

# WELCOME TO OUR EXHIBITION

## What is this all about?

The Canal & River Trust is evolving plans to provide new employment space, residential development, a new marina and tourism & leisure facilities on land they own at the Sharpness Docks Estate.

This exhibition shows how our plans for the site have developed since our last consultation event back in November 2014.

We also demonstrate how the scheme has been designed to conserve the sensitive location and make the most of the beautiful setting of the estate.

## Meet the team

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

Planning 

Masterplanning and Urban Design 

Landscape 

Transport 

Technical and Environmental 

Heritage 

## Please leave your comments!

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

## Updated Project Timeline



  
Canal & River Trust  
**SHARPNESS DOCKS ESTATE**

# UNDERSTANDING THE SITE

## A PLACE OF CONTRASTS

What we found interesting about working on the Sharpness Docks Estate was the number of contrasts it presents:



Man-made / Natural



Industrial Scale/ Residential Scale



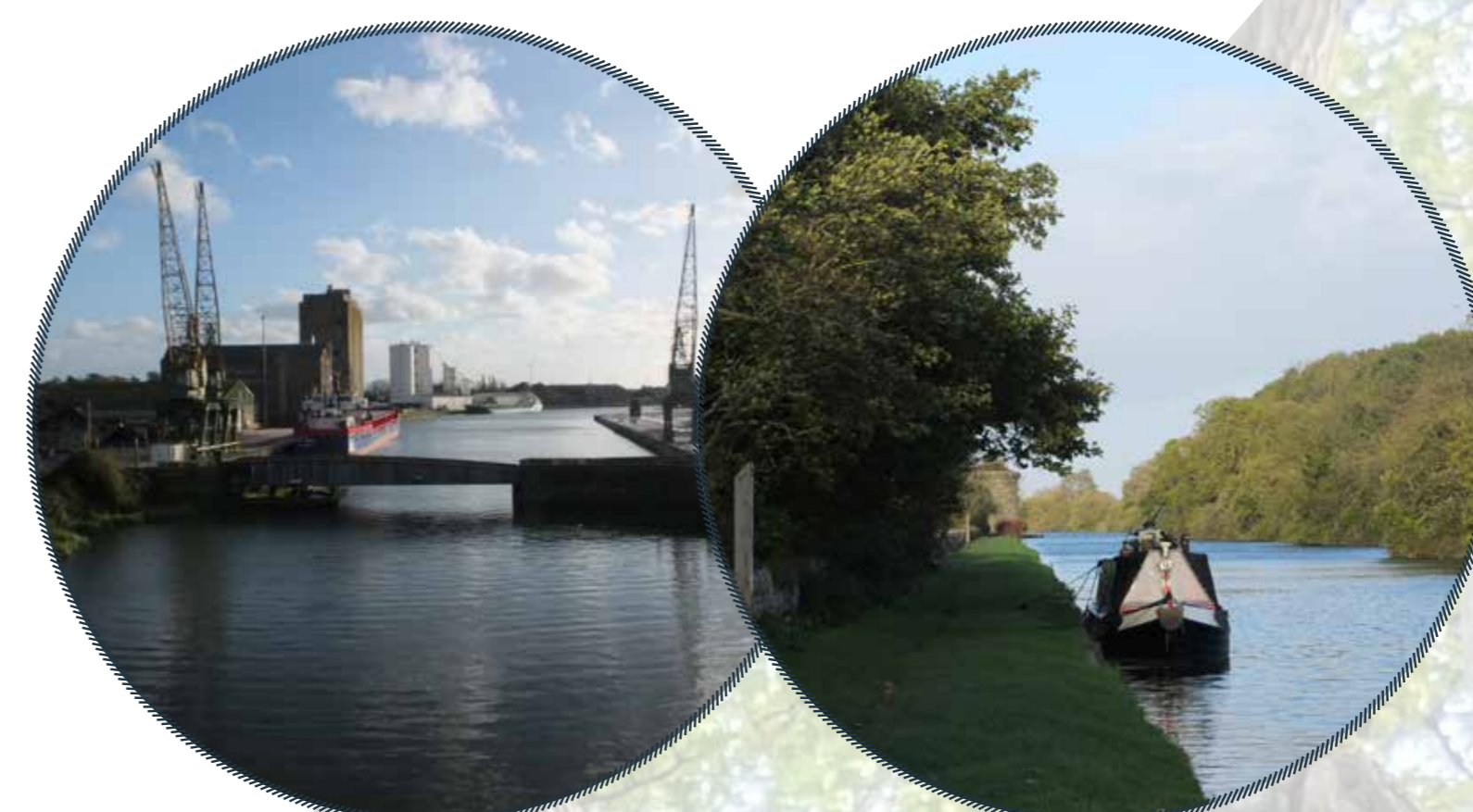
Sloping / Flat



Enclosed / Open



Canal - Static / Estuary - Tidal

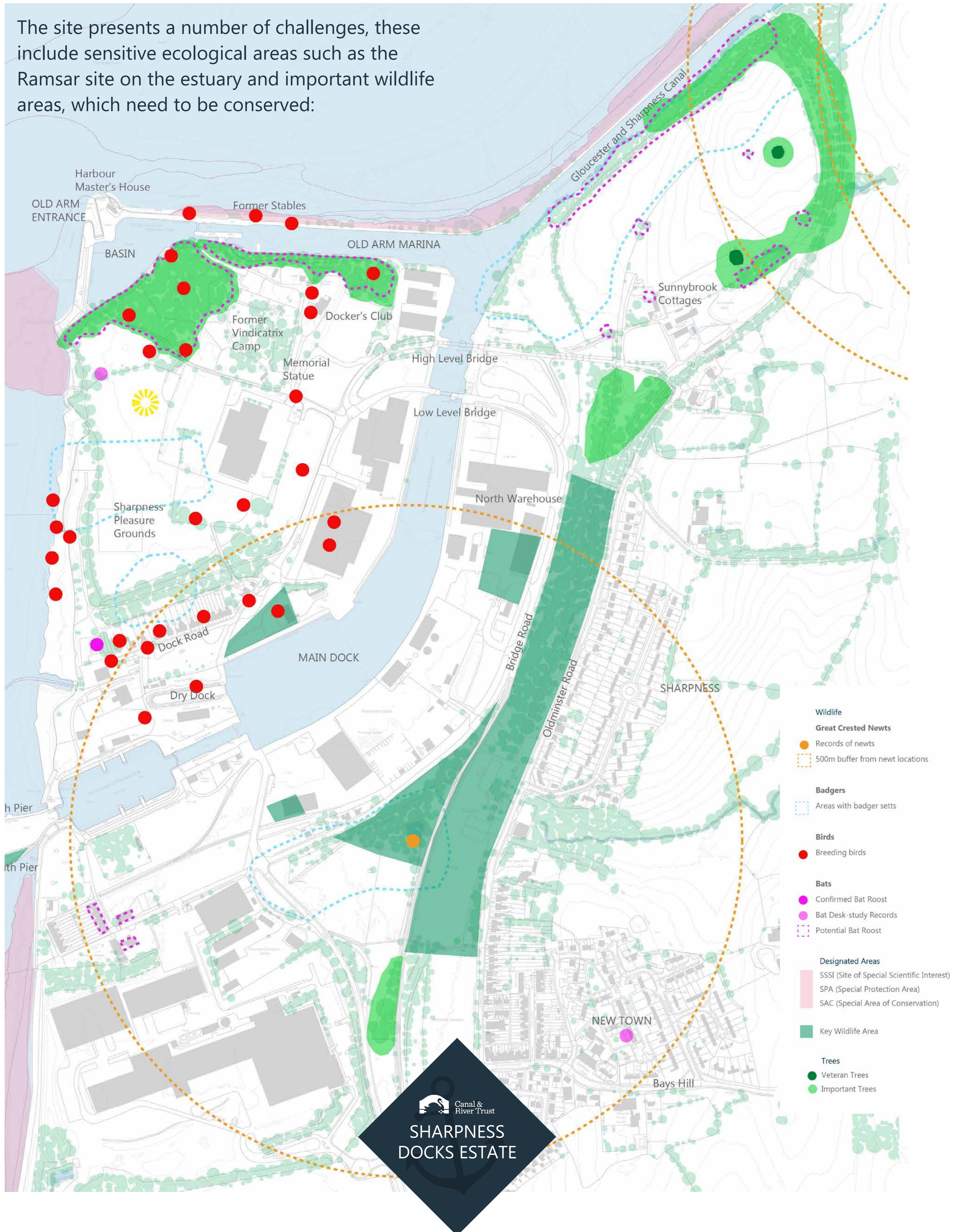


Active / Calm

# UNDERSTANDING THE SITE

## ECOLOGICAL CONSTRAINTS

The site presents a number of challenges, these include sensitive ecological areas such as the Ramsar site on the estuary and important wildlife areas, which need to be conserved:



# DEVELOPING THE VISION

Taking this on board, we want to re-imagine what the Sharpness Docks Estate could be, and balance the aspirations for the estate as a place to live, work and visit whilst conserving its sensitive setting and distinct character:

## An exemplar ecological and biodiverse development



### CONSERVE

A natural location with a strong landscape character and high biodiversity value with important wildlife habitats and a distinct maritime heritage.

