Stroud District Council

OUTPUT SPECIFICATION

FOR

BRIMSCOMBE PORT

October 2026

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1. DOCUMENT STATUS

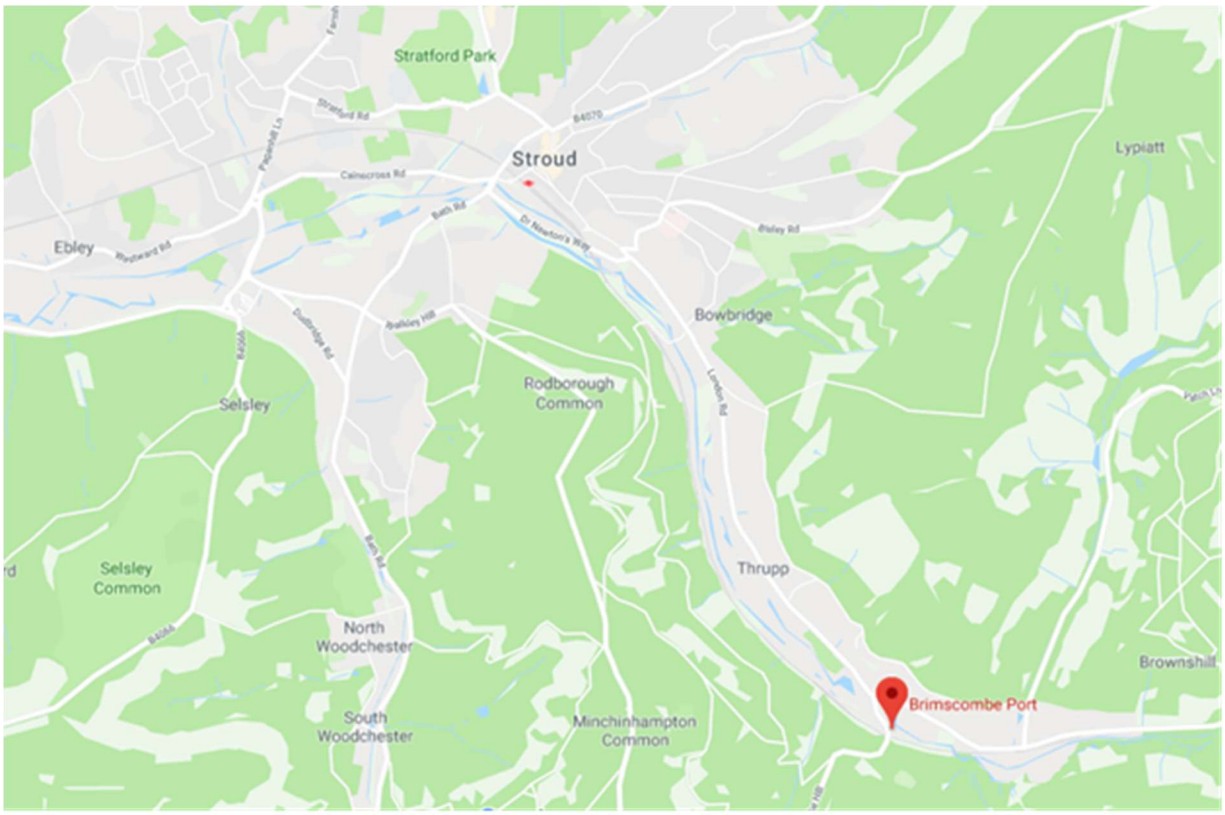
1.1 This Output Specification (hereafter "OS") has been drafted to support the procurement of a Developer for the Brimscombe Port development in Stroud. This document sets out the Council's requirements for the new Brimscombe Port development, which will be used as a baseline for all Competitive Dialogue discussions.

2. THE SITE

2.1 SITE LOCATION

The site is located at:

Brimscombe Port
Brimscombe Hill
Brimscombe
Stroud
GL5 2QG



2.2 SITE HISTORY

Historically Brimscombe Port was an inland port, created to transfer goods from large sea-going Severn Trows to Thames barges to navigate the narrower canal to the east. This link was promoted by local clothiers as well as London merchants to link with the Midlands. The Stroudwater Canal was finished in 1779 and the Thames and Severn Canal a decade later in 1789. Amazingly for that era, the Port was capable of handling 100 vessels at a time.

Following the decline in canals the Port became redundant. The canal was in-filled after the Second World War and the site developed as an industrial estate during the 1960/70's.

Some historic buildings survive, including the Salt Warehouse and the Port Mill. Both are listed and charming stone buildings. Much of the site is open with concrete hard standings.

2.3 SITE CONTEXT

This site has a spectacular setting. It is surrounded by verdant hills which rise steeply up to the Cotswold plateau. The site is in a valley formed by the River Frome which runs beside the canal.

