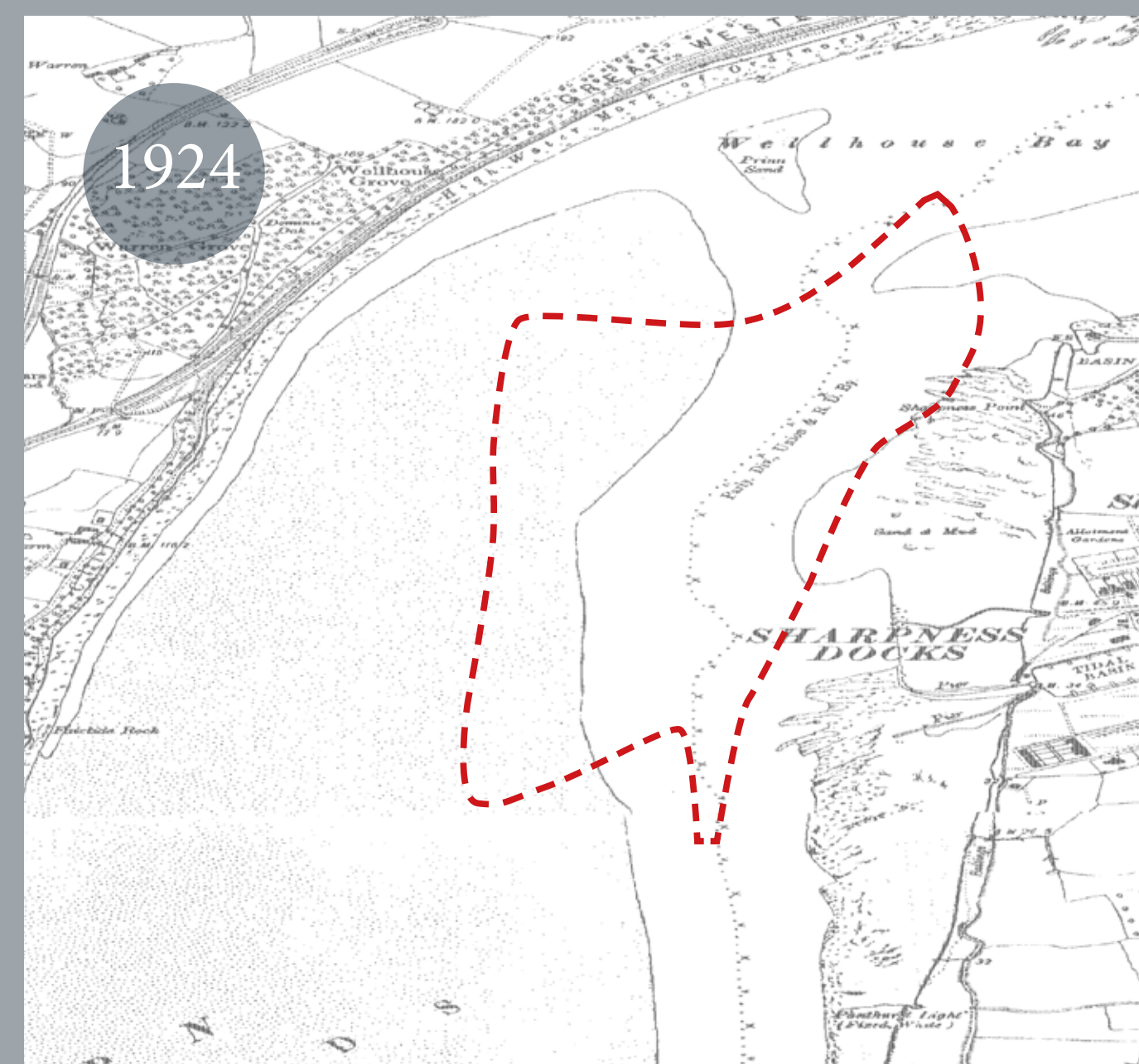
source: english heritage NMR



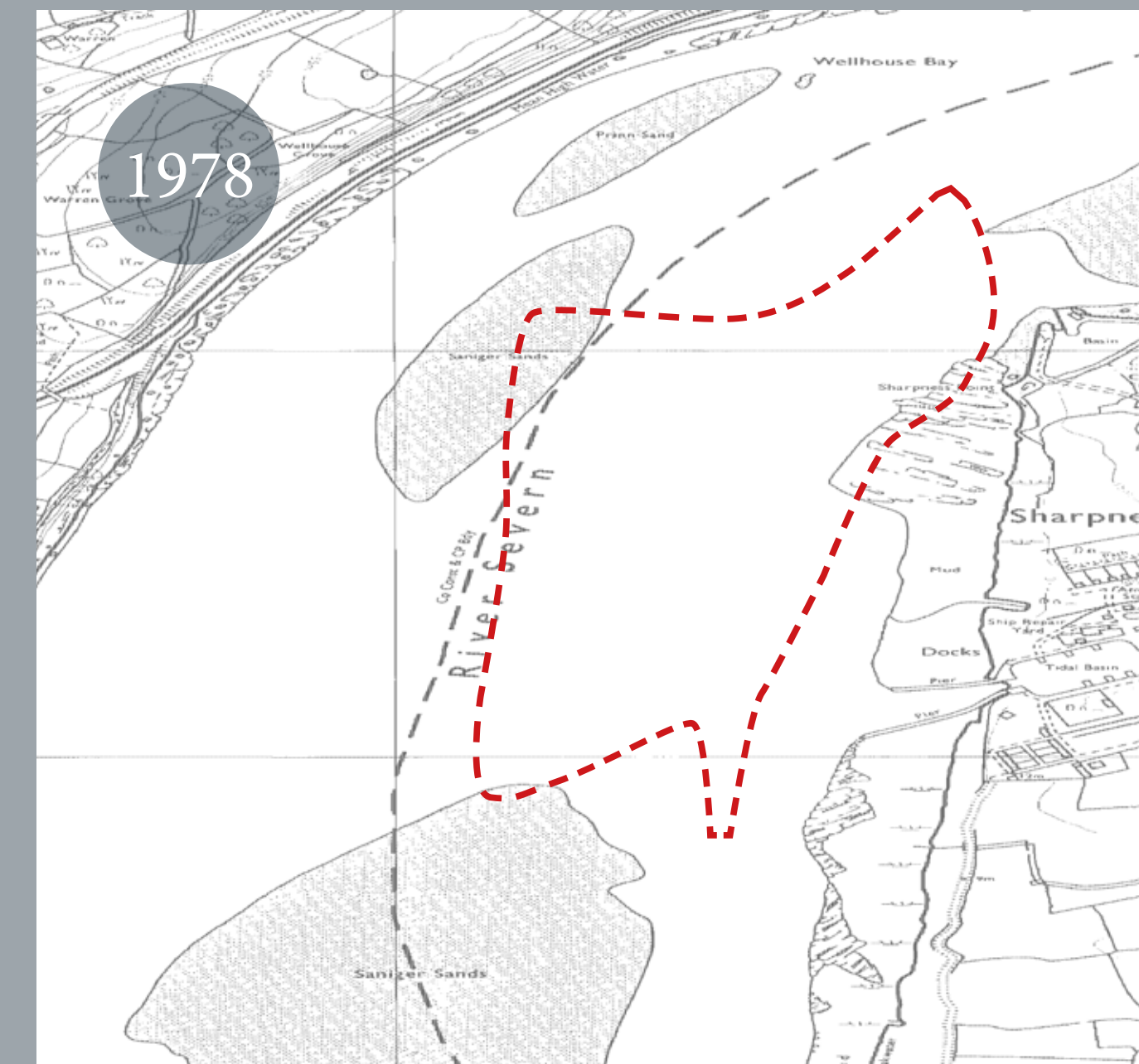
source: philip halling - geograph.co.uk



Opened in 1874 this map shows the first warehouses on the working dock



By 1924 much of the land has been developed with warehouses and new houses at Newtown beginning to appear



By 1978, the Severn Railway Bridge running over the river has disappeared - damaged beyond repair by a barge collision in 1960.

Historic Maps showing development of the Docks over time

Sharpness-Newtown Today

Today, Sharpness Docks is still a busy working port, looking to expand.

The listed Harbour Masters house on the seaward dockside, alongside the river gate is now occupied by the Severn Area Rescue Association.

The Severn Way footpath loops through the estate from the south skirting around the docks along Oldminster Road, across the high level bridge, down to the canal basin and out to the north along the canal tow path.

Fantastic views along the canal and towards the River Severn can be experienced from many parts of the site and the working dock also offers up interesting sights and sounds for those walking along the high level bridge.

What could we bring to Sharpness?

- Sharpness-Newtown has already lost valued services. A new population and more spending is needed to make services (like health, education and public transport) economical to provide and to make facilities like shops and pubs viable.
- Sharpness-Newtown needs more varied housing to attract more people – market housing for families and young couples as well as affordable housing of all types to secure the long term future of the area.
- More and more varied jobs are needed, both for local people and to attract more people into the area.
- A key planning objective is a better balance between the number and quality of jobs available locally and the residents able to take them.

Our proposals can provide more varied housing, both market and affordable, and better facilities to sustain Sharpness-Newtown and improve the local quality of life.

The Market Opportunities

Sharpness is well-located and has the assets to develop a strong visitor market:

- The regional tourism market is growing strongly, driven by:
 - growth in “staycations” and short breaks
 - heritage, the countryside, outdoor leisure activities and “eco-tourism”
- There is the potential to create a local critical mass of activities with for example Berkeley Castle, Slimbridge Wildfowl Centre and the Edward Jenner Museum.
- The catchment population is large and growing:
 - 1.8 million people now live within 1 hour of Sharpness, the principal catchment for canal-based leisure, rising to 2.2 million by 2031
 - 10 million people now live within 2 hours of Sharpness, the principal catchment for short breaks, rising to 11.3 million by 2031



What You Have Told Us to Date

The Canal & River Trust's vision informed the development of a land use plan for the area which indicated which areas could be re-developed, and where different uses might go. This was then used to inform a sketch illustration and aerial of the site, in line with the planning objectives.

These illustrations were displayed at the first consultation event in August 2013, to give an idea of what the scheme could look like.



The Trust has been consulting the estate's tenants, local residents, stakeholders and elected representatives on the prospects for the estate and the emerging proposals since late 2010. The key messages have been:

- To ensure that there is no conflict between the new residential areas and the ability of the dock to operate "24/7"
- Protect the amenity of existing residents, particularly along Oldminster Road if it is to facilitate the new access route into the site