- Protection of wildlife corridors.
- Creation of new and enhancement of existing habitats.
- Providing development which respects the built heritage of Sharpness, including listed buildings, the Old Dock Conservation Area and other non-designated heritage assets.



### LIVE

A beautiful setting, a 45 minute drive to Bristol and Gloucester, a 10 minute bus service to Berkeley and 25 minute ride to Cam and Dursley.

- Landscape led development with new open space for all to enjoy.
- A range of new housing types including family houses and canal-side apartments.
- Homes with views over the estuary, canal and marina.
- Safe, well-connected and walk-able streets.



### WORK

A vibrant working Dock with a thriving shipyard and freight terminal, expanded employment opportunities and jobs in tourism.

- Safeguarding of existing employment space around the Dock.
- Creation of new employment space.
- Separation of access points to reduce any distribution from proposed residential uses.
- Opportunity for new jobs in tourism.



### VISIT

A place for outdoor recreation to promote health and well-being, which appreciates the estates unique history and breath-taking views.

- Enhanced trails and pathways to open up access to the Island Site.
- Creating a destination, with new visitor accommodation, children's-activities and facilities, tucked into the special local landscape.
- Key viewpoints to appreciate views to the estuary.
- Provision of new moorings.

# THE LOCAL PLAN



Our proposals have evolved in line with Site Allocations Policy - SA5, which has been included in the emerging Stroud District Local Plan.

The policy sets out a number of recommendations:

- 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 new housing to Sharpness-Newtown.



# CONSULTATION

## RESULTS FROM THE PUBLIC CONSULTATION

Back in November 2014 we held an exhibition to show our initial plans and ideas for development at the Sharpness Docks Estate. Here's what you told us, and how we have responded:

### Main Messages

1. The vast number of those who attended, supported the proposals for the development of the estate.
2. Those who provided feedback said they agreed that the proposals would deliver the Vision for Sharpness Docks which underpins the submission draft Local Plan policy for the estate.
3. Many welcomed the increase in housing and population and noted the importance of supporting local services and facilities.
4. Many welcomed the tourist attractions identified for the island site and for the Pleasure Grounds; although some asked for reassurance that the Pleasure Ground would continue to be a place for local people too, for walking dogs and so on.
5. The ideas for community gardens, including a community orchard, were welcomed.

6. A few respondents expressed concerns about access into the new housing site (particularly from Oldminster Road), and some said they were anxious about how much traffic would be generated.



- We looked into a number of access options. The preferred option which has been developed in more detail shows a new access point from Oldminster Road, alongside a number of improvement works, to make sure Oldminster Road could handle any additional capacity and mitigate against any impacts.
- One of the constraints for locating the access point was the requirement for new residential traffic to be separate from Dock traffic, in order not to undermine activities at the Dock. This was a requirement imposed by the council and meant that an access point off of Bridge Road could not be provided.
- Another option looked at creating a new road running parallel to Oldminster Road. This option involved creating a long length of road at a considerable cost, and it was decided the amount of trees that would have to be removed would significantly reduce the visual and noise buffer effect experienced at present towards the Dock. Consultation with the Heritage Railway group also confirmed that providing a road here might be detrimental to their scheme, as they would not be allowed to put in a level-crossing across the new road.

See boards on:  
**ACCESS + MOVEMENT**  
for more information

7. Some concerns were also expressed about how the new development might disrupt wildlife on the site.



- We have carried out a lot of work to make sure the scheme does not have an adverse effect on wildlife, biodiversity or the landscape. The scheme has also been designed to make a positive contribution to the surroundings by following a best practice approach towards ecology and biodiversity.
- The scheme has been designed in close collaboration with the ecology team and we are proposing to incorporate a number of principles for conserving and enhancing existing wildlife habitats, creating new ones where any will be lost and deterring access to the sensitive areas such as the SSSI (Site of Special Scientific Interest) on the estuary.
- We are also carrying out an Environmental Impact Assessment (EIA) which looks into a number of different impacts on the site from ecology to landscape and visual, to noise and air quality. This information is then collated into an Environmental Statement (ES) which is submitted as part of the planning application. It makes sure that where impacts are assessed as significant, mitigation measures have been designed into the scheme to reduce or avoid the impact.

See boards on:  
**ECOLOGY**  
for more information

8. There were concerns expressed about the impact of the development on the operational Docks.



- The Canal & River Trust is committed to accommodating and maintaining activities at the Dock, which has seen a large increase in business in recent years. The proposals incorporate a separate road access and provide space for new employment land, to allow Dock activities to further expand.

See board on:  
**EMPLOYMENT**  
for more information

# CONSULTATION

## DISCUSSION WITH STATUTORY CONSULTEES



- > The team has attended a number of pre-application meetings with Stroud District Council to discuss the scheme.
- > The Council has advised on certain requirements for the application, such as requirements for positioning of the road and the number of houses the scheme should be providing.
- > The team has provided the Council with a 'Scoping Opinion' which sets out what information will be provided in the Environmental Statement (ES) and how this will be obtained. The ES is submitted as part of the planning application and covers topics from ecology to air quality and landscape and visual impacts.



- > The Environment Agency has provided flood risk and water quality information.
- > They have also provided advice on climate change, flood risk, drainage and sustainable waste management.



- > The Canal & River Trust presented the strategy for the Estate to Hinton Parish Council in December 2014.
- > The Trust emphasised that there was potential for neighbourhood planning projects, outside of the site boundary, to be included within the on and off-site development works, if it would benefit the local area.
- > The Trust will be consulting again with the Parish Council to discuss options and get further feedback on the design of the scheme.

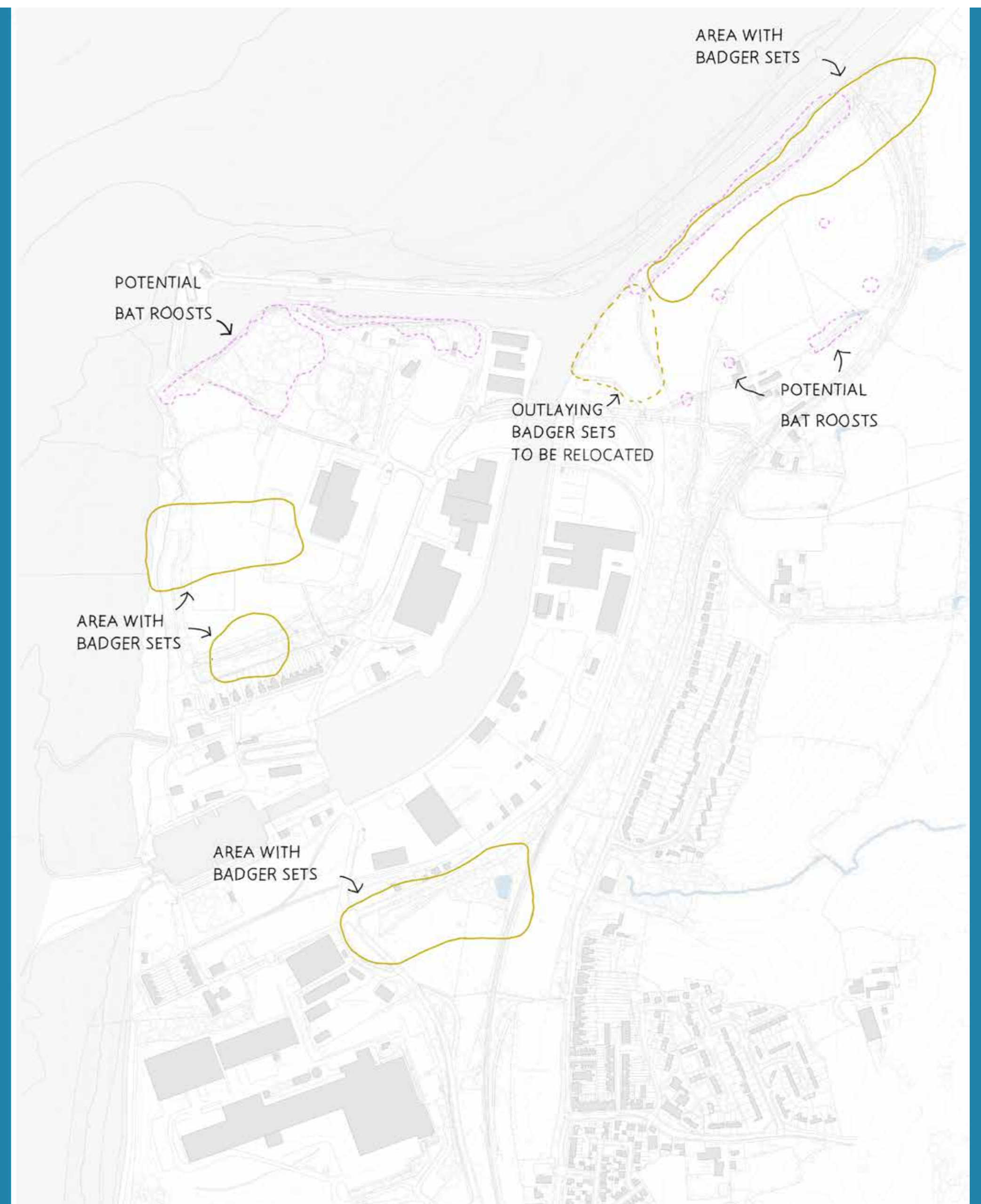


- > The team attended a meeting with Natural England to agree the methodology and survey requirements.
- > Natural England provided advice on biodiversity and geology; designated landscape and landscape character; access and recreation; soil and agricultural land quality.