Views are dramatic from the hills down into the site and along the valley.

The hills to the north and south define the edge of the Cotswold AONB.

The site is within the Industrial Heritage Conservation Area (IHCA), one of the biggest in the country. Commenting on the scope of the Conservation Area, a 1986 report by URBED concluded "nowhere else in the country were there so many mills from such an early period, surviving in a relatively complete condition. It is a microcosm of history from early 13th century cloth making to pre-industrial revolution into Victorian expansion and ongoing evolution in the modern era".

2.4 DEVELOPMENT OBJECTIVES

The vision for Brimscombe Port is to deliver a sustainable, new, residential-led mixed use development that meets the needs of both the existing and future community. By responding to the site's unique characteristics with innovative and inspiring design; the Council aspires to see the delivery of an exemplar scheme that integrates with the existing surroundings and improves and expands upon the site's opportunities to enhance daily life for occupiers and visitors alike.

The six objectives for the site are to:

1. Create a distinctive and memorable place, appropriate to its context and history with a strong character and identity;
2. Build sustainable, energy efficient buildings and low impact development that minimises harm to the environment;
3. Create a vibrant and inclusive community that provides for a range of ages, affordability and demographics;

4. Create and integrate landscape comprehensively, enhancing biodiversity and creating new habitats that bring nature into the site;
5. Encourage wellness and healthy lifestyles through the new open spaces and enhance existing routes to increase the recreational uses in the area and commutable travel routes across the site;
6. Create a financially sustainable length of canal and canal basin to ensure the ongoing quality of the waterside setting.

The impact of this site cannot be underestimated in terms of its importance to the whole redevelopment of the valley, and the economic and strategic benefits to the area, acting as a further catalyst for other development along the canal. It will create a destination for canal tourism, not only for the local canal network but also for the whole canal system, a nationally important landmark destination.

BRIMSCOMBE PORT WILL BE AN EXEMPLAR AND SUSTAINABLE

NEW COMMUNITY FULLY INTEGRATED WITH THE EXISTING SURROUNDINGS

3. OVERVIEW OF REQUIREMENTS

The Brimscombe Port development will be required to produce the following key deliverables;

- Reinstatement of the canal and associated infrastructure including the port basin, the towpath, site remediation and flood alleviation. The canal will act as a pull for tourism and provide a visitor destination. Provision will be made for canal moorings.

- Provision of a high density mix of residential units that will address the current overall housing need, with 30% affordable, and provision of planning compliant car parking.

- The Council (SDC) will consider forward purchase of the affordable units if this would be beneficial to the developer.

- The Council intends to develop a mechanism for the number of affordable homes to be delivered prior to sale of private homes in phases.

- Design of new community facilities, the form and scale of which are to be determined but which are to include a community meeting space and other spaces which are capable of being let.

- Provision of commercial/retail units/offices to provide a ‘mixed use’ element.

- The Council will consider forward purchase of the commercial /retail units /offices

- New site access/egress points.
- Public realm for residents and visitors.
- Compliance with Building for a Healthy Life and Building with Nature

Developers must set out their financial offer and proposed overage mechanism.

The Council requires the development to be delivered to its funding partners' key milestones set out in the Heads of Terms for the Development Agreement.

3.1 DEVELOPMENT DELIVERABLES

3.1.1 Canal and Associated Infrastructure Works

- Council's Canal and Infrastructure Objectives

  The canal is at the centre of the Brimscombe Port development; its reinstatement enables developers an opportunity to create a unique waterside setting for the local community and deliver profitable, quality development. Furthermore, the aspiration is that this development will create a tourist destination in the District, attracting a diverse demographic to visit the site and experience Brimscombe Port.

  It is planned that the completed canal and basin will be handed back to Stroud Valleys Canal Company (SVCC) at completion of the development, and it will own, manage and maintain the canal through income from moorings and any surface water discharge fees. Consequently, the last circa 25% of the private for sale units (and any to let space) cannot be disposed for money or monies worth until the Canal Works have achieved Practical Completion. If the developer can produce a guarantee or deposit or retention, for completion of the Canal works then this will be considered.

- Council's Canal and Infrastructure Requirements

  The canal, basin, flood management and site access have been designed by Atkins, with planning approval received on 24 March 2021. The Brimscombe Port development must be designed in accordance with the Atkin's canal and infrastructure design and the associated planning approval and conditions. The design of Phase 1 incorporates extensive flood alleviation measures to mitigate the flood risk and also meets the requirements of SVCC in terms of the number of moorings, a basin of sufficient size to moor boats and allow passage of

other vessels to pass, as well as a turning area suitable for the maximum width and length boats.

The new access road has been designed and an area identified on the site to allow a temporary crane to enter the site to enable boats to be lifted into the basin on an ad-hoc basis.

Please refer to Appendix A and B for the associated drawings.

