

Redevelopment of Brimscombe Port

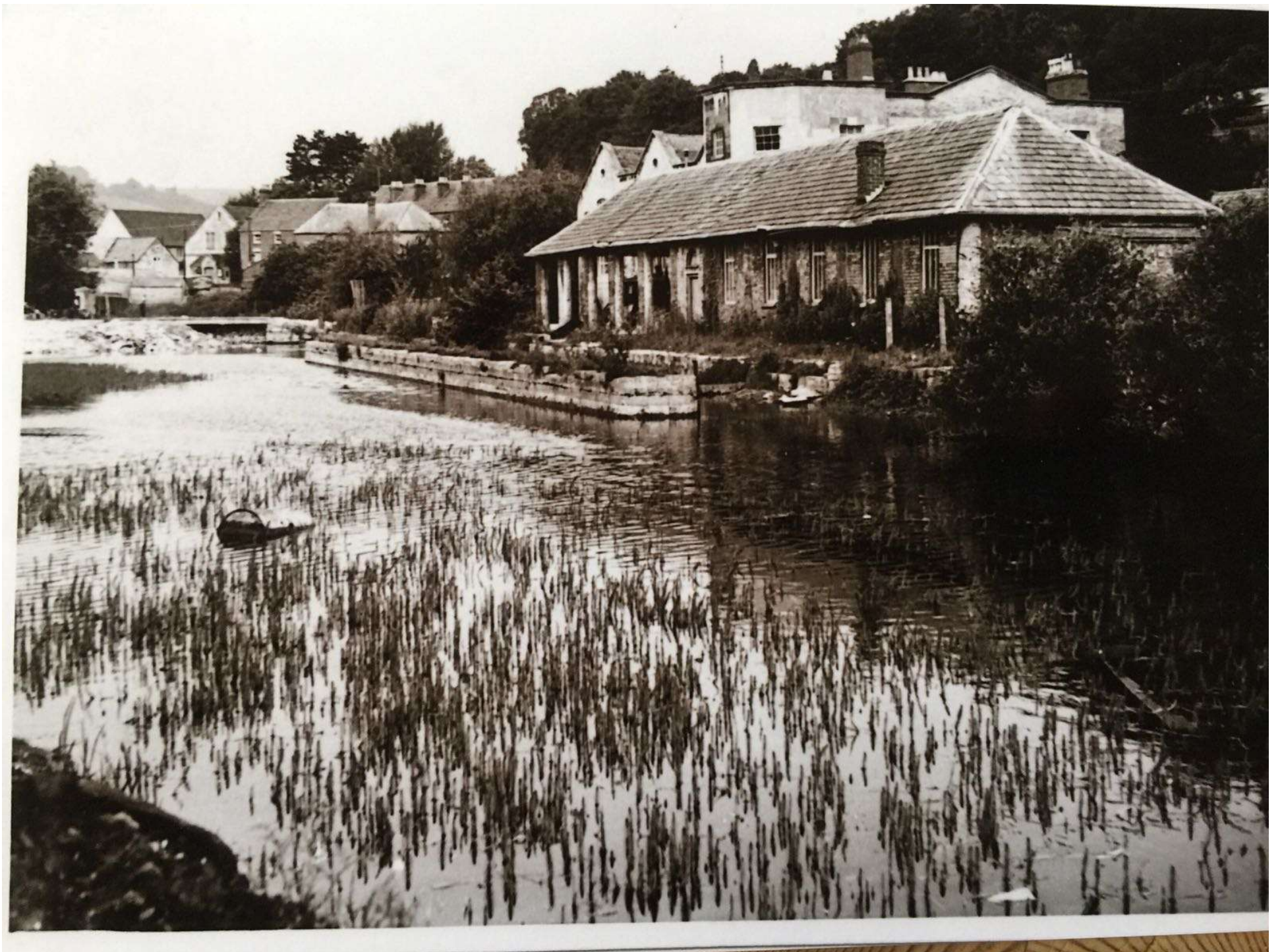


Brimscombe near Stroud.