# ECOLOGY

The proposals being brought forward by the Canal & River Trust will be informed and led by a detailed landscape analysis. Proposals will incorporate best practice principals in ecological development to integrate and enhance biodiversity within the new residential and leisure developments:



## 1. Existing Trees

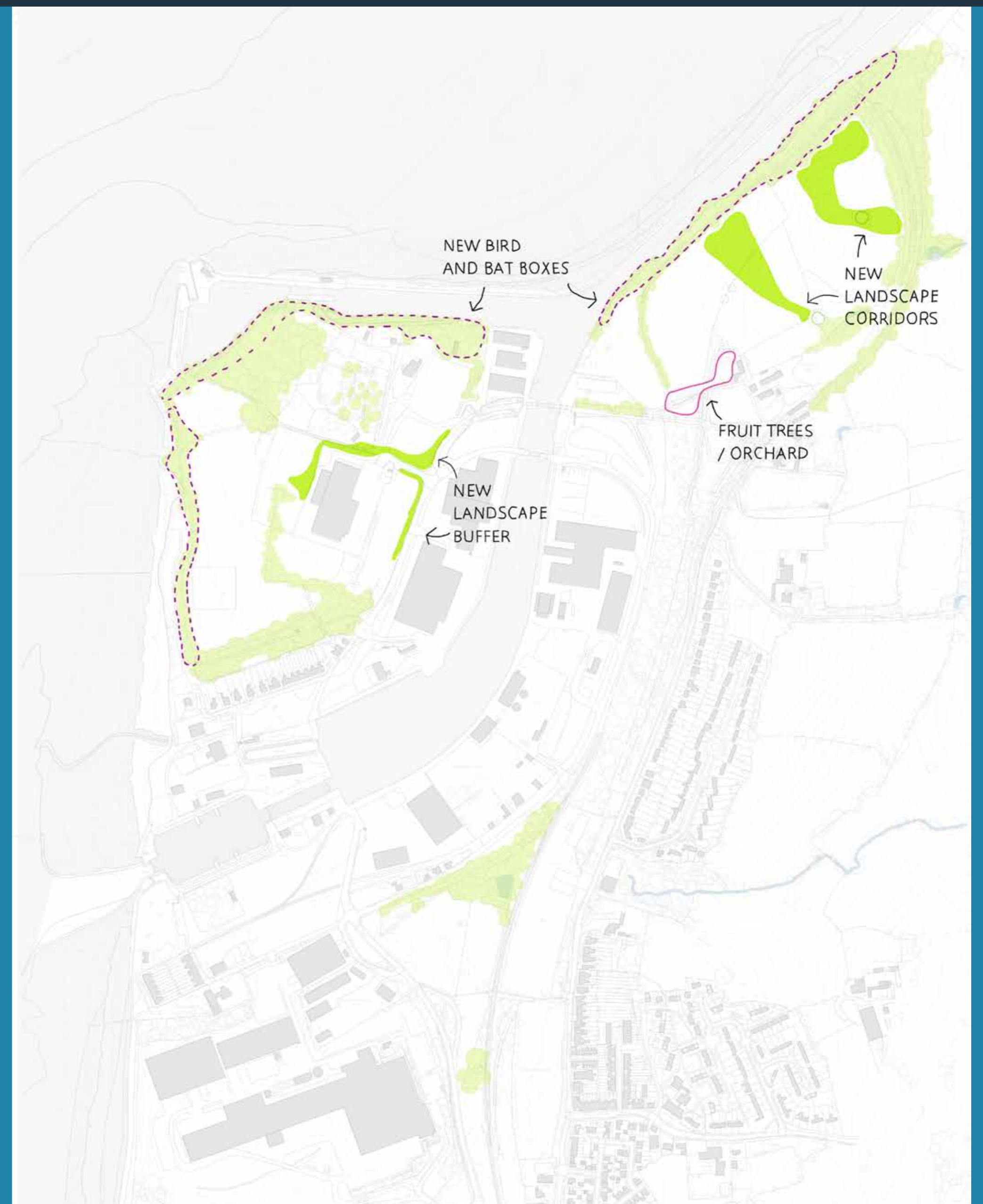
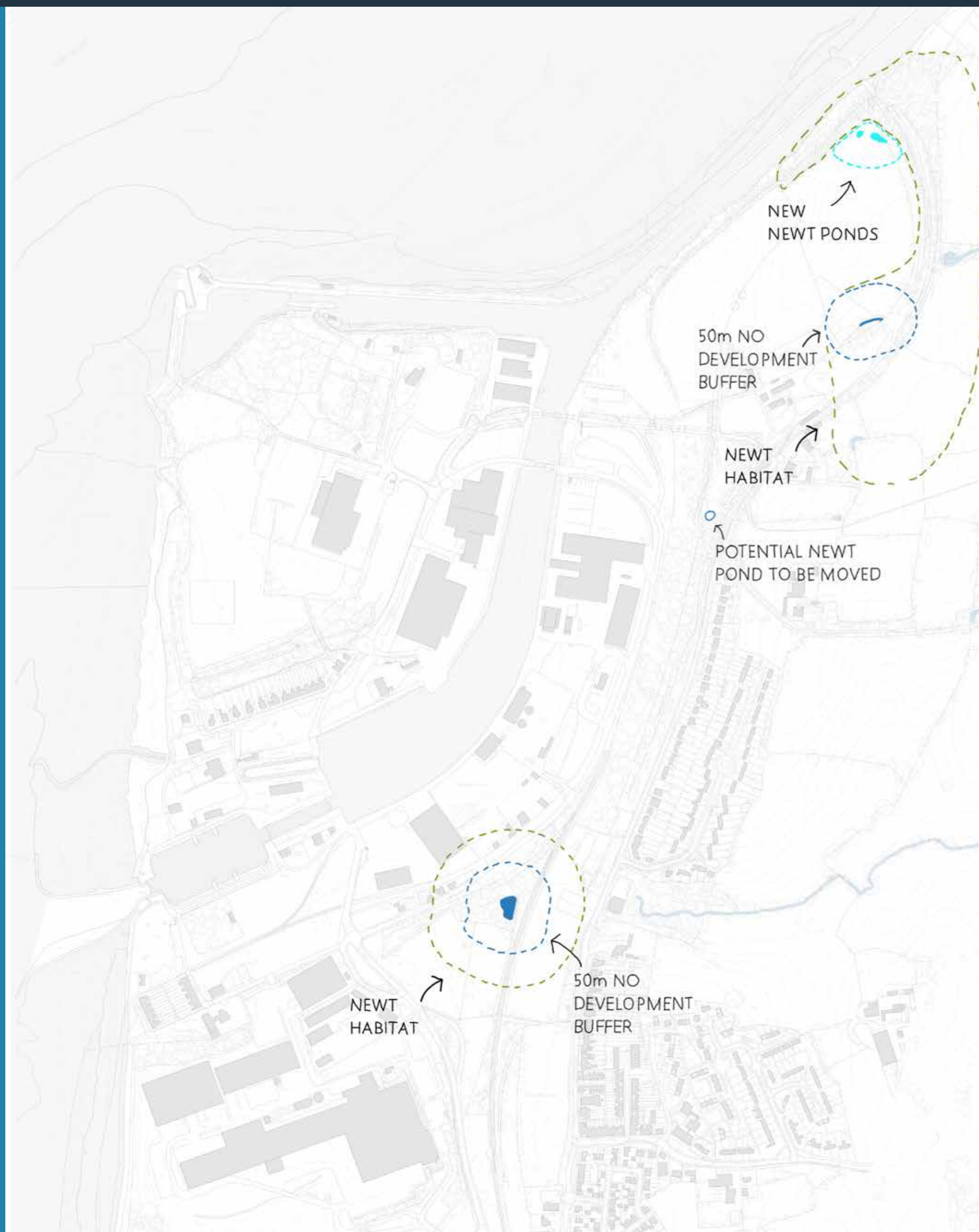
- **Existing Boundary:** Existing mature tree boarder around residential and island site to be retained emphasising the historical site boundaries.
- **Significant Trees:** All existing mature and veteran trees to be retained maintaining landscape character.

## 2. Badgers and Bats

- **Badgers:** All badger setts retained with no development within 30 metres of the setts.
- **Bats:** Existing bat habitats to be retained.



# ECOLOGY



## 3. Newts

- **Newt Ponds:** All but one of the existing newt ponds to be retained. Retained newt ponds to sit within enhanced ecological corridors.
- **New Newt Ponds:** Two new newt ponds to be provided to offset the loss of existing newt pond. New ponds to be connected to wider newt habitat corridor.