- Improve the facilities available to existing residents – open space, shops, medical services, education services, things to do locally
- Increase the number of jobs available locally
- Add to local affordable housing
- Bring Sharpness AFC back to Sharpness
- Upgrade local internet access and speeds
- Enhance biodiversity and landscape
- Ensure development fits the place – is not "soulless", "could be anywhere" development
- More use of the railway infrastructure

The Options

Accessing the New Residential and Tourist Areas

We have looked at several different access options into the site, and would like your feedback on the two possible options below. Both these options are preferred as they meet the following Planning objectives:

- Segregating the docks and industrial uses from the residential and tourism uses to avoid the risk of conflict between them;
- Avoiding adverse impacts on the existing residential areas – but instead improving their liveability conditions; and
- Creating an entrance that makes it clear that the northern part of the Docks estate has a new purpose – tourism and residential.

Option 1

A new road could be built to connect Oldminster Road with the new housing settlement accessed underneath the high bridge

The historic train station platforms still exist and are located here underneath the vegetation

The access point to the new road would need to be provided here to allow the road to gently slope across the contours at a 1:20 decline, which is in keeping with highway standards

- This option allows many of the trees in between Oldminster and Bridge Road to be retained, retaining the visual buffer to the dock and wildlife habitat
- This option safeguards the railway line which travels parallel to Bridge Road. Where the road crosses over the line, a bridge will need to be built to allow the line to run underneath and up to the historic station platform should it be used as a heritage railway in the future
- This option will require substantial engineering work and highway infrastructure to allow the road to cross the steep embankment down to the level of the dock

Option 2

A new length of road could be built in between the existing railway lines to connect Oldminster Road to the site, via the archways under the high bridge

The access point from Oldminster Road would be further south than as proposed in Option 1

- This option takes traffic away from Oldminster Road, by creating a new parallel route into the site
- This option also safeguards the railway line which travels parallel to Bridge Road, however a level crossing would be required where the new road crosses the railway line at the same level
- This option will require a significant length of new road to be built, and trees on the embankment would have to be removed to make way for this road which might reduce the buffer to the dock

The Options

Open Space

We have come up with some ideas for landscaping open space on the estate, and would like to get your views on what we are proposing, as well as any other ideas you may have.

Our aims are to meet local needs, bring the new and existing residents together and provide high quality facilities that will also support the tourism aims.

Ideas for Restoring the Pleasure Grounds:

Labrinth or maze as part of the garden and coastal walk experience.



The development of wildflower meadows across the open grass land areas of the island with paths and walks to link features and attractions and to provide the routes along which the sculpture trail will be laid out.



The development of both permanent and temporary art works which may reflect something of the natural setting of the site or the wind turbine and the elements at this exposed coastal location.