Developers must note that the planning approval is for all the canal infrastructure up to Gough's Orchard lock and the works are split into two phases with phase 1 being the subject of this procurement exercise and as detailed at Appendix A. The developer only has to provide Phase 1 of the works as part of this project. The second phase works takes the canal and river under Brimscombe Hill and takes the route up to Gough's Orchard lock as detailed at Appendix B. Phase 2 is a stand-alone project and is currently unfunded.

The canal, and associated infrastructure works, required in this development have been summarised below:

- Preparation of the site including removal of remaining slabs and site clearance
- Excavation for the new canal and basin, material disposal, construction of new canal walls and towpath.
- Excavation for the new river channel, construction of new riverbed and walls and infill the old channel.
- Provide drainage including sewer diversion (s185 application will be made by Atkins on behalf of SDC), drainage connections and provision for future surface and foul water drainage.
- Earthworks associated with site clearance, excavated material, disposal, site raising and reclamation.
- Part excavation of the canal channel to Gough's Orchard Lock (future licence will be granted by SVCC as landowner for this work) will be undertaken by the developer
- Provide site access from the A419.
- Provision will be made for canal moorings. The developer will provide not less than 24 moorings, split between; 8 residential and 16 permanent and/or visitor classes of mooring. Not less than 8 of the 24 moorings will be finger moorings located in the basin with mooring rings and bollards. The detailed specification will follow, but the developer is to include lighting, electricity/potable water/foul water in its specification provided for review (but these services are not necessarily delivered direct to each individual mooring). See 'Canal Requirements' document for further details. Facilities

for conveniences and showering / disposal of wastewater (black waste pump-out and chemical toilet cassette emptying) and refuse disposal for moorings, as well as a Seabin are also to be provided on site, in an easily accessible location of the developer's discretion.

A second phase of works also has (extant) planning permission. These works do not form part of the requirements for this tender. These works include:

- All works associated with Brimscombe Hill, including carriageway construction, utilities diversion and any necessary temporary works.
- Construct new River Frome bridge, canal bridge, river crossing culvert, retaining wall and overflow weir and demolition of the existing bridge.
- Further excavation of the canal channel to Gough's Orchard Lock.

3.1.2 Residential Requirements

Developers should not be limited by the indicative figure of 150 units included within the Local Plan. It is anticipated that the development will be high-density, in order to maximise the profitability and sustainability of the site. It is expected that the developer will initiate their own masterplan for the site, developed in consultation with the Council, and determine a suitable quantum and mix of residential units to ensure the development's success.

The Council's policy requires a minimum of 30% affordable housing provision for any new development. Brimscombe Port will be no exception.

The required affordable housing provision for Brimscombe Port is:

- 50% Rented
- 50% Intermediate (shared ownership)

Of this mix of affordable housing, the Council requires a predominance of 2 bedroom and then 1 bedroom homes and a smaller element of 3 and 4 bedroom homes, all with access to external space.

The Council is open to considering forward funding the affordable homes should this be beneficial for the developer, and would then own and manage the properties. The purchase price for the homes will be dependent upon the outcome of discussions with the Local Planning Authority regarding viability. Should affordable homes not be delivered through the section 106, the Council would look to purchase the affordable homes as additionality units with the use of Homes England Affordable Housing Grant funding. A minimum of 30% affordable housing provision will still be required.

The Council is open to exploring alternative housing delivery products such as private rental, co-housing, community-led housing, extra-care or over 55 living. The housing products proposed must be designed with the following in mind;

- Local amenities, the suitability of these and any deficits that may need to be filled;
- Access and car parking;
- Sustainable living i.e. the ability to live and work within the community;
- The local need for housing;

The design of units should be sympathetic with their surroundings (as detailed in the 'Planning/Design' section of this Output Specification). There is scope for a predominance of south facing dwellings overlooking the water with a backdrop of hills.

Careful consideration of the market demand will be required and how the units can be made available to the public at the earliest opportunities.

Residential canal moorings will be provided and maintained by SVCC to increase the diversity of the residential offer.

3.1.3 Commercial, Retail and Leisure Requirements

The developer will be required to determine a suitable mixture and amount of commercial space e.g. retail, office and workshop/gym uses for the site.

- Commercial

The delivery of commercial facilities is a requirement of this document, however the mix and amount should be determined by developers and agreed with the Council as Landowner.

Commercial space should:

- Support the desire for local enterprise;
- Be carefully considered alongside the community facilities being provided;
- Be sustainable with long term profitable viability;
- Enable Brimscombe Port to be a vibrant destination during evenings and weekends.

The commercial facilities will play a crucial role in developing the local economy, supporting the ability for the community to live and work in the same place, and providing opportunities to new, small and independent businesses.