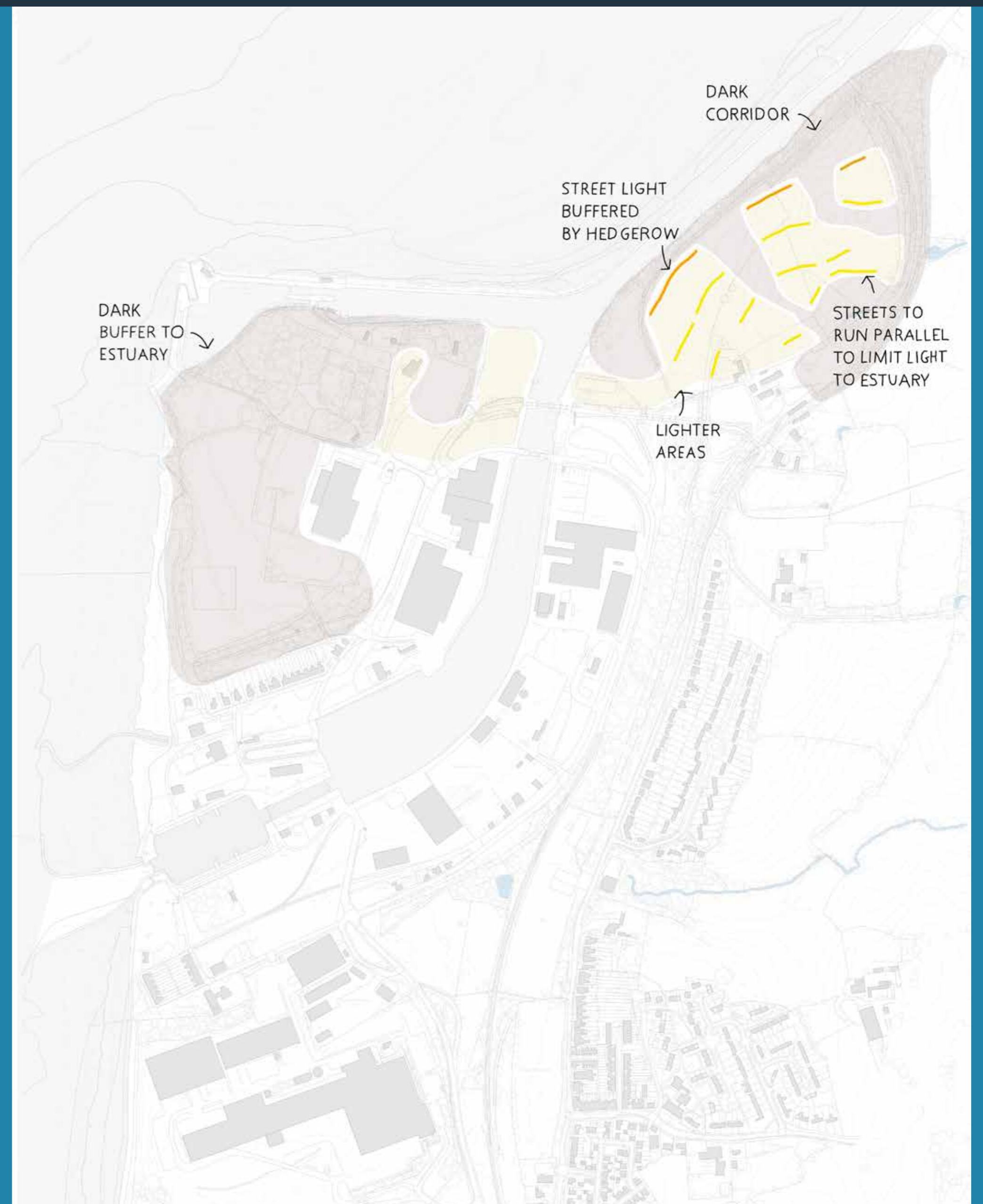
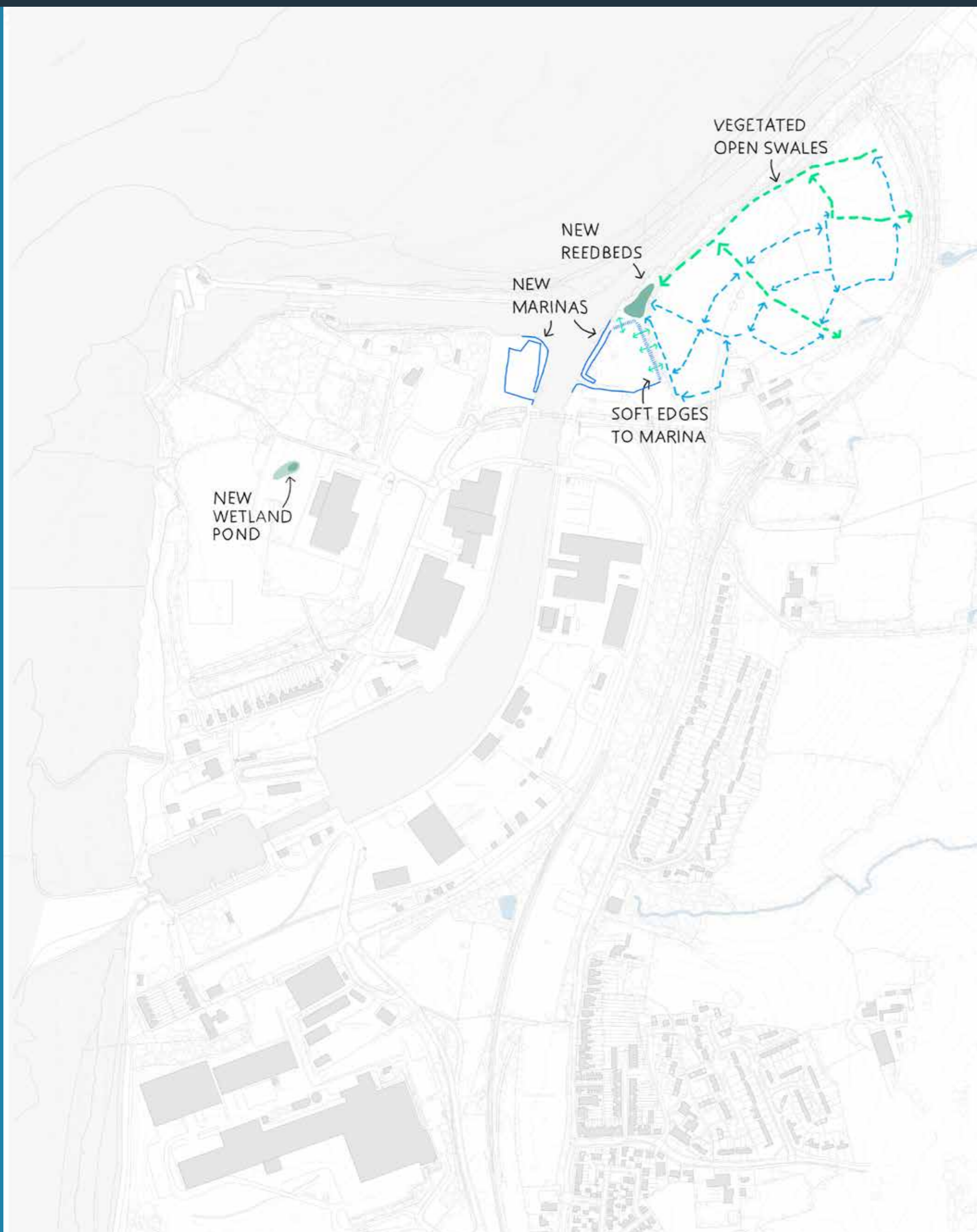


## 4. Landscape Corridors

- **New Green links:** New landscape corridors will strengthen the existing landscape structure, connecting habitats to increase wildlife links and allow migration for existing species.
- **Newts & Invertebrates habitat:** Landscape corridors to be predominantly grassland and scrubland to provide habitat for newts and invertebrates.
- **Native Species:** Landscape to be planted up with native species to reflect the local landscape character and to maintain the value of the site for invertebrates, birds and other species.
- **Fruit Trees:** Fruit trees to be planted to provide food for birds, badgers and other animals.
- **Bat boxes:** Bat roosts to be provided within existing woodland to provide alternative nesting places to account for loss of any habitat affected during the construction of the project.
- **Bird Boxes:** Bird boxes to be provided within existing woodland areas to encourage birds not already nesting in the site to access the site, and to mitigate the loss of breeding habitats.



# ECOLOGY



## 5. Water

- **Marina:** Marina design to reflect the local landscape character of the waterway corridor, including soft edges in part to create an ecotone between land and water, and board walks to provide secure access to berths.
- **Reed-beds:** New area of reed-beds to be introduced adjacent to new marina to provide new habitat for water voles and nesting birds.
- **Sustainable Urban Drainage:** The use of vegetated surface drainage features such as swales (as opposed to piped drainage) will provide benefits for invertebrates, amphibians and other species.
- **Wildlife ponds:** New wildlife ponds to be created on the island site to increase biodiversity.