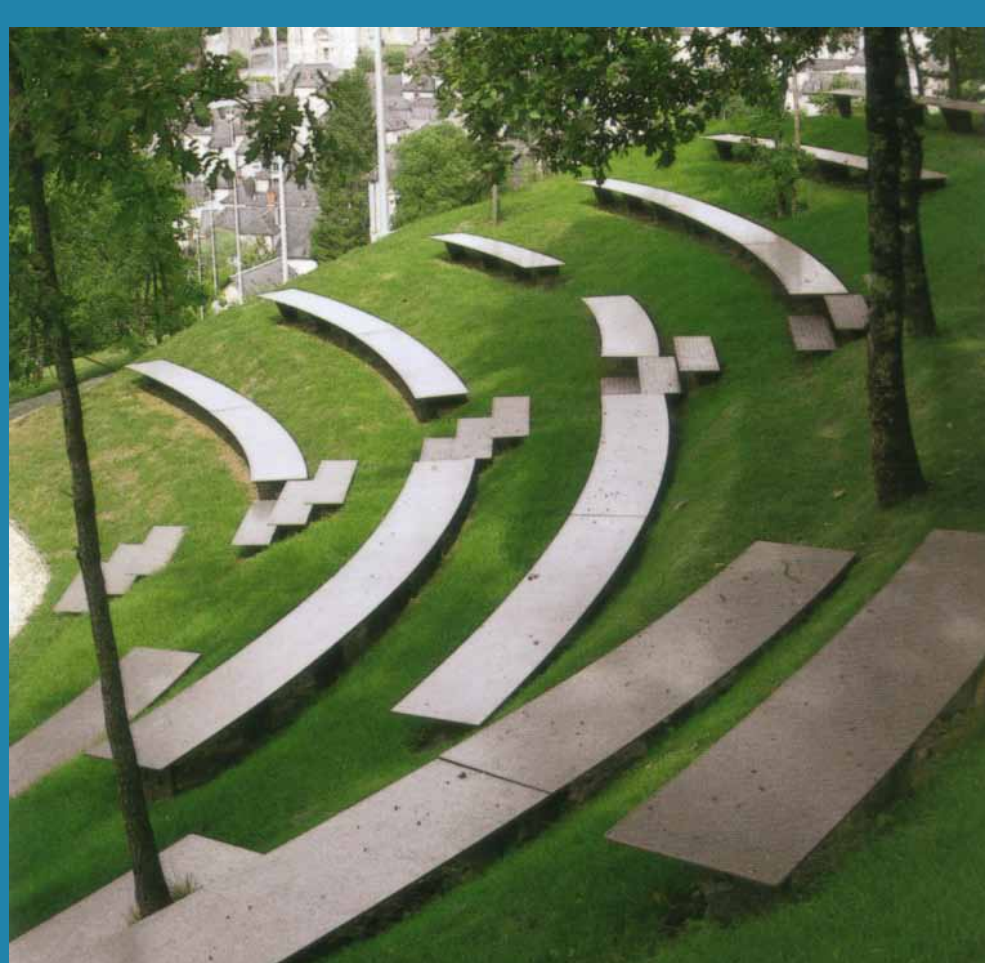
The creation of a sculpture trail through the woodlands and along the coastal routes on the island following the existing permissible paths and creating new circular footpath routes and walks.



The route may potentially include bird hides and other opportunities for wildlife watching.



The creation of a large land art sculpture towards the south of the island and incorporating the potential for viewing from a raised height vantage point.



?

Can you name any places with landscape elements you would like to see included in the proposals?

The Options

Community Facilities and Tourist Attractions

As part of the development we are also looking to provide local facilities for new and existing residents, so please let us know what you think of the following and let us know if you have any further ideas:

The opportunity for a community orchard to be located within easy access of both the new and existing residents of Sharpness-Newtown.



The opportunity for community allotments to be located within easy access of both the new and existing residents of Sharpness-Newtown.



The creation of a new football pitch or the support through provision of additional facilities to the existing football pitch at Newtown



The provision and consideration of childrens play and recreation within the plan ensuring access to the countryside and green and open spaces is facilitated through green routes and corridors.



Looking back through the history of the dock to create new tourist attractions:

From 1939 to 1966, the training ship the Vindicatrix was moored in the Sharpness Old Arm canal to provide a sea school for the merchant navy



Could we bring back a large boat to moor in the canal which could offer accomodation and a restaurant with great views over the estuary?



A camp of huts were built to offer additional accommodation for the 70,000 boys who received training on the Vindicatrix Ship over its time at Sharpness



Could this be re-imagined as cabins, eco lodges and tree houses in the woodland?



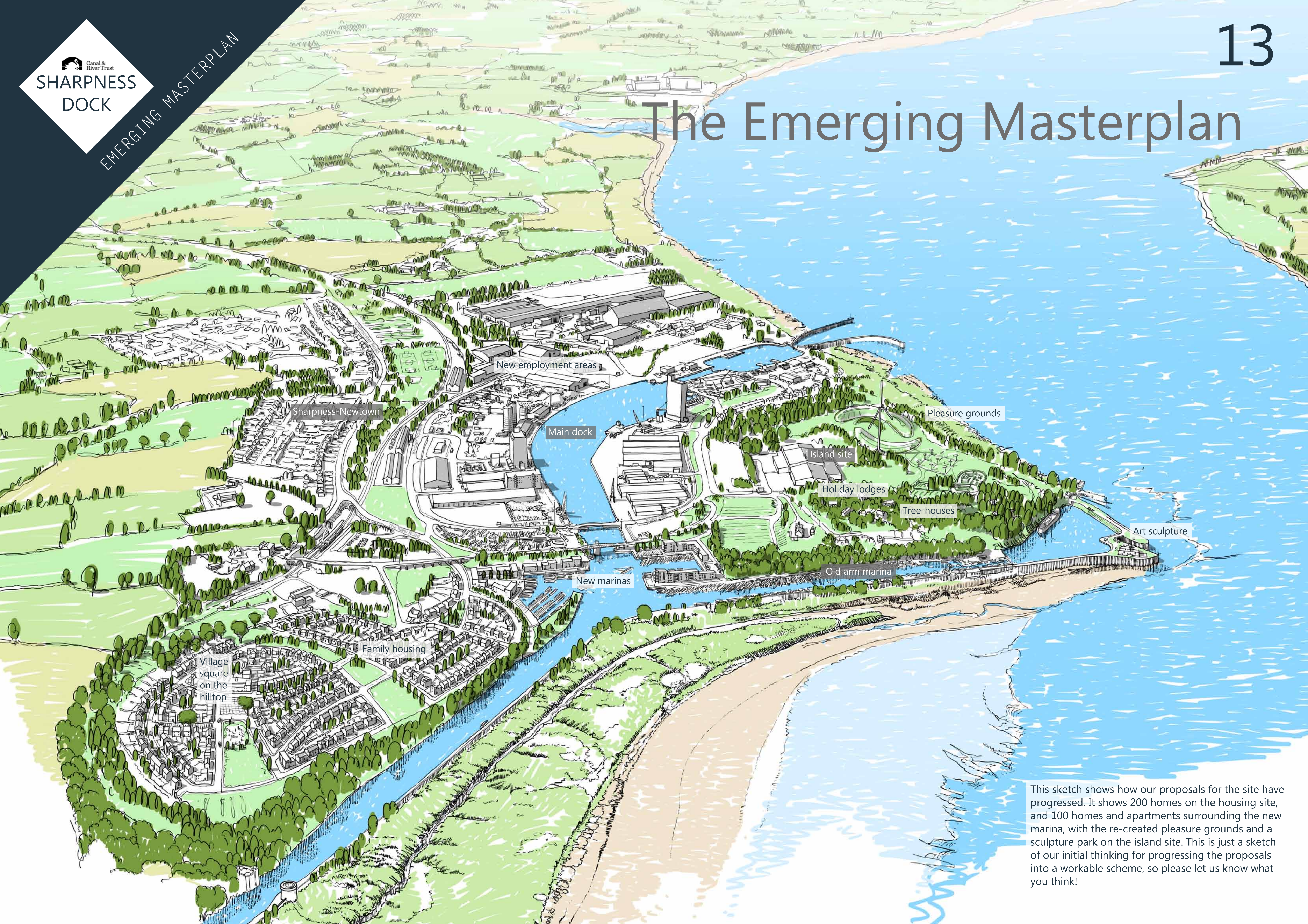
There used to be a Victorian Cottage on the island site



