



Public Realm Design Guide for Stourport-on-Severn, Worcestershire

A Companion Guide to Wyre Forest District Design Quality Supplementary Planning Guidance
November 2006



Controlled Document

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1.0 Introduction & Consultation

Background

In July 2004, Wyre Forest District Council adopted a suite of design guides that underline the Council's commitment to achieving quality design across the district. The 'Design Quality-Supplementary Planning Guidance (SPG) includes advice and on achieving good standards of design. Specific guides within the SPG include a district wide design guide, residential design guide and town centre design guides. This document is available to view on the District Council's website.

Given the scale of change envisaged in Stourport, this Public Realm Design Guide for Stourport provides more guidance to support the Design Quality SPG and in particular the 'design guidance for Stourport-on-Severn Town Centre.' The projects include Advantage West Midlands' Market Town Initiative being driven by 'Stourport Forward Ltd', regeneration of the canal basins and derelict land to the east with multi agency support.

It is envisaged that the guide will be used by a number of groups to provide a joined-up approach to the design of public space. It will also be used by the District Council as a development control tool to ensure that new developments complement the overall strategy. This document underpins a number of provisions in the emerging "Supplementary Planning Document: Planning Obligations". Please contact the forward planning team (see contact details in the contents section) for the latest information.

Introducing the document

The object of this document is to provide design guidance for the implementation of public realm improvements within key areas of the town. Primary aspects of the document are to:

- **Determine an overall conceptual framework for the creation of a re-established public realm;**

- **Determine a suite of materials to develop the theme whilst meeting with functional, financial and life cycle requirements;**
- **Recommend a suite of furnishings including seating, bollards, litter bins;**
- **Recommend an outline lighting strategy**

Good design can help to create successful places where people choose to live, work, play and invest. Many towns and cities, both in the UK and internationally, have recognised the benefits of improving the pedestrian environment as well as their 'image', if they are to attract the investment and visitors they desire. It is hoped that implementing the Public Realm Design Guidance contained within this document will form a key foundation for the promotion of a successful and vibrant town centre.

The structure of the report is as follows:

- **Section 2 sets out a summary of the baseline study including a review of the planning, transport and regeneration context, an urban design audit and a summary of the consultation workshops. The results of this are distilled into a series of objectives from which specific proposals can be developed.**
- **Section 3 defines the conceptual framework as Functions, Themes and Proposals with reference to the four character areas identified. It sets out proposals that relate to all character areas as cross-cutting themes and discusses schematic outline designs for major streets and junctions in the Town Centre Core area and the Rivers Severn and Stour.**
- **Section 4 contains an outline lighting strategy with specific reference to Building Lighting and Bridge Lighting.**
- **Section 5 discusses Design Codes which relate to Street Furniture, Surfacing, Artwork, Soft Landscape and Bridge**

Design before defining palettes for each of the character areas.

- **Section 6 discusses the prioritization, funding and implementation of the proposals**
- **Appendix A reviews existing policies, guidance and documentation which is summarized in Section 2**
- **Appendix B details the existing Town Trail which identifies many of the important aspect of Stourport and introduces the concept of planned walks around the town.**
- **Appendix C contains the minutes of each of the consultation meetings which are summarized in Section 2.**
- **Appendix D sets out some approximate project costs**

The study was led by Taylor Young (Urban design & Landscape Architecture) with support from: Eaton Waygood Associates (Public Art & Interpretation) and Harvey & Co. (Quantity Surveyors)

The study was funded through a partnership of Stourport Forward Market Towns Initiative (funded by Advantage West Midlands and Wyre Forest District Council).

Consultation Statement

In line with good practice this design guide involved extensive consultation. From a series of initial ideas workshops with key local stakeholders (Appendix C) to a formal 6 week period of public consultation (13th July and the 25th August 2006). This involved a series of three road shows throughout the town and resulted in 55 comments being submitted that were broadly supportive these resulted in a number of improvements to the document. The District Council gave full consideration to all comments received and the document was adopted on 15th November 2006. For more information about the consultation process please contact the Forward Planning Section (see contact details in the contents section).