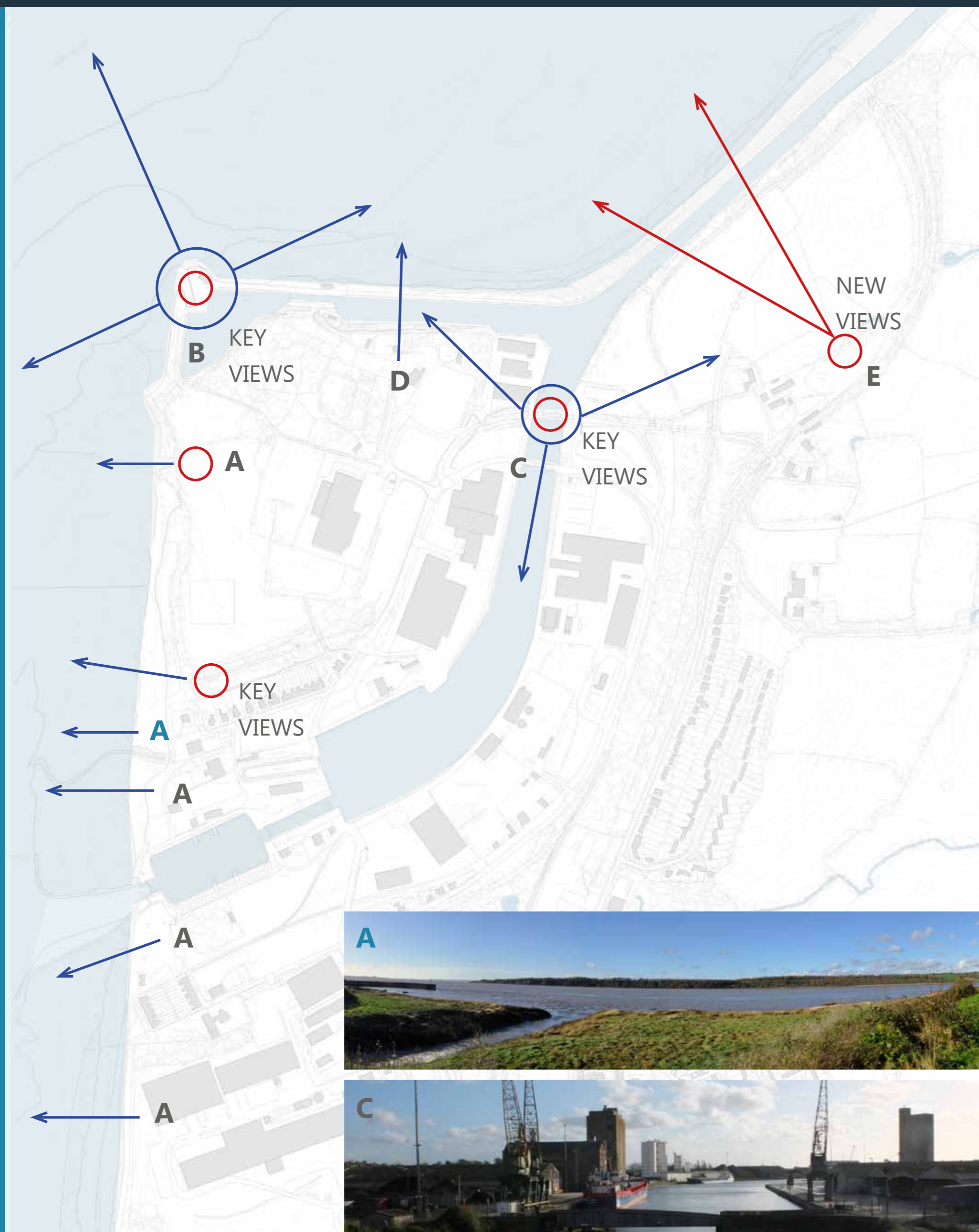


## 6. Lighting

- **Dark corridors:** New green links to be designed as 'dark corridors' to limit impact of artificial lighting on new and existing habitats.
- **Lighting:** Street and block layout designed to significantly limit the impact of street lighting pollution out to the estuary and existing surrounding habitats.



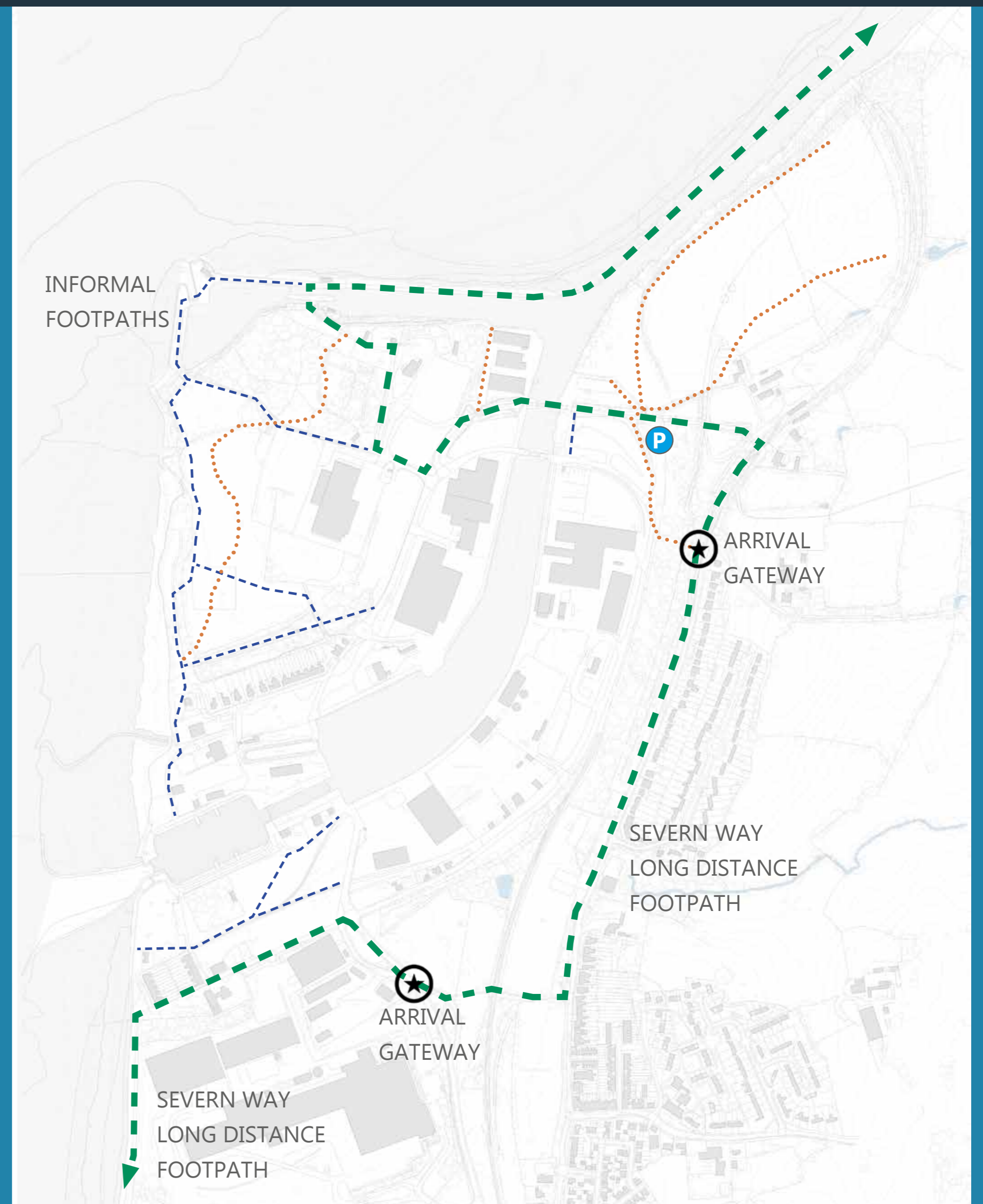
# LANDSCAPE



## 7. Visual Connections

There are existing panoramic views to the estuary and dock lands (water focused views); these atmospheric views have been explored and promoted within the masterplan development.

- **A: Western Estuary Edge** – Vantage areas to be opened up sensitively to offer open views across the estuary and to the Forest of Dean.
- **B: Sharpness Point** – Promote Sharpness Point as a destination and unique setting with views north and south along the estuary.
- **C: High Level Bridge** – Frame views from the High Level Bridge with the proposed marina development with views north to the estuary and south to the dock lands.
- **D: Gloucester & Sharpness Canal** – Retain the existing views along the canal and across the estuary.
- **E: Residential Development** - Housing at higher elevation to the estuary to be arranged to maximise the attractive setting.