Could we recreate the Victorian cottage and cottage garden as a visitor attraction and potential shop and food/drink outlet?



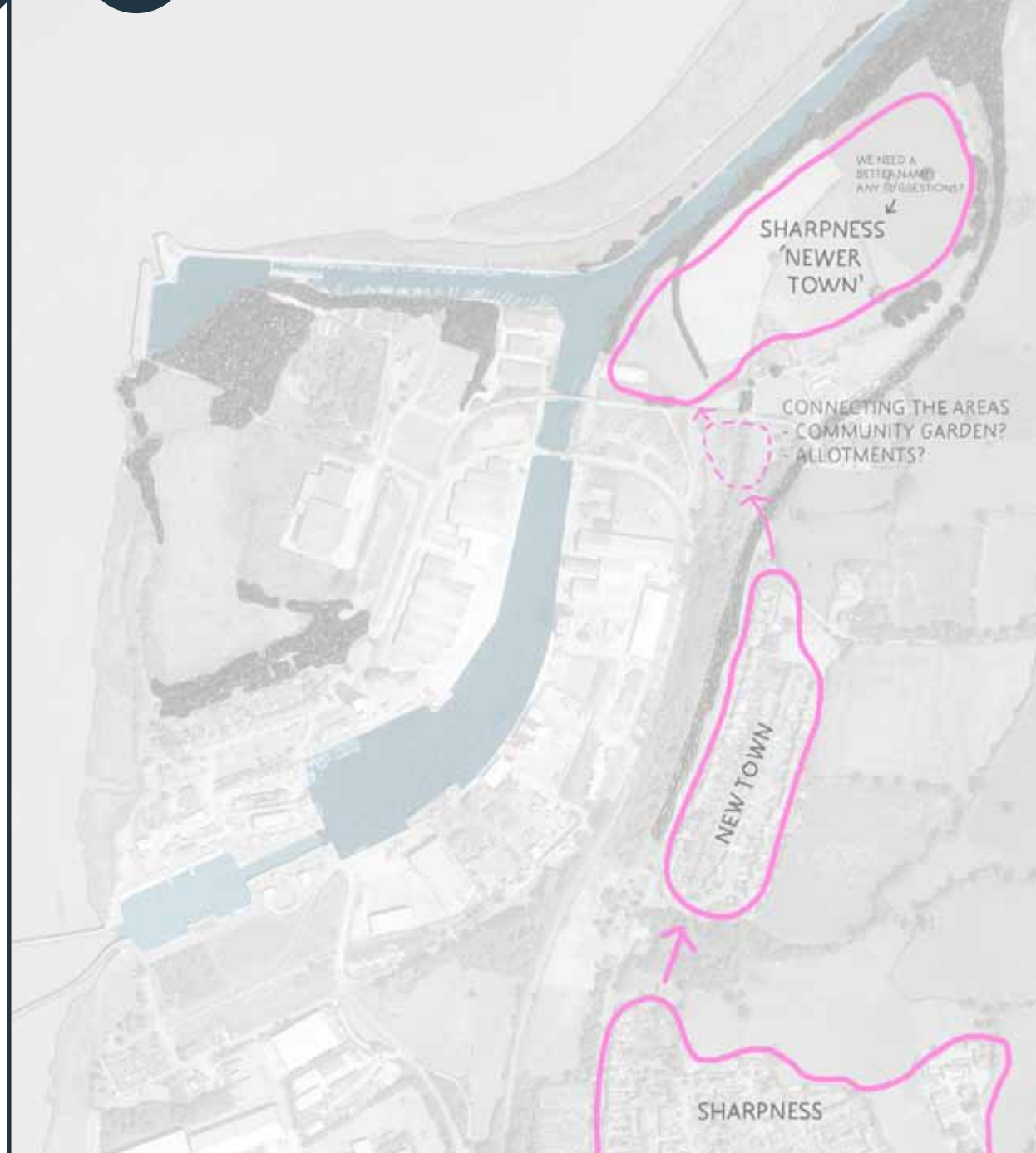
The Emerging Masterplan



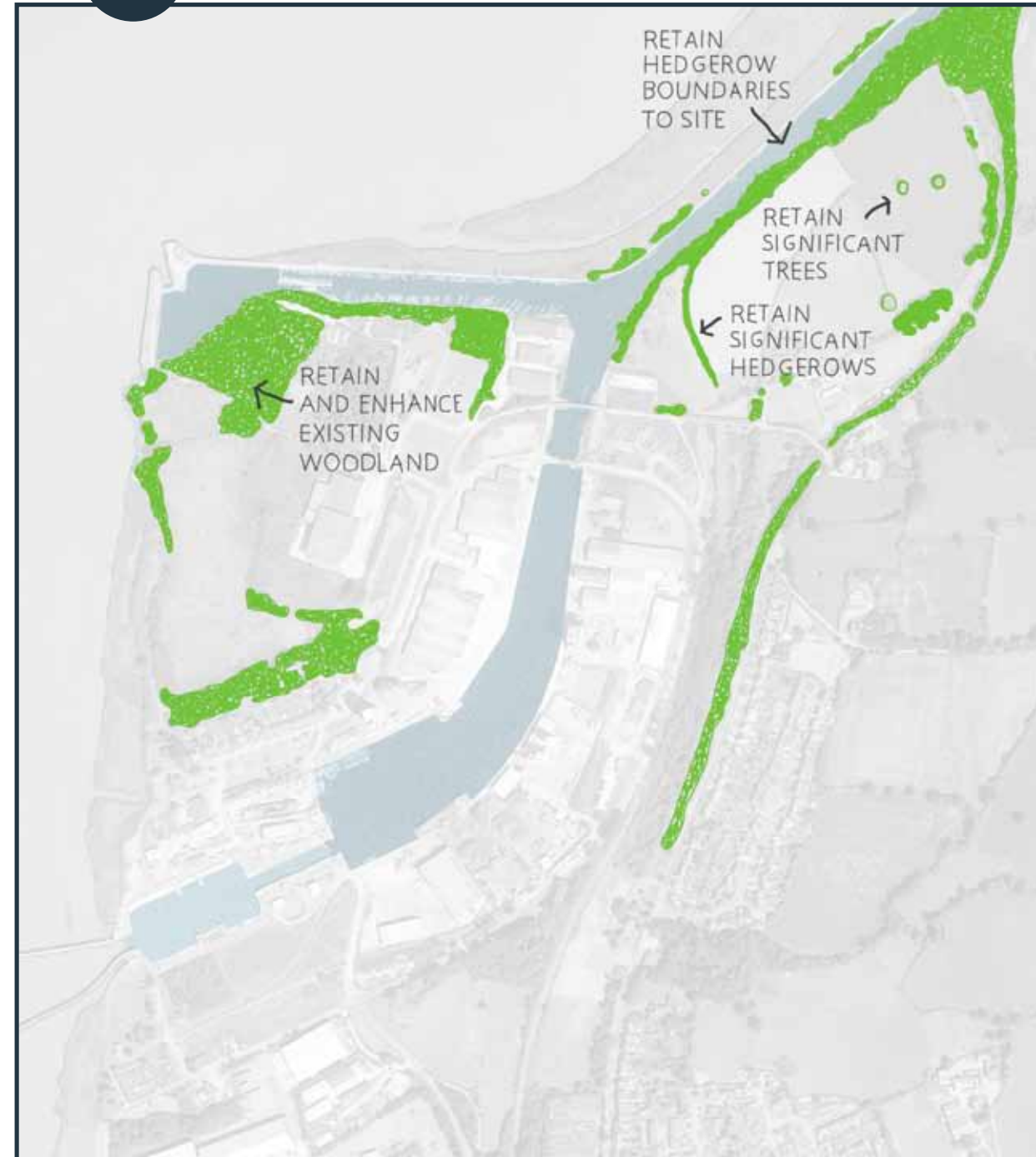
This sketch shows how our proposals for the site have progressed. It shows 200 homes on the housing site, and 100 homes and apartments surrounding the new marina, with the re-created pleasure grounds and a sculpture park on the island site. This is just a sketch of our initial thinking for progressing the proposals into a workable scheme, so please let us know what you think!