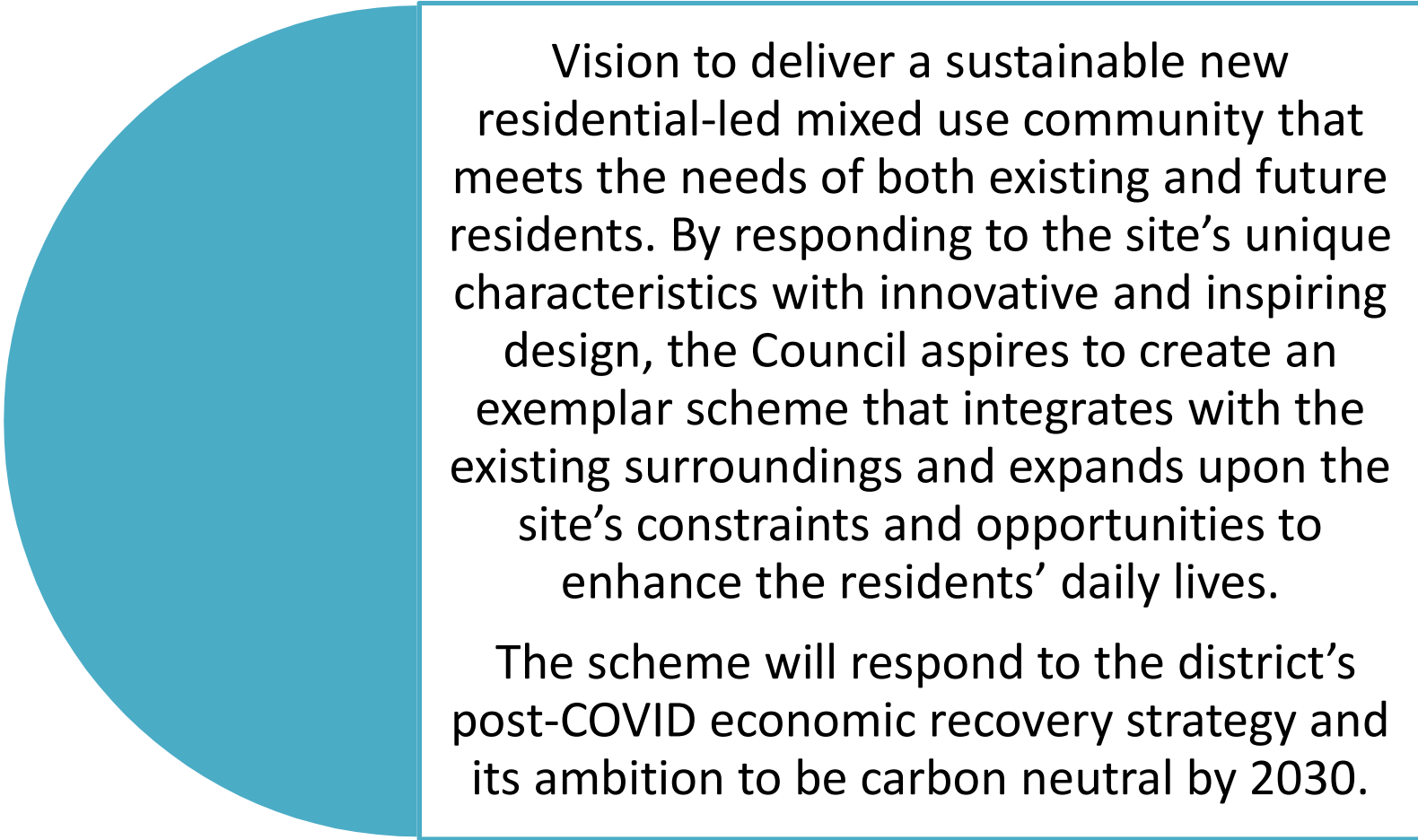






The Vision

Brimscombe Port - the destination at the eastern end of the canal



Vision to deliver a sustainable new residential-led mixed use community that meets the needs of both existing and future residents. By responding to the site's unique characteristics with innovative and inspiring design, the Council aspires to create an exemplar scheme that integrates with the existing surroundings and expands upon the site's constraints and opportunities to enhance the residents' daily lives.