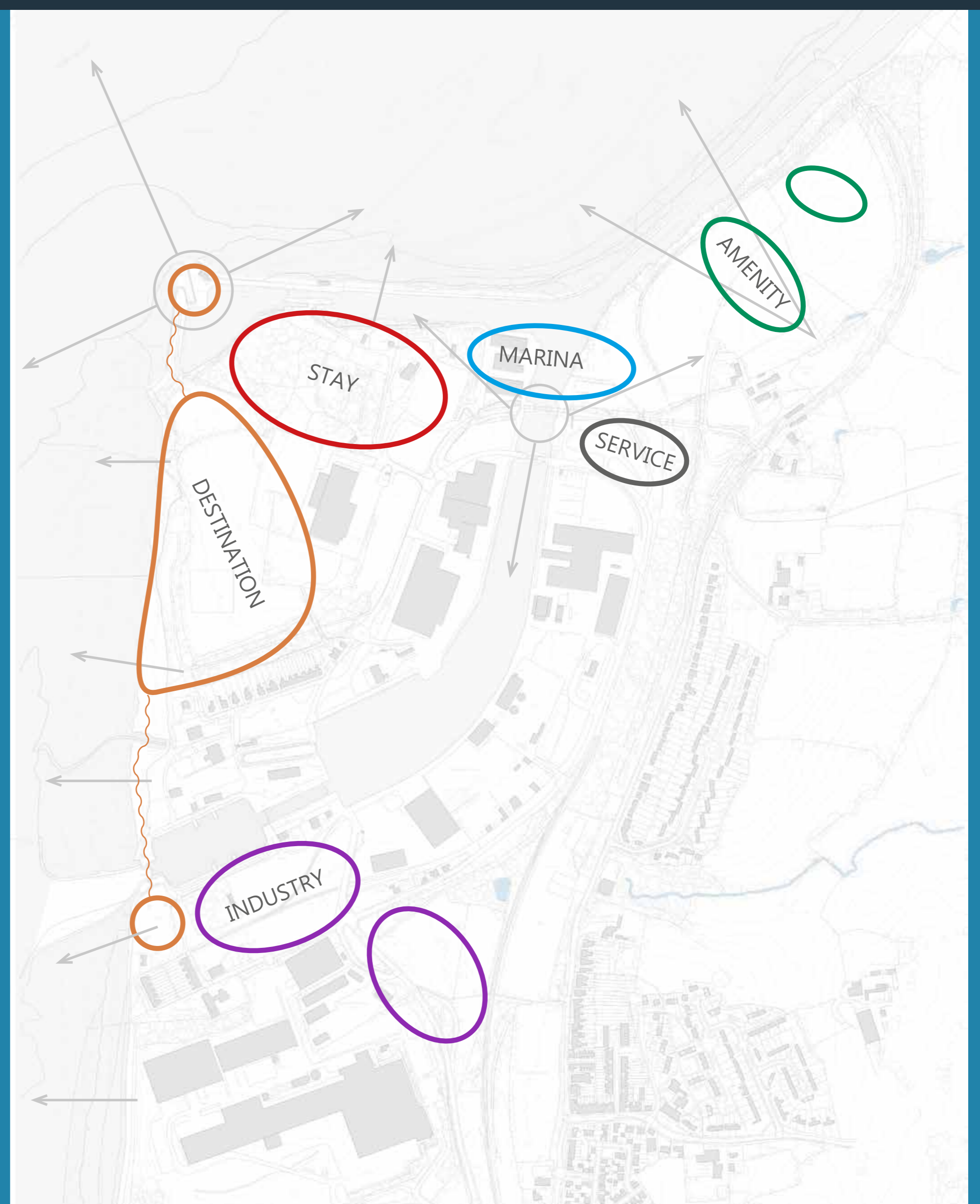
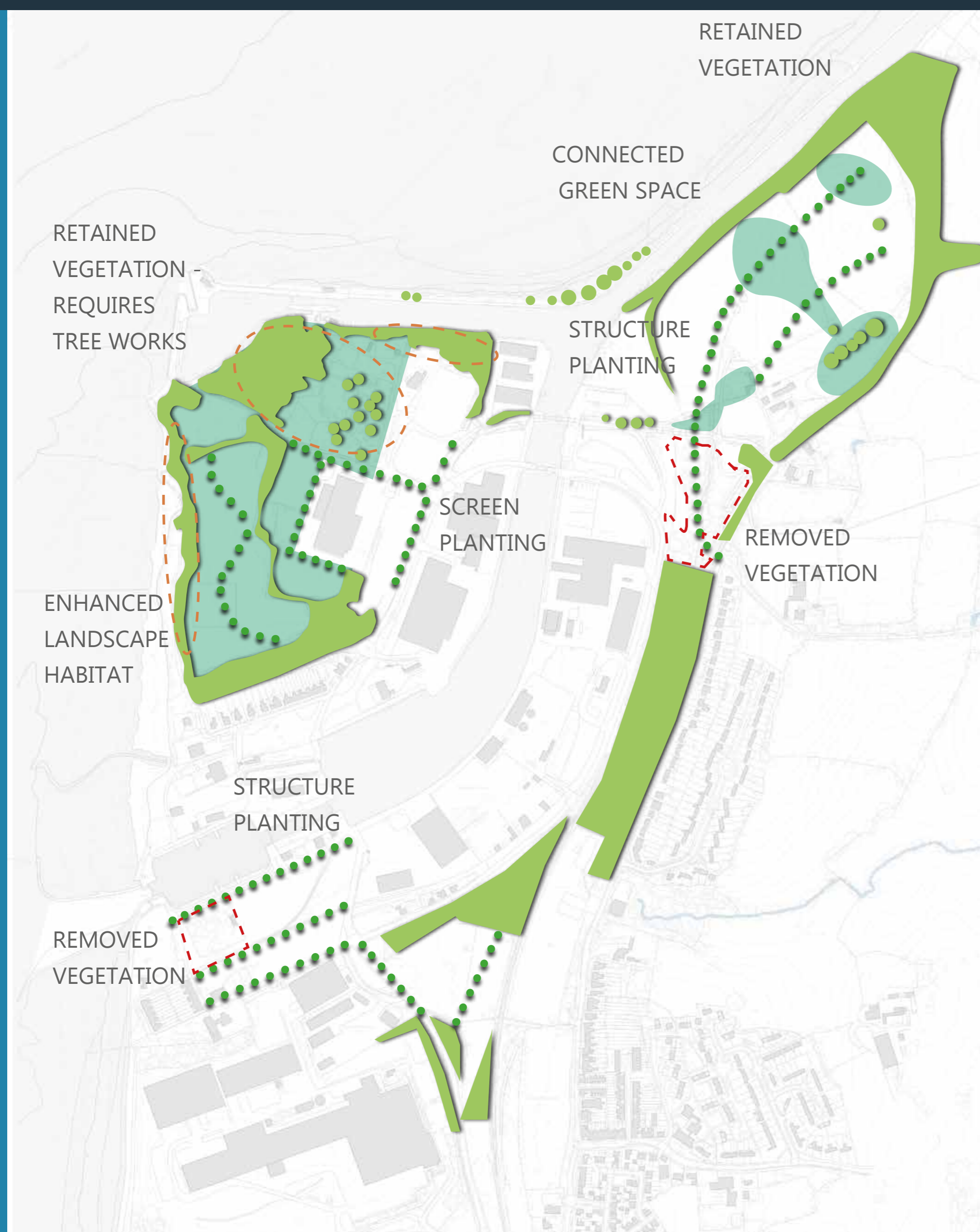
## 8. Physical Connections

The Severn Way Long Distance Footpath provides a link to the wider area surrounding Sharpness and has been promoted as a key connection within the masterplan to help integrate the proposed development with the community for locals and visitors alike.

- **Severn Way Long Distance Footpath**– Enhance the route of the Severn Way Long Distance Footpath and explore its setting and connections to the wider community and tourism offer.
- **Informal Tracks** - Existing routes navigate through the Island Site and are used by the local community. Routes to be enhanced and link to wider connection network.
- **New Routes** – New routes will provide further connections through the proposed development and connect to the existing footpath network and proposed car parking facility. Opportunities for cycle routes and bridleways will be explored.



# LANDSCAPE



## 9. Green Infrastructure

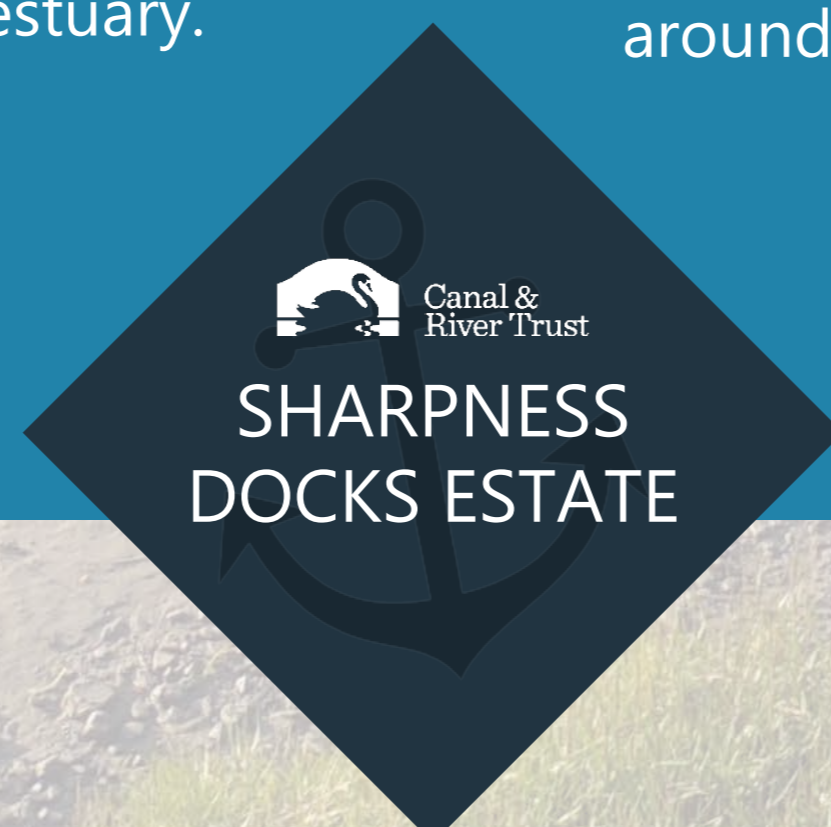
The existing landscape has a network of green corridors that are being retained. The existing landscape structure will be enhanced and new landscape spaces created.