The Concepts Behind the Masterplan

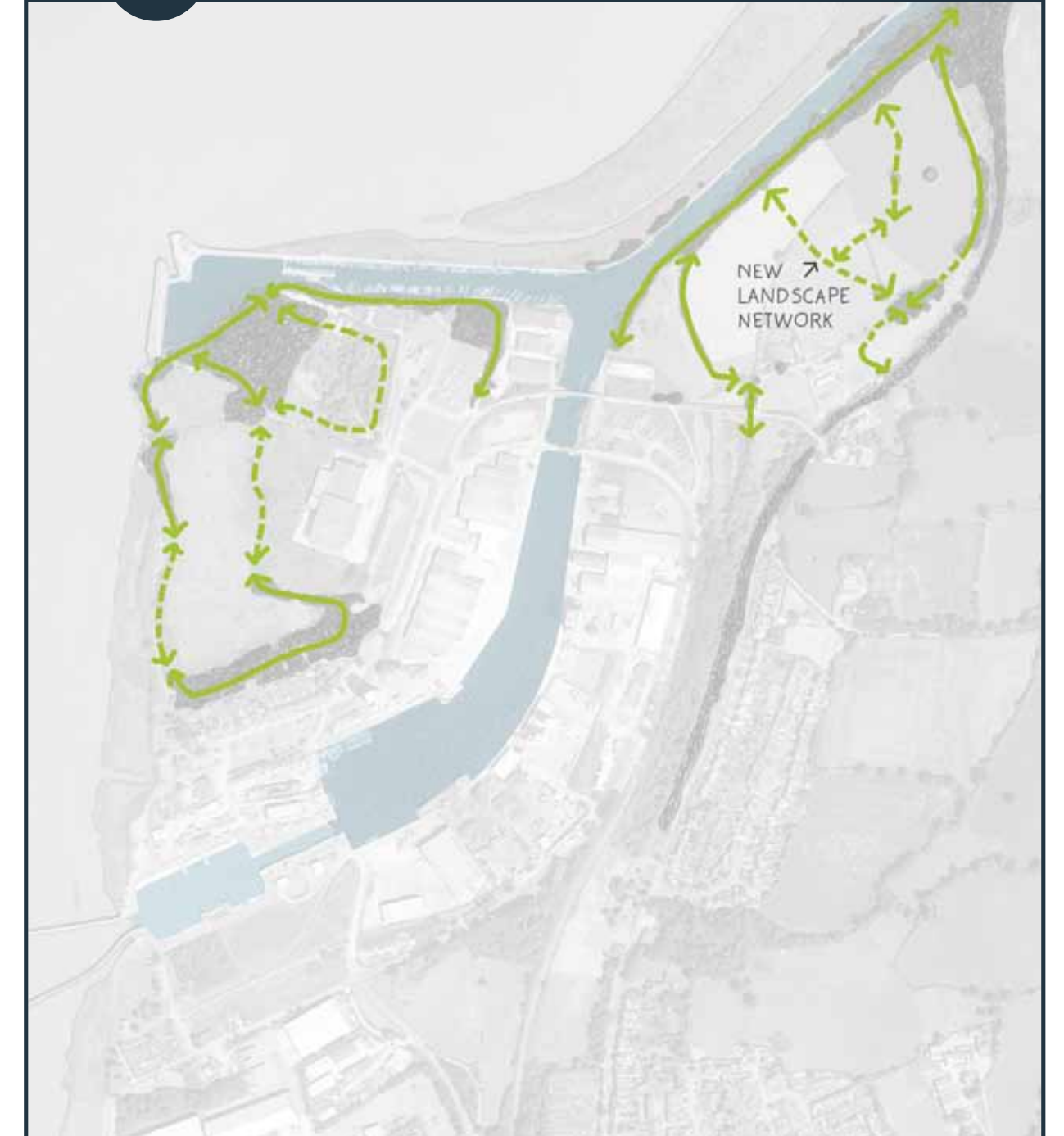
1 Multi-nodal Development