The scheme will respond to the district's post-COVID economic recovery strategy and its ambition to be carbon neutral by 2030.

Background

4ha (10a) site
formerly largest
inland port in the
Country dating
back to the 1780's

Created to transfer
goods from large
sea going Severn
barges (Trows) to
smaller, narrower
Thames barges

Nationally
important
transhipment port

Port became
redundant and was
in-filled in the
1930's and latterly
developed as an
industrial estate
during the
1960/70s.

Bensons - 600-700
employees -
largest employer
in the district



Background

Industrial estate now in poor repair, legacy of contamination following the tipping of waste into the old canal and basin.

Brownfield site, of significant cultural and historical value in the industrial heritage conservation area in a spectacular setting with dramatic views from and down to the site

Occupied on a temporary basis by valued community enterprises

Allocated in the local plan to deliver 150 dwellings, canal related tourism development and employment uses and associated community and open space uses, together with enabling infrastructure.

https://www.stroud.gov.uk/media/1455/stroud-district-local-plan_november-2015_low-res_for-web.pdf

Reinstatement of the canal and basin is required for flood alleviation measures to enable any redevelopment – not a ‘nice to have’.

Background *Canal Project*

Originally part of the Cotswold Canal Regeneration project to reinstate the canals from Stonehouse 'Ocean' to Brimscombe Port.

Acquired from BW by SWRDA in 2009 - the expectation at that time was that it would deliver both a redeveloped Port and provide funding for other sections of canal.

Stroud Valleys Canal Company (SVCC) was set up by 4 key partners, including the council, to hold the property.

After the property crash in 2009, subsequent marketing in 2011 proved the site to be unviable.

Canal project was scaled back to end at Bowbridge and prospects of the Port being redeveloped without public funding were negligible.

Valuation/ viability undertaken in 2013 and again in 2015 - funding gap still at similar levels.

Background

Canal Project

Council decided to de risk the site further to assist with viability and make the scheme more attractive for developers to invest and contributed £1 million to do so.

Successful bid to Homes England in 2015 for a £2 million loan

Project back on track

Background *Management*

Transfer of the site from SVCC to SDC took place in April 2020

Vacant possession required of all units (apart from the Mill and Salt House which will remain) to put in the necessary infrastructure

Listed Mill building will remain. Recent refurbishments and water source heat pump