The developer will sell or let the commercial elements (excluding any in the community facilities). The Council will consider purchasing the commercial units subject to the design and agreeing terms with the selected developer.

- Retail and Leisure

  The Council requires retail and leisure facilities to be provided to enhance the sense of place for the local community and drive the local economy in a sustainable way. For this to be successful the retail and leisure facilities must be;

  - Viable all year round;
  - Be suitably competitive given the sites location and the alternative options visitors have;
  - Enhance the community offer and crucially, link to the residential offer.

3.1.4 Public Realm Requirements

The Council encourages developers to be creative with the public realm proposals and consider innovative solutions that reflect the Building for a Healthy Life and Building with Nature requirements. These will be at the developers' cost.

The Public Realm is required to be designed to:

- Meet the council's public realm policy requirements, as detailed in the draft local plan, for the 'Better Design of Places';
- Align with the Stroud Industrial Heritage Design Guide, which is adopted as Supplementary Planning Advice;
- Make the basin, canal, river, Bourne Mills and Port Mill focal points;
- Enhance the public rights of way and access into and across the site for pedestrians and cyclists in order to provide opportunities for and promote active travel;
- Ensure public circulation enables interaction with the public ealm and surrounding environment, with streets as social multifunctional spaces to enable a sense of community;
- Clearly distinguish between public and private space;
- Include play equipment and play space, suitable for young children, to include inclusive and accessible play facilities, in a safe and secure environment. The most appropriate solution should be determined by developers;

- Provide separate play space for older children;
- Incorporate public art.
- The Council will seek to investigate securing the long-term maintenance and stewardship of public spaces, structures, play spaces and parking on site with the Parish Council, and with resident involvement, before considering alternative methods of long-term maintenance. The developer will therefore ensure that the access roads are adopted, and that the design of the public realm is viable and sustainable from both a maintenance and management perspective.
- Due to the constraints of the site, it is recognised that the policy position for play space cannot be achieved at Brimscombe Port. Developers are encouraged to align proposals with LEAP policy as far as possible.

3.1.5 Site Access, Egress and Car Parking

- Site Access and Egress

  A new vehicular access, as detailed in the Atkin's design and planning permission, will be required at the midpoint of the A419. This will create a new view across the site and hillside, giving a magnificent sense of arrival from a slightly elevated stance.

  The existing access at the western side of the site will be closed off due to the canal works. A study was carried out in 2020 to explore the upgrading of the A419 to create better cycle and pedestrian routes which in turn aim to have place making benefits. The A419 Stroud to Chalford Inspiration Study will be made available to developers.

  A connection with existing cycle routes and improvements to the cycle network are required where possible within the site, including the potential need to connect to a new segregated cycleway plus footpaths on the A419.

- Car Parking

  Car parking will be one of the most important challenges during the design development and the Building for a Healthy Life requirements set out the Council's desired approach.

  Car parking will be land hungry, will need careful consideration and should not dominate the street scene. Prominent waterside locations should be avoided and car free areas created. Provision of car parking within/beneath buildings/structures may reduce visual impact.

  The Council would like developers to consider:

- Innovative design solutions to minimise the impact of car parking on the development;
- Alternative options to reduce reliance on cars, and support the Council's sustainability agenda, such as car sharing and other sustainable transport measures;
- E-bike charging points including for cargo bikes

The council requires the following parking provision to be provided:

- In line with the adopted Local Plan and the draft Local Plan, the number of parking spaces will be a matter for negotiation and assessed according to individual circumstances. The proposed provision will need to be demonstrated to be suitable based on (but not limited to) the following:
    1. The accessibility of the development
    2. The type, mix and use of the development
    3. The availability of and opportunities for public transport
    4. Local car ownership levels
    5. The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles
- Residential parking in line with the adopted Local Plan and manual for Gloucestershire streets.
- Sufficient parking for visitors, canal boat owners (10), the Port Mill (71), new commercial space and disabled parking bays. Some of the 71 car parking spaces for the Port Mill will be on land retained by the Council behind and to the west of the Mill. The developer will be granted a license to enter on to the land to reconfigure the car parking as required to maximise the spaces for the Port Mill and to lessen the impact on the site itself.
- Parking for the community facilities (as detailed in section 3.5.6. below).
- As per Part S of the Building Regulations, every new residential building with an associated car parking space will have a charge point and every new non-residential building including buildings undergoing major renovation with more than 10 car parking spaces to have one charge point and cable routes for an electric vehicle charge point for one in five spaces.
- Cycle parking in line with the draft Local Plan and manual for Gloucestershire streets;
- Parking spaces for the Mill will be provided free in perpetuity. The remaining spaces will be owned and managed along with the public realm.