- **Existing Vegetation** – Vegetation will be retained, with localised loss of trees to form site access. Vegetation within the Island Site will be managed to promote wildlife.
- **Structure Planting** – Structure planting within the residential area to run along contours to soften and green the built form.
- **Screen Planting Trees** – Screening trees will be planted to provide a visual buffer to elements in the landscape that do not contribute to the estuary setting.
- **Open Space** (The Island) – Large areas of open space will provide an attractive setting with new habitat creation, links to wider habitats and access via the footpath network.
- **Open Space** (Residential) – Connected open spaces will form new wildlife corridors and open views towards the estuary.

## 10. Creating New Landscapes

The Severn Estuary provides a key asset in the setting of the proposed development with attractive views from the western and northern areas from elevated positions. The development character and narrative will respond to the unique destination in its design and layout.

- **Destination** – Create a destination landscape on the former Pleasure Grounds with panoramic views over the estuary.
- **Stay** – Create overnight accommodation within an elevated woodland setting with views over the estuary.
- **Marina** – Frame the existing view at the High Level Bridge at the transition point between the canal and estuary environment (north) and the industrial dock lands (south).
- **Amenity** – Create new amenity space for the new residents with views over the estuary.
- **Industry** – Create an attractive arrival point to the Dock Estate around the new employment space.



# ACCESS + MOVEMENT

## OPTIONS FOR OLDMINSTER ROAD

The diagram to the right shows the placement of a new road which would connect Oldminster Road to the housing site. Proposals would include:

- > Modifications to Oldminster Road to increase the width of the carriageway
- > A new bridge over the existing former railway lines to bring the road down to the canal level

We have also looked into a number of options to alleviate pressure on Oldminster Road:



### Option 1

- The diagram to the right shows one option for increasing capacity on Oldminster Road.
- The carriageway has been widened to the required highways standards.
- Improved pedestrian and bus access facilities.
- The Trust is looking to create new parking bays - to accommodate cars which will no longer be able to park on the street.



### Option 2

- The diagram to the right shows the second option for increasing capacity on Oldminster Road.
- The carriageway has been widened to the required highways standards.
- Improved pedestrian and bus access facilities.
- Further parking bays have been provided to mitigate against the loss of on-street parking, but this will mean trees along the verge may have to be removed.



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# ACCESS + MOVEMENT

## OPTIONS FOR THE ROAD LAYOUT



### Road Layout

- The roads have been designed to follow the contours and gentle slope of the hill.
- Access to the housing site is shown off Oldminster Road, with improved access to the Island site over the high level bridge.
- The 'trellis' layout connects all the roads together which makes streets easier to navigate.

### Road Hierarchy

- The plan above shows the hierarchy of streets we are proposing for the site.
- The secondary and tertiary routes would connect to the houses and open areas.
- The open green corridors would create vistas towards the estuary, provide new habitats and encourage biodiversity.

### Streets

- Shared spaces, also known as homezones could be included in the residential areas to slow traffic, and reclaim space for pedestrians.
- All routes are connected together, making it easier for pedestrians and cyclists to get from A to B.

**What type of streets would you prefer to see?**

Traditional streets with the pavement following the building line?



Shared spaces/homezones - level surfaces shared by vehicles, people and cyclists?



# NEW HOUSING

## A PLACE TO LIVE



### Layout and Design

- The design is landscape led, following the contours of the hill and historic landscape structure, and building within areas which do not disturb the existing habitats and maintain the tree cover.
- The plots have been laid out in a similar way to Frampton upon Severn, Painswick and Poundbury in Dorset. The retention of the tree belt creates a lush and green backdrop to the housing.



### Types

- A mix of 2, 3 and 4 bedroom homes would be provided.
- Apartments and townhouses would be grouped around the new marina basins.
- Parking in curtilage with visitor parking on the street.



### Public Realm

- A new village green could be created at the top of the hill to make the most of views.
- New green, connected corridors would provide recreational space, promote health and wellbeing and encourage active lifestyles.



# NEW MARINA

## CREATING TWO NEW MOORING BASINS



### Biodiversity

- Soft banks onto the canal around the new moorings would help wildlife interact with the water.
- The marinas would be landscaped to increase biodiversity and reflect the character of the canal corridor.



### Moorings

- Over 80 new moorings to be provided in two new basins with the potential to provide a slipway and improvements to existing Chandlery.
- The Marina will form part of an enhanced inland waterway destination on the Gloucester and Sharpness Canal, promoting increased boat movement and waterway tourism.

### New Centres

- The new apartments and townhouses would frame the marinas and create new public spaces to connect people with the water and provide a place to meet and socialise.



# BUILT HERITAGE

## PRESERVING HISTORIC DEVELOPMENT

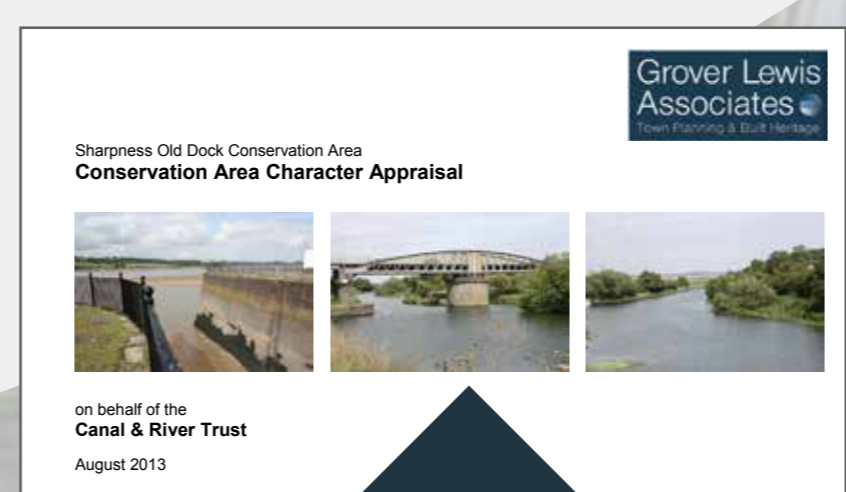


### Conservation Area

- The Old Dock Conservation Area was designated to protect the character and appearance of the historic canal.
- The new housing development has been designed to be low-rise along the slopes to respect this context and retention of the tree belt helps to maintain the setting of the canal.
- New marinas will reinforce the current leisure use of the canal.
- Development will utilise the high level bridge for access, securing its long-term maintenance and survival.

### Character Appraisal

- The Canal & River Trust is currently drafting a Character Appraisal of the Old Dock Conservation Area and a draft version will be available to see in June 2015 and any comments made will be taken into account. It is hoped that Stroud District Council will adopt the Character Appraisal as Supplementary Planning Advice.



Canal & River Trust  
**SHARPNESS DOCKS ESTATE**

### Archaeology

- Surveys are being carried out to establish the scale and nature of any below ground archaeological features.

### Listed Buildings and Heritage Assets

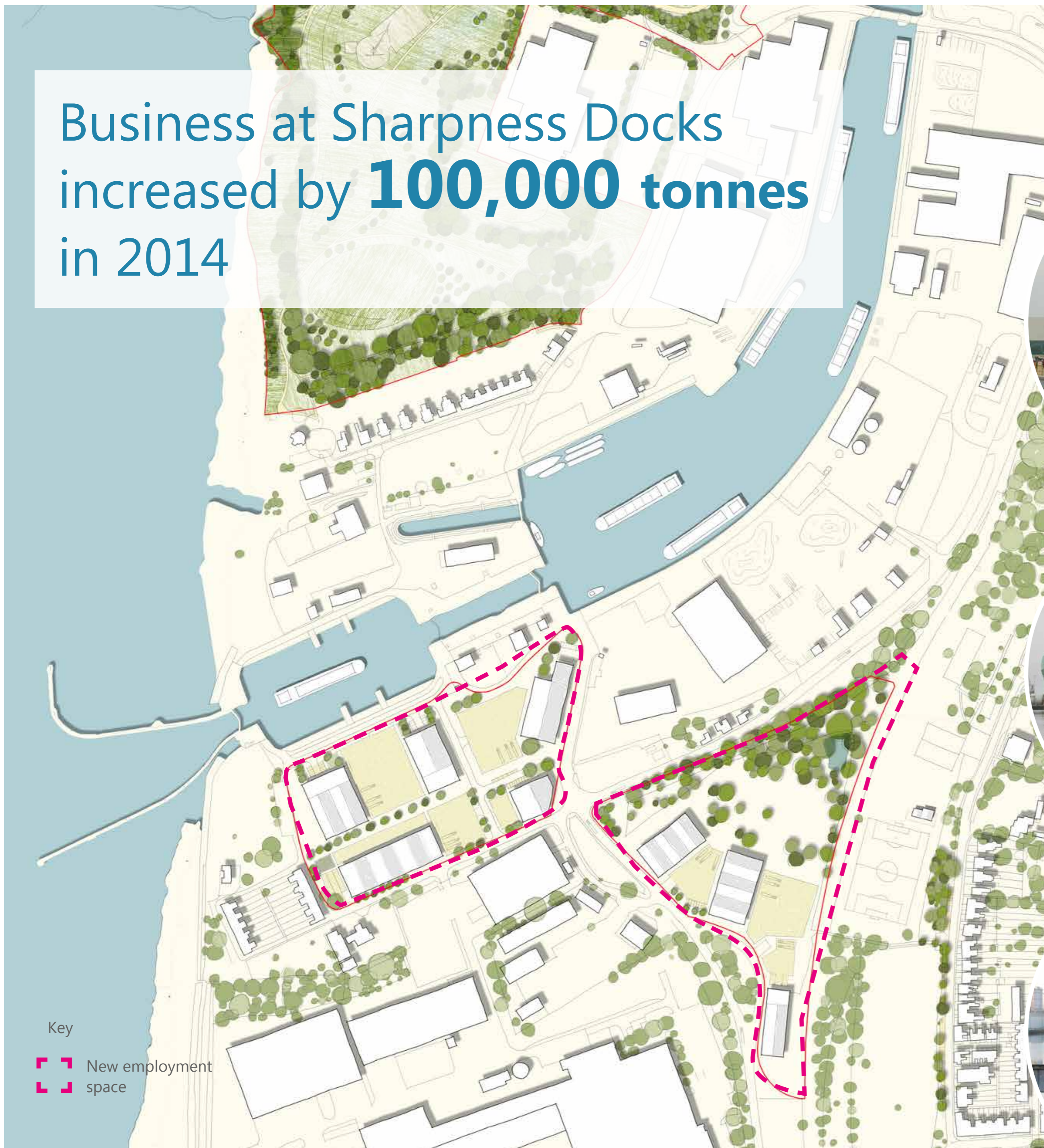
- There are two listed buildings within the estate.
- The Canal & River Trust are dedicated to maintaining historic features on the estate and recently spent over £750,000 securing the roof and the bag houses of the Grade II Listed North Warehouse.
- The proposals will retain and enhance the setting of the Sunnybrook Cottages, thought to have been used in the past as an auction room.