Surplus income generated is accumulated towards the redevelopment



The Industrial Estate

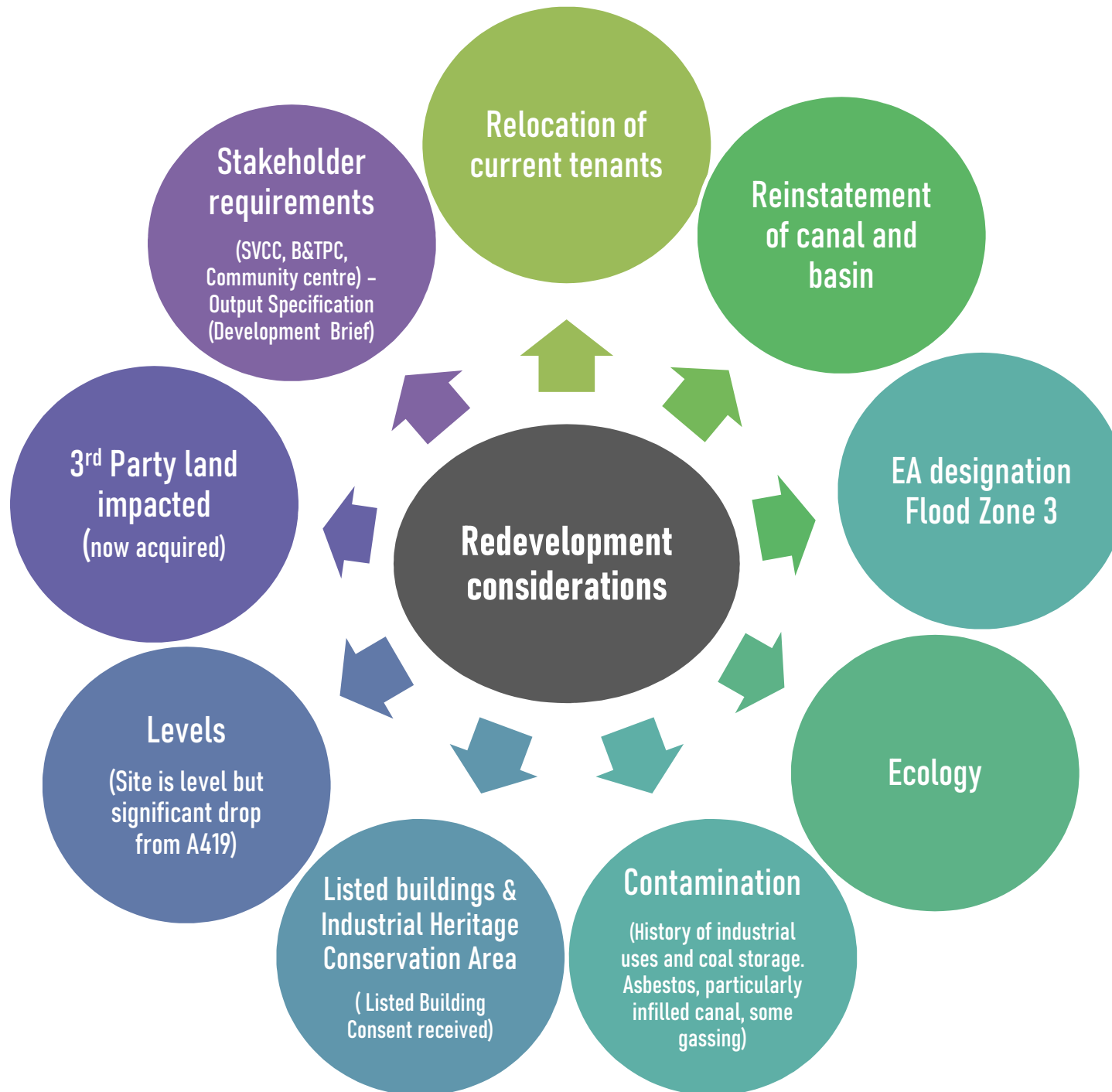
The Business Park

The Mill









Delivery Strategy for Phase 1

Develop the site ourselves – risk/funding - £40 million development

Select a partner to work with the Council to develop the Port and deliver on its vision

Dispose on the open market – loose control

Continue to de risk by demolishing the units and tendering the infrastructure works

Approach supported by Homes England and our procurement advisors

Council current expenditure of £1.2million to de risk the site

Extensive surveys

Demolition of Unit 5

Infrastructure design (Atkins engineers)