3.1.6 Community Facilities

The design of a new community space will be required as part of the planning application to be submitted, whilst the construction of this is not expected to be included within the development scope. Organisations/groups will be sought to fund, provide, own and manage these community facilities, which are seen as being crucial to 'add value' to the development by providing a sense of place. It is currently the intention to provide these facilities next to the Salt Warehouse on the Port, or an alternative central location around the basin. To confirm, the costs associated with the construction of the community facilities do not form part of the tender.

The facilities must be clearly defined and co-ordinated with the wider context of the proposed development and be a sustainable facility that will offer year-round facilities that are flexible for a wide range of uses.

The community facilities should support the Council's and Parish Council's key values which are;

- Social – a hub where people can meet and socialise, and where people get help and support. A place that is always accessible to local people.
- Sustainable – generating a financial surplus to enable long term improvements and friendly to the environment. For details of the sustainability requirements of the development, please refer to section 3.3. below.
- Services – offering useful facilities to local people

To ensure success the community facilities must be designed with the following in mind;

- A suitable amount of car parking is provided to encourage use of the facilities;
- Flexible/multi-use spaces to accommodate a range of activities;
- A welcoming design to encourage use;
- A café could form part of the facilities;
- A commercial element may help to subsidise the non-income generating elements of the community facilities, if this is the case it should support local businesses and investment in the local economy; this may take the form of meeting rooms, small business start-up units and offices etc;
- Other building uses that may be considered include; health service provision, children's and/or youth centre and adult education provision;
- The building must be adaptable to changing uses with changing trends in requirements to ensure its success and sustainability.
- A minimum of 300 sq. meters footprint for a building to be provided.

- These facilities could also provide/share canal amenities such as toilets and showers not provided at the Salt Warehouse (see section 3.5.1) or elsewhere on the site on a shared use basis.
- The Council would be open to a staged design should this be felt the most beneficial approach. An appropriate temporary structure in addition to an outdoor area, which can evolve into a more permanent building and use of space as the needs of canal visitors and the local community become clearer over time.

3.2 PLANNING POLICY AND DESIGN STANDARDS – QUALITY AND CONTEXT

These obligations are set out by the Council exclusively in its capacity as landowner. All usual planning requirements shall be complied with.

The Council's adopted Local Plan 2015[1] for the Brimscombe Port site (site allocation SA1e) encourages:

- A diverse/mixed-use development;
- 150 dwellings (any proposal should not be limited by this indicative figure in the Local Plan).
- Canal related tourism with the reinstatement of the canal being a strategic priority.
- Employment uses e.g. commercial and retail units which could take advantage of the waterside setting. There is some flexibility over the range of uses.

Additionally, the Council's Stroud Canals Vision and Strategy Supplementary Planning Document[2] is a material consideration and helps to further explain the geographical context, planning policy and design considerations.

3.2.1 Council Design Standard Objectives

The Council's aspiration is for the Brimscombe Port development to create a series of spaces that respond to the site's unique opportunities, such as its relationship with the water, and so that the site maximises the views beyond.

The Brimscombe Port development should be a place which is attractive for residents, visitors and local businesses. Building for a Healthy Life and Building with Nature are important requirements for the Council and are to be complied with in the development of proposals for the site. In addition the checklist below provides criteria against which the design for

[1] stroud-district-local-plan_november-2015_low-res_for-web.pdf

[2] Canals Strategy for Stroud District: https://www.stroud.gov.uk/planning-and-building-control/planning-strategy/canals-strategy-for-stroud-district/canals-strategy-for-stroud-district/

Brimscombe Port will be considered (this list is not exhaustive); it does not provide solutions rather lists matters which need to be addressed;

- The relationship between the site and the wider community will need to be a primary consideration, and it is expected that the village and the site should have good visual and physical connectivity. Some provision for community use on the site is expected.
- The Council will be seeking imaginative ideas with regard to parking and traffic movement within the site. A car-dominated scheme is unlikely to be appropriate. Schemes that separate cars from people would be favourably considered.
- Thought should be given as to how the site sits within the landscape. Development should allow views out to the surrounding hills and conversely, should sit comfortably in its setting when seen from higher ground.
- The Local Planning Authority welcomes innovative approaches to architectural style, construction method and materials, encouraging modern methods of construction, providing that they pay regard to the character of the site. Pastiche mill-type buildings that would challenge the hierarchy of the remaining historic buildings on and adjacent to the site would be unlikely to be supported. Generic waterfront development of a single scale and limited palette of non-locally distinctive materials should be avoided. We seek a lively and welcoming mix of height and design, reflecting the historic use of the site and drawing on the varied architectural influences of industry and the local vernacular.
- Care is needed on heights and massing of buildings; whilst some tall structures are likely to be appropriate, particularly in the middle of the site, these should be broken up by buildings that respect human scale on the site edges. Overly restrictive standards with regard to matters such as privacy etc. may not always be applied in the interests of good development, however, secured by design principles should be applied wherever possible.
- The development would be expected to provide a diverse range of public and private spaces. Widespread public access to the canal and basin edges is a requirement, but communal and private spaces for the use of residents will be encouraged. Traditional development with individual gardens is unlikely to be appropriate across the site; therefore, other means for the provision of residential amenity space would be welcomed.
- Opportunities should be taken to enhance biodiversity across the site, including the introduction of planting wherever possible. Schemes that are planned for the differing needs of the various species found around the site and for the encouragement of new species would be welcomed. It is expected that the development should achieve the Building with Nature benchmark.