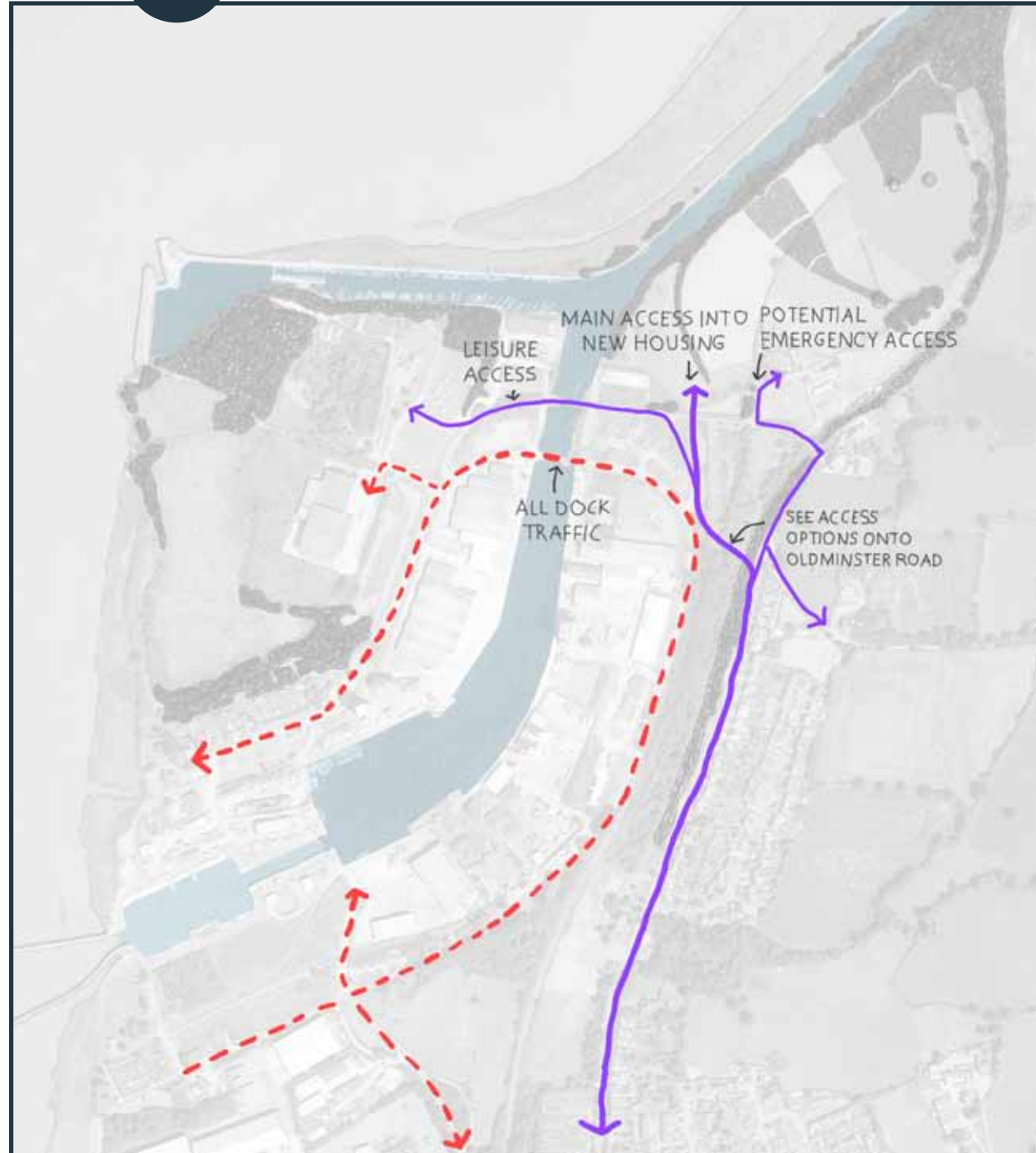
2 Retaining Ecology



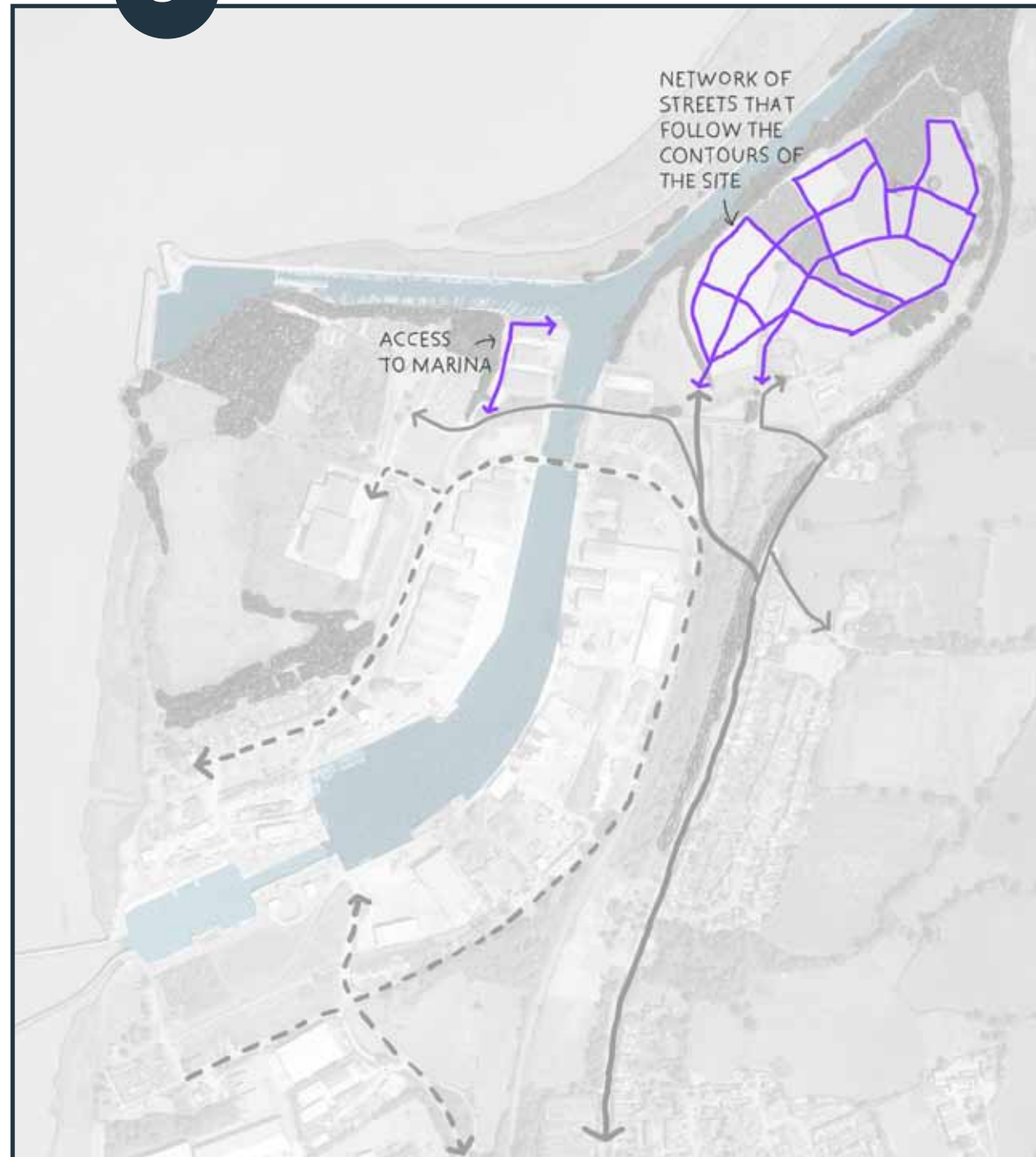
3 New Ecology