# EMPLOYMENT

## SAFEGUARDING THE WORKING DOCK

Business at Sharpness Docks increased by **100,000 tonnes** in 2014

### Large Vessels at the Docks



### Safeguarding Dock Activity

- The Canal & River Trust's priority is to make sure the Dock continues to operate and fulfil its activities.
- The Trust expects the Estates Strategy to lead to the creation of a total of 285 new permanent jobs over the plan period until 2031.

### New Jobs

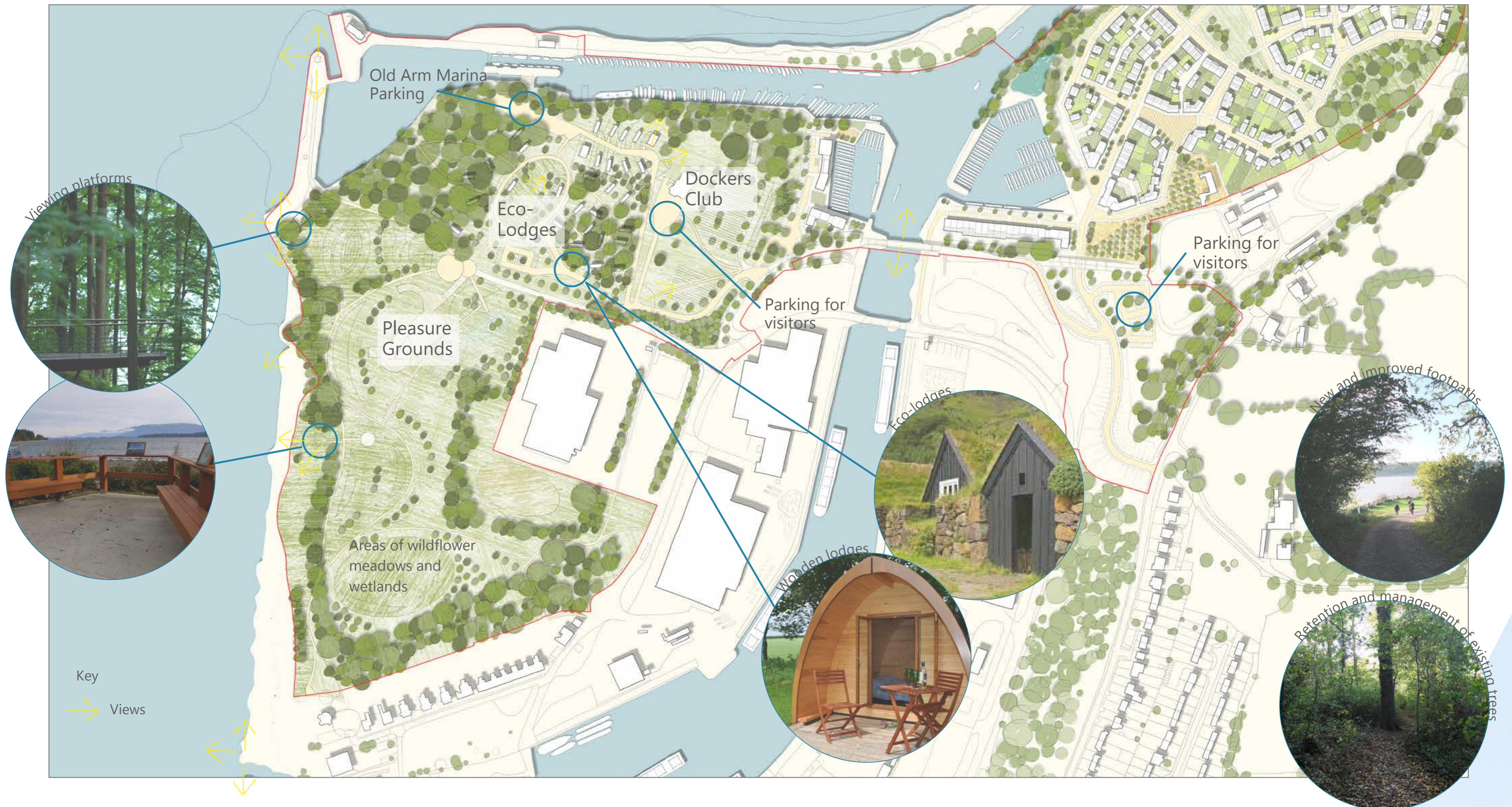
- Employment space at the Dock would be expanded into the areas identified on the map above.
- Existing dock related uses would be consolidated and intensified to make better use of the space and provide more space for Dock businesses.

### Separate Access

- To ensure the users of the Dock can continue carrying out their activities without disturbance, an alternate access point will be provided off Oldminster Road for new residents and visitors to the north and eastern parts of the Estate.

# TOURISM + LEISURE

## RE-IMAGINING THE ISLAND SITE



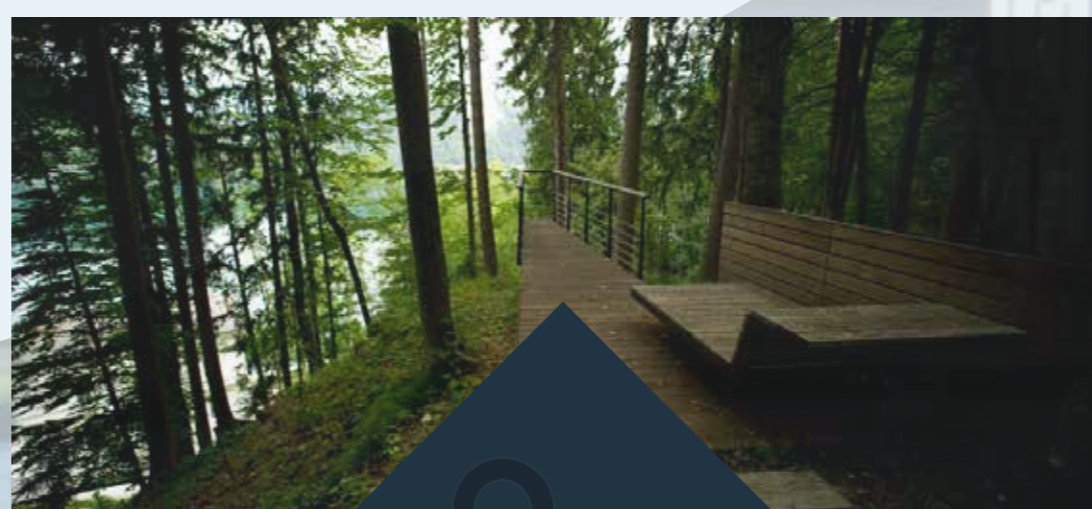
### A Visitor Destination

- Visitor accommodation and lodges would be provided to allow people to stay and enjoy the special character of the Island Site.
- New visitor attractions would encourage people to visit the site.



### Public Space

- New footpaths through the site would open up access.
- Bespoke viewing platforms, bird hides and ecological art sculptures could be built into the landscape.



### Access and Parking

- Access would be provided via the high level bridge - both pedestrian and vehicular.
- Parking would be provided on either side of the high level bridge for day visitors.



SHARPNESS  
DOCKS ESTATE



**These boards were displayed at the Sharpness Docks Estate Public Exhibition on 27th/28th March 2015**

We would really appreciate your feedback. Once you have read through the boards please fill out an online survey here:

**<https://www.surveymonkey.com/s/sharpness02>**

Please note the survey will close on Monday 13th April 2015

Visit our website for more information:

**<https://sharpnessdock.wordpress.com/>**