- Be innovative with design solutions, setting the development apart and creating a 'beacon' within the district;
- Ensure that the design and implementations allow for ease of maintenance once in operation;
- Consider noise and air quality and proposed solutions that minimise the effects of both.

3.3 SUSTAINABILITY REQUIREMENTS

The Council is committed to ensuring that all future development within the district is delivered in a sustainable manner, not just in the short-term delivery but in the long-term use and operation of buildings. This section of the OS sets out the Council's key objectives for the Brimscombe Port development which will contribute towards the Council's district wide ambitions.

3.3.1 Operationally Net Zero, Adapted and Resilient to Climate Impacts

Developers should consider and propose innovative solutions to support the achievement of the Council's Climate and Nature Strategy[3]. Consideration must include the short, medium and long term:

- During design and construction – developers will be required to consider material selection, transport of materials, plant and labour to minimise embedded carbon and CO^2 production in construction. This will be monitored through KPI's which will be developed during the procurement process.
- Operational Use – developers will be required to demonstrate that the design solutions proposed ensure that the use and operation of buildings will be operationally net zero upon occupancy. This should include deployment of one or more of the following: fabric innovations, heat network, community energy networks, individual building renewables, air and water source heat pumps or other appropriate solutions.
- Designs should demonstrate and include permeability of shared and green space, shading of shared and green space, limited use of impermeable surfaces and water harvesting and reuse adapted to 2C warming.

[3] Stroud District Council's Climate and Nature Strategy: https://www.stroud.gov.uk/environment/building-a-sustainable-future-together/stroud-district-councils-climate-and-nature-strategy/

3.3.2 Holistic Approach to Sustainability and Development

Developers must demonstrate a holistic and integrated approach to the design development and sustainability strategy developed through dialogue. Considerations could include:

- The attractiveness of the development to end users and the impact this has on demand, purchase prices and resale values;
- The impact on the wider local community in relation to transport (both during and after construction), services and facilities available, health, wellbeing and local economic benefits;
- Energy generation and consumption, including renewable energy, low-carbon heating and cooling networks and opportunities to enhance local energy resilience;
- Carbon use and reduction (as noted above), including operational, embodied and sequestered carbon, supported by whole-life carbon assessment;
- Climate adaptation, flood resilience, water efficiency and sustainable drainage;
- Green and blue infrastructure, biodiversity net gain, ecological connectivity and natural capital enhancement;
- Circular economy principles, including waste minimisation, material reuse and resource recovery;
- Transport and access, prioritising walking, cycling, public transport and electric vehicle infrastructure;
- Services and utilities strategy e.g. energy, heat, water, drainage, digital connectivity and smart infrastructure etc;
- Building materials and systems;
- Design philosophy that promotes a sustainable, resilient and future-proofed place for residents, businesses and the wider community.

3.3.3 Standard Assessment Procedure (SAP) Target

The Council requires the development to achieve a minimum SAP Rating of 86-94.

3.3.4 Building with Nature

The Council is committed to working in accordance with the Gloucestershire Green Infrastructure Pledge.

The pledge will be implemented through this project by achieving accreditation in accordance with 'Building with Nature' standards[4]. This user guide combines existing guidance and good practice to ensure that new infrastructure projects implement sustainable and green principles in all stages of a project, including:

- Policy
- Planning
- Design
- Delivery
- Long-term management and maintenance

Developers will be required to provide the Council with a strategy to outline how this benchmark will be delivered and achieved.

As a consequence of the Building with Nature accreditation, developers will be required to consider the use of Sustainable Drainage Systems (SuDS) at an early stage in the design development (in addition to ensuring all proposals align with the Atkins design for the infrastructure works (as detailed in Appendix A and B of this OS).

3.3.5 Special Area of Conservation (SAC)

Brimscombe Port sits within the Cotswold Beechwoods SACs. Within the zone of influence, all new residential growth will be expected to provide mitigation for recreational pressure. Some projects will be expected to be delivered directly by developers through on-site provision. Where a contribution is collected, this will be at a standard rate of £771.79 per dwelling, (£221.33 Strategic Access Management and Monitoring - SAMM and £550.46 Suitable Natural Alternative Greenspace - SANG).