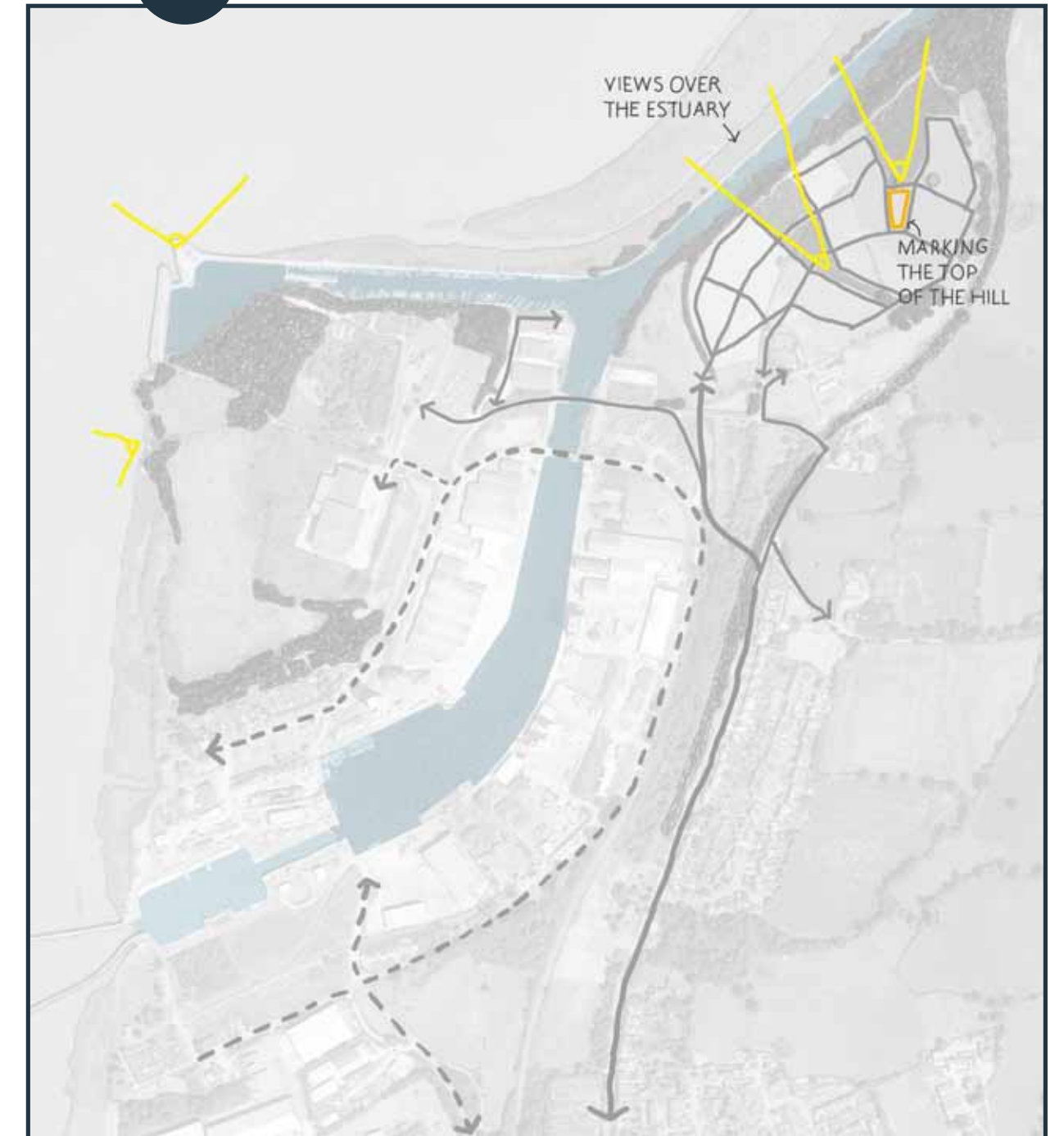
4 Connections



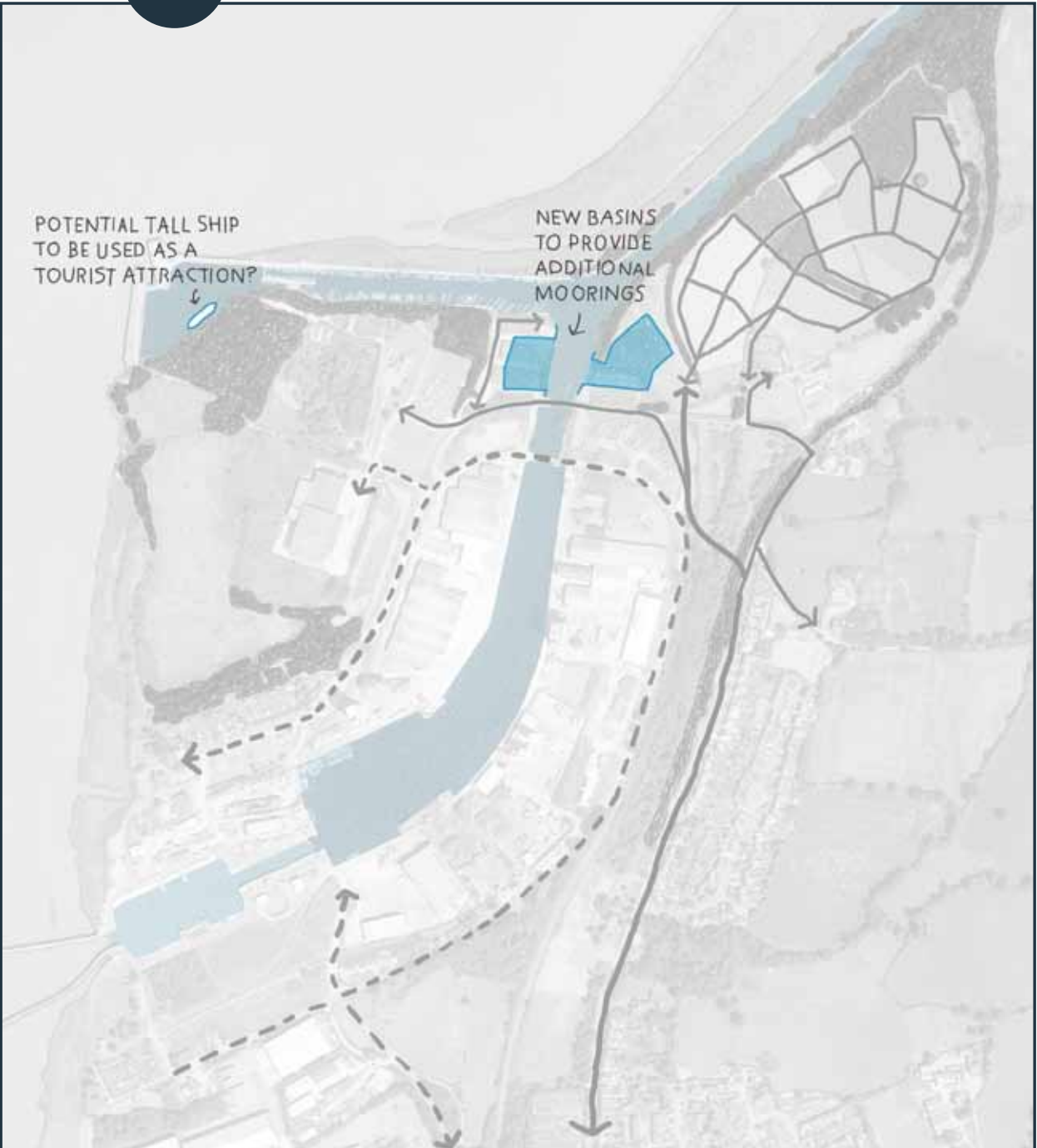