Planning Permission and Listed Building
Consent for infrastructure

Stakeholder consultation - discussions
regarding the community facilities

Bids for public funding

Land transfer/ purchase of The Ship Inn



Surveys

Ground investigation

CCTV and ground penetrating radar

Ecology – habitat surveys completed, bat house built

Archaeology



Infrastructure Design



Essential to take the site out of the flood plain

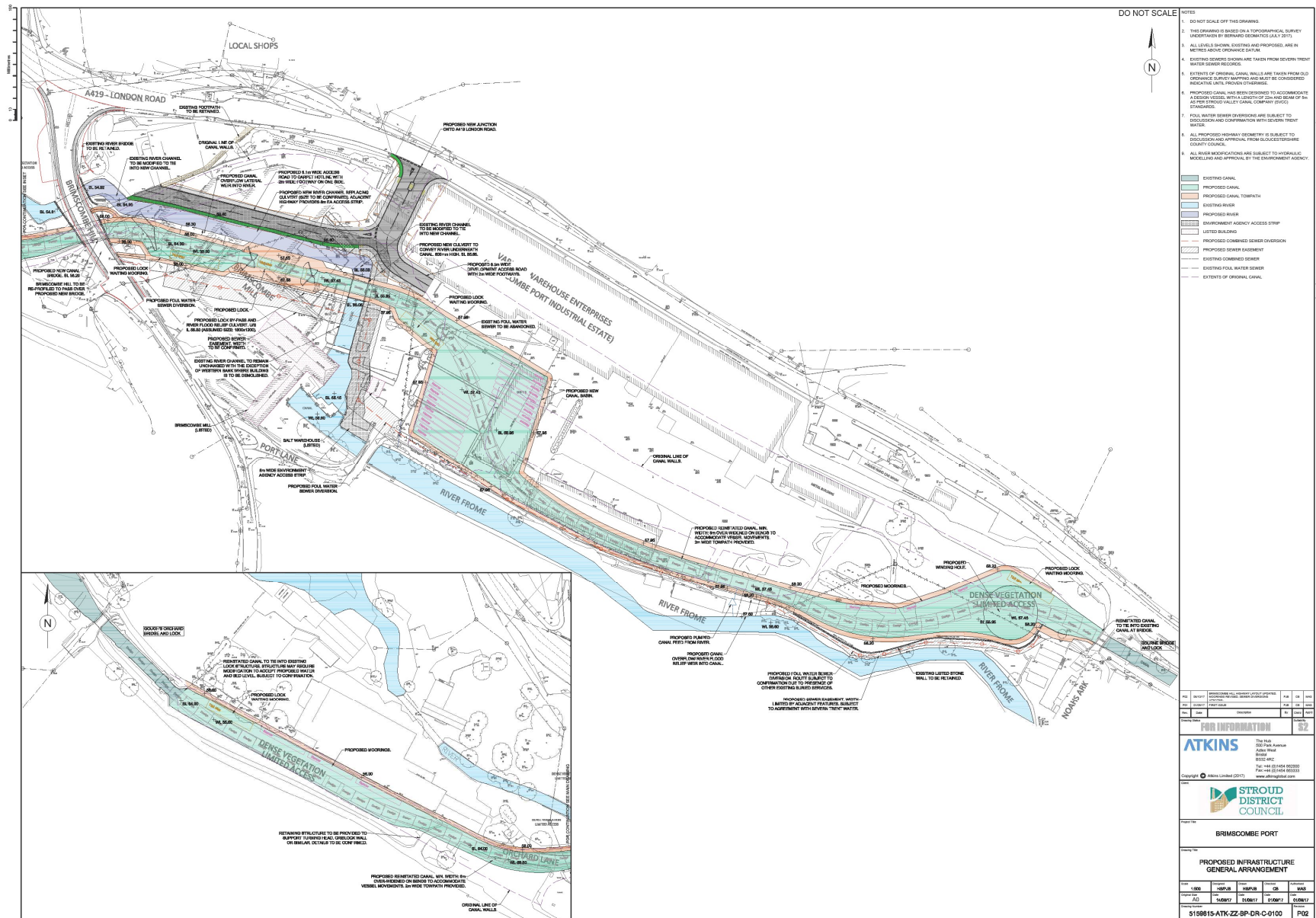
Atkins design

Modelling with the EA

Bourne Mill to Gough's Orchard lock

New access road, canal & basin, road and bridge works, river and canal crossing

Atkins proposed canal infrastructure



Planning Approach

Hybrid planning application considered – detailed design of the infrastructure and outline on the redevelopment.