The site is also located within the Rodborough Common SAC. Housing growth within the Common's catchment is anticipated to be around 600 new dwellings over the life of the Local Plan. This gives a mitigation cost per dwelling of £1,139.92 (2026/27 figures). This figure is prior to the application of any administration fee. Per dwelling costs are likely to be adjusted annually in line with inflation.

As with other SAC contributions, these are only payable if on site mitigation is not provided.

[4] https://sintali.com/building-with-nature

3.4 SOCIAL VALUE REQUIREMENTS

Under the provisions of the Public Services (Social Value) Act 2012 the Council is required to consider how the economic, social and environmental well-being of the district might be improved through the procurement of services. This section of the OS sets out the Council's aims in this regard, in relation to the procurement of services for the Brimscombe Port development. The developer will need to respond to the Council's approved evaluation model, developed in conjunction with its key stakeholders, and published at the time of tendering when compiling their responses.

3.4.1 Council Social Value Objectives

- Economic Outcome:
    a) Supporting growth of responsible businesses.
    b) Creating employment and skills opportunities
    c) Supporting locally based and resilient supply chains
- Social Outcome
    a) Healthier, safer and more resilient local communities
    b) Reducing inequalities
- Environmental Outcome
    a) Decarbonising and safeguarding our local environment
    b) Implementing sustainable practices

3.4.2 Development Requirements

This section details what the developer will be required to deliver as part of the Brimscombe Port development; these standards will be monitored through Key Performance Indicators (KPIs) to ensure ongoing delivery by the developer.

3.4.2.1 Community wealth building and skills development within the local community

The Council has identified a shortage of skilled workforce in the local area and intends to address this through the Brimscombe Port development, with the support of the developer. The key objectives are;

- Development of a skilled workforce within the local community addressing skills shortages such as bricklaying, plasterers, roofers, plumbing, installation of solar panels/ Air Source Heat pumps, steelwork, site supervision etc;
- Provide long term economic benefits to the local community;

It is anticipated that skills will be developed through apprenticeship schemes offered by the developer and its supply chain. The sub-contractors to the developer will play a critical role in achieving this objective and must be fully engaged in the social value objectives in order to achieve the project KPI's, which will be developed through the procurement process.

In addition, the Council would like to promote the use and development of small businesses within the local area to again develop skills within the local workforce and subsequently stimulate the local economy.

3.4.2.2 Considerate Constructors Standards

The Council recognises the importance of reflecting its social values in the project delivery/construction phase and will require the developer to deliver these standards through the Considerate Constructors scheme. In particular, the Council wishes to:

- Promote the Brimscombe Port development in the local community by presenting competent management, awareness of environmental issues and demonstrating 'neighbourliness'.
- Ensure that community engagement is an important part of the project from planning stage through to completion.

3.4.2.3 Unite Construction Charter[5]

On 11 July 2019 the Council passed the Unite Construction Charter which all supply chain members must adhere to. The developer will be required to comply with this Charter and ensure all of its supply chain complies with said Charter.

3.4.2.4 Charter Against Modern Slavery[6]

The Council has passed a Modern Slavery Charter which all supply chain members must adhere to. The developer will be required to comply with this Charter and the Modern Slavery Act 2015 and ensure all of its supply chain complies with the Charter.

3.4.2.5 Use of Local Supply Chain

Where possible the developer should utilise local skills and labour for the Brimscombe Port development.

[5] https://stroud.moderngov.co.uk/Data/Council/201907181900/Agenda/item-8ci-unite-construction-charter.pdf

[6] https://party.coop/local/councillors/modern-slavery-charter/#intro

3.5 SITE INFORMATION

3.5.1 Buildings to be retained

The Port Mill, a spectacular Grade II listed building will be retained and form part of the development masterplan; the building is owned by and will be retained by the Council and is Use Class E(g).

The Grade II listed Salt Warehouse is to be retained, and it is expected that this will be transferred with a water supply and services, provided by the developer, to Stroud Valleys Canal Company for its own use, on completion of the wider development.

3.5.2 Site Surveys

The Council has undertaken extensive site investigation, including the following site surveys:

- Transport assessment
- Utilities assessment
- Ground Investigation Report
- Ecology Surveys
- CCTV and ground penetrating radar surveys
- Archaeological survey

Documents can be found on the planning portal together with the planning approval and related conditions for the infrastructure design and will be made available to developers.

- Listed Building application – S.19/1503/LBC
- Detailed planning application for the demolition and infrastructure – S.19/1502/FUL

3.6 POLICY CONTEXT

3.6.1 The Local Plan[7]

The Stroud District Local Plan (November 2015) is the adopted development plan for Stroud District.