5 Network of Streets



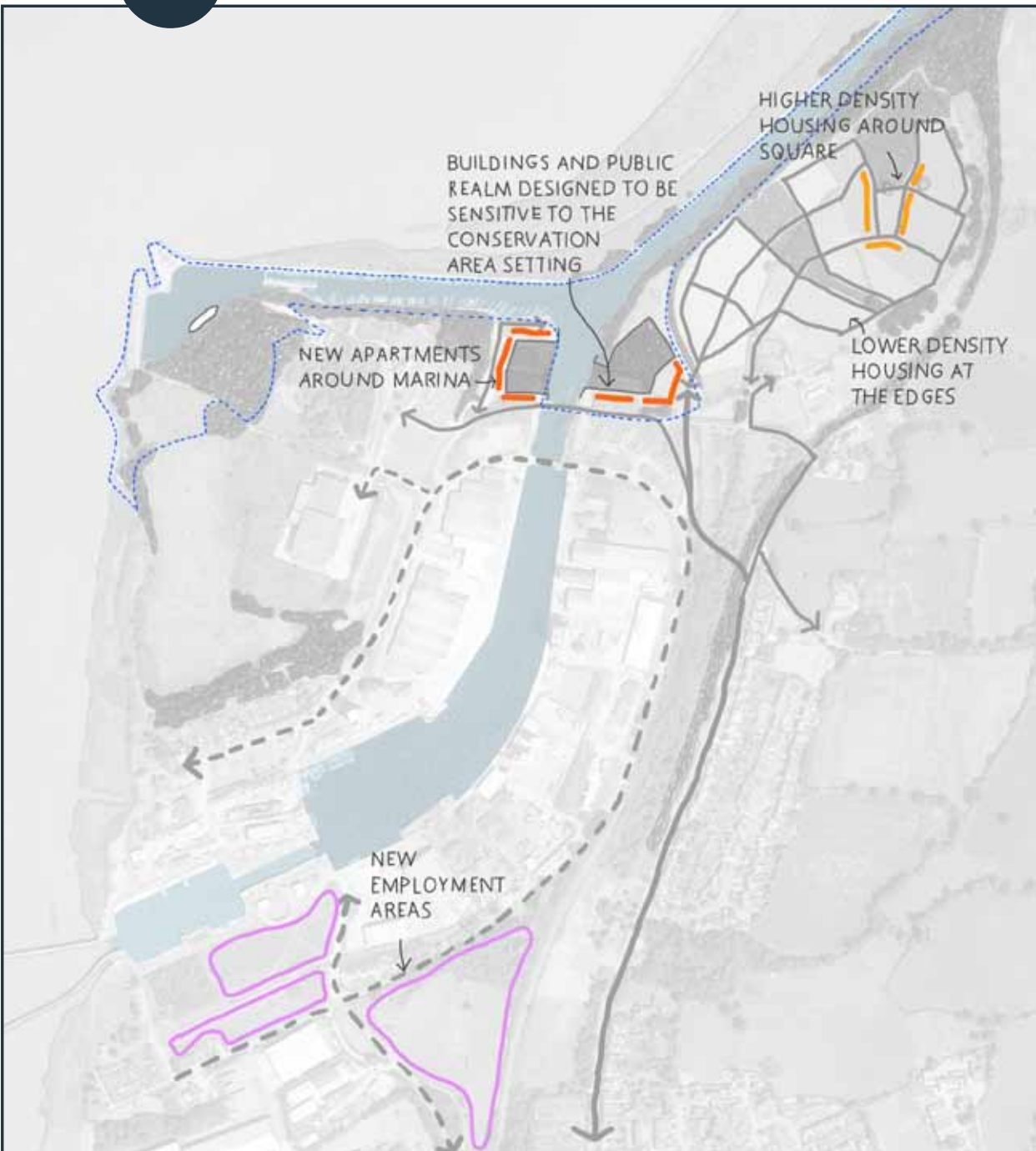
6 Views



7 New Basins



8 Mix of Uses



9 Leisure