Decided to proceed with planning permission for the infrastructure only due to detail required for outline application in a IHCA will prevent innovation coming forward from the private sector.

Community consultation on this basis in December 2018 with a master plan – overall positive feedback to our proposals.

Instead developed with key stakeholders the Output Specification (Development Brief) against which bids will be assessed.

Planning for Infrastructure and Demolition

Detailed planning received on the 24 March 2021 for infrastructure and demolition.

- Listed building consent for demolition of the modern additions to the mill building and the Port House received on the same date.
- Includes thirty moorings including some for residential use. They will be the only such moorings on the Stroudwater canal and will add to the housing diversity in the area.
- Allowance has been made in the design of the infrastructure to enable boats to be craned into the basin until the canal is fully opened up.

Phasing

Phase 1

- Everything east of Brimscombe Hill – i.e. the canal, basin, new access road off the A419 and the redevelopment of the Port
- Procurement of a partner for this phase only at this stage
- Planning permission for the infrastructure, public funding and viability assessed for this phase

Phase 2

- Road and bridge works to take the river and canal under Brimscombe Hill and connect up to Goughs Orchard Lock
- Planning permission received and flood modelling complete
- Once the Port is developed more likely that funding will be successful for Phase 2

Phase 3

- Connection up to the rest of the canal – flood modelling complete

Connection of the canal to the national network

Always been done in sections as funding allows

Phase 1a completed from Stonehouse to Stroud Brewery – Ebley is still adjacent to unconnected canal

A38 roundabout works

Work on the Ocean Bridge

Phase 1b – successful bid to HLF - £8.9 million - Stonehouse to Saul Junction

Canal videos

<https://youtu.be/tCTIR26vt5s>

<https://youtu.be/e9HHtYgjSxY>







Ebley - Before



Ebley - After



Output Specification

Sets out vision for the site

Sustainability – Net zero homes - 2030 Strategy

Social value – local labour, apprenticeships and training

Accreditation with Building with Nature.

30% affordable housing – approx. 50 homes.

50% rent and 50% shared ownership

1000m2 commercial space – retail, office workshop etc

Land for free for community space

Active travel - pedestrian and cycle routes

<https://www.stroud.gov.uk/media/1485658/brimscombe-port-output-specification-nov-2019-final.pdf>

Community Engagement

Drop in event in December 2018 – well attended

Key stakeholders involved in the development of the Output Specification

Website – FAQs, Committee reports, Output Specification

<https://www.stroud.gov.uk/environment/brimscombe-port>

Once selected the developer with the Council will prepare the planning application for the redevelopment with community engagement a key part of that process

Discussing with the Parish about how we continue after today to keep the community informed, engaged and to hear their views

Community centre – Parish – develop plans

Public Subsidy

Funding Source	Funding	Expenditure to 2021/22
SDC Capital	£2.600m	
HE Loan and LRF	£2.776m	
SDC Revenue to end of 2021/22	£0.397m	
Total funding	£5.773m	
Less expenditure (excl. demolition)		£1.349m
Funding available/Subsidy		£4.424m

Key Milestones

Key Milestones	
Activity	Estimated Date
Marketing of development opportunity	Sep-21
Commencement of procurement process to select a developer partner	Oct-21
Demolition start	Oct-21
Procurement of infrastructure contract	Oct-21
Demolition complete	Apr-22
Approval to appoint developer partner	May-22
Development Agreement completed	Jun-22
Infrastructure can start	Jun-22
Planning application submission	Jan-23
Redevelopment commences	Oct-23
Redevelopment completes	Oct-25

Littlecombe, Dursley - Before



Littlecombe, Dursley - After