3.6.2 Draft Local Plan[8]

[7] Stroud District Local Plan: https://www.stroud.gov.uk/planning-and-building-control/planning-strategy/stroud-district-local-plan/

[8] Draft Local Plan: https://www.stroud.gov.uk/media/urgk1t3o/draft_plan_2019-1.pdf

This sets out the council's development strategy for meeting growth and development needs up to 2040. The draft Local Plan is currently still at Examination. As of September 2026, new highways evidence has been submitted for the Inspectors' consideration, which has been published in the Examination Library, and has resulted in a new hearing scheduled for 20th October. It is not yet known when an Inspectors' Report will be published.

3.6.3 New Local Plan[9]

The Council has formally started work on a new Local Plan under the Government's updated plan-making system. Work on the new Local Plan began on 29 June 2026 and our timetable reflects the Government's expectations that Local Plans are prepared within an approximate 30-month timeframe where possible. Initial consultation and stakeholder engagement has taken place, and the Council is expected to complete Gateway 1 shortly.

3.6.3 Canal Strategy Supplementary Planning Document[10]

The site is adjacent to the Thames and |Severn Canal. The Council has prepared a long-term vision and strategy for the future use of the canals within the District. The Council's Environment Committee adopted the Canals Strategy as a Supplementary Planning Document on 4 October 2022.

3.6.4 Neighbourhood Development Plan[11]

The Brimscombe and Thrupp Neighbourhood Development Plan (NDP) 2022 – 2040 forms part of the statutory development plan for the district of Stroud. This means that the plan will be considered when planning applications and planning proposals are made.

3.7 DEVELOPER REQUIREMENTS

This section of the OS outlines the Council's requirements in relation to the developer, including the behaviours required.

The Council is seeking a developer to offer the following;

- Similar project delivery experience
- Capacity and capability to provide the resource required to support the new development
- Access to development funding

[9] New Local Plan 2026: https://www.stroud.gov.uk/planning-and-building-control/planning-strategy/new-local-plan-2026/

[10] Canals Strategy for Stroud District: https://www.stroud.gov.uk/planning-and-building-control/planning-strategy/canals-strategy-for-stroud-district/

[11] bt-parish-plan-final-referendum-version-2024_opt.pdf

- To act collaboratively with the Council to ensure a successful relationship and ensure the success of the development.

The Council has identified a number of Key Performance Indicators (hereafter "KPIs") which will be used for the duration of the contract, to monitor and record the developer's performance against a set of key performance standards. It is proposed that the KPIs are developed through the procurement process.

Category			KPI
1	Delivery	Deliver a high-quality development effectively and efficiently.	Rate of actual delivery against the agreed development programme
2			Compliance with or improvement of the commercial outcomes in the agreed development model. (Value engineering/costs savings)
3			Compliance with the Value for Money protocol.
4			Quality Control (Incl. ERs, Build Quality, Snagging / Defects)
5	Behaviours	Exhibit the right collaborative behaviours in all that we do.	Communication with the Council and SVCC
6			Communication and engagement with the local community and Mill tenants
7	Health & Safety	Continually maintain the highest levels of safety in all we do.	Provide an average of a least [□] hours of training for each member of staff on site, on health and safety matters.
8			Achieve the target of zero reportable incidents.
9			Achieve and maintain an Excellent performance level under the Considerate Constructors Scheme.
10	Sustainability	Ensure that we minimise the impact of our actions and activities on the environment.	Achieve or exceed project target for sustainability. Baselines for environmental measures established should be consistent with good industry practice (including carbon, water, waste/recycling, raw materials and habitats).
11			Environmental Management (reducing energy use; detail any measures taken to reduce carbon footprint; report on both embodied and operational carbon; minimising waste; protecting and enhancing local environment)
12	Social Value	Deliver additional value to the local community	Achieve or exceed project target for social value.

4. CONSULTATION AND COMMUNITY ENGAGEMENT

The project has developed to this stage because of close partnership working, which will continue throughout the project. The developer will be required to continue with this collaboration with the Council, the Parish Council, Stroud Valleys Canal Company, local residents and businesses to create a successful and integrated development.

Community Engagement as part of the planning process will be an essential requirement. The importance of raising awareness, exchanging information and providing regular feedback with a common shared basis of information will be required. Changes made as a result of the feedback received will need to be provided to those stakeholders.

5. ANTI-BRIBERY

The developer must:

- be in compliance with all applicable anti-bribery and anti-money laundering laws including the Bribery Act 2010 and have instituted and maintained policies and procedures designed to promote and achieve compliance with such laws;
- ensure that neither it nor any of its subsidiaries, directors, officers, nor to its knowledge any of their employees or contracting parties, have or will in connection with the proposed development (i) use any corporate funds for any unlawful contribution, gift, entertainment or other unlawful expense relating to political activity, (ii) make any direct or indirect unlawful payment from corporate funds, or (iii) violate any provision of any applicable anti-bribery law or anti-money laundering law; and
- ensure that the funds that will be used in relation to the proposed development are not derived from criminal activity.