2.0

Baseline Study

2. Baseline Study

2.1 Planning, Transport and Economic Regeneration Context

The Planning and Regeneration context is established through a thorough document review (Appendix A) which is summarised in the following three sub-sections under the headings Planning, Transport and Regeneration.

Planning

Stourport is going through a period of change with new demand for development coming at an opportune time to regenerate disused industrial and underused commercial areas along with improvements to the quality of the townscape. The tourism market which Stourport has benefited from is changing and Stourport is in a good position to respond to the new demands from tourists interested in a quieter, more naturalistic tourism founded on its strong industrial heritage.

British Waterways have obtained significant funding from the Heritage Lottery Fund to reinvigorate the canal basins area and Lichfield Basin is currently being reinstated as part of a housing development, (discussed below under the regeneration sub-section). There is a lot of interest in development on the Carpets of Worth Site and at Cheapside, and the framework for a new development linkage between the basins and Bridge Street has been produced. Supplementary Planning Guidance on Design Quality sets out design principles for Stourport town centre and Supplementary Planning Guidance is also available in the form of the Severn Road Development Brief (2001) and the Lichfield Basin Design Guide (2001).

Transport

Stourport has severe traffic problems especially at peak times, but also throughout the day. There is a continuous flow around the one-way system which significantly detracts from the

pedestrian environment. Recent studies have indicated it is unlikely that a full relief road, including a new river crossing, is viable in the short to medium term. The town needs to improve its streetscape within the scope of the existing system and manage any partial delivery of elements of the relief road route within the context of the full scheme being a long-term aspiration.

The Draft of Transportation and Development Control Guide 2005 issued by Worcestershire County Highways Department is currently being consulted upon. The guide advises on layout, surfacing, street lighting and furniture and soft landscape and includes construction detailing which are set out as recommended standards that should not be regarded as prescriptive. The highway Authority will consider alternative proposals where it can be demonstrated they satisfy the principles of the "standards". This includes:

- **Developments with more individuality**
- **Developments that reflect the local character and environment**
- **Developments that provide high quality local services and reduce the necessity to travel**
- **Developments that provide an attractive environment in which to live**

The guide sets out a hierarchy for design of a movement network:

- **Walking**
- **Cycling**
- **Public Transport**
- **Private Car**

Worcestershire County Council has outlined some progressive proposals in the Local Transport Plan (2006-11) for Evesham's busy High Street to create a better pedestrian environment. These proposals are based on some of the latest thinking in this

country stemming from projects in Holland and Germany which encourage motorist and pedestrians to engage on a personal level so promoting a more understanding and courteous relationship. This is achieved by re-creating a traditional street environment that is defined by built elements and the urban realm, and less dominated by highway infrastructure. The proposals for Evesham will increase the perception of pedestrians' rights on the carriageway by creating uncertainty in the minds of motorists which requires them to engage with and respond to their surroundings rather than relying on signage and highway infrastructure to tell them how to behave. The concept of the Courtesy Crossing (see Plate 2.1A) is introduced to create regular crossing points on a busy High Street. Motorists become more aware of pedestrians and their speed becomes a function of the environment they find themselves in rather than that determined by signs.

The Wyre Forest District Council Cycle Strategy aims to increase the number of cyclists and promote safety on the roads. A particular success has been the route along the canal to Kidderminster. Improvements to the cycle network are identified including links to Bewdley and improved facilities within Stourport. The local community is being engaged through the Safer Routes to School scheme and businesses are being encouraged to produce travel plans for their employees.

Stourport is a difficult town to negotiate for pedestrians, made all the more difficult for anyone whose mobility is impaired. Traffic, steep gradients due to topography and the historic environment of the canals and their basins are all obstructions to movement. The Disability Discrimination Act 1995 sets out requirements and responsibilities. All new infrastructure will have to comply with DDA requirements, these can be discussed with the Wyre Forest District Council Access Officer.

2. Baseline Study

Economic Regeneration

Stourport Forward Market Towns Initiative is funded by Advantage West Midlands, and focuses on delivering and facilitating specific regeneration projects in the town. Through targeted direct action they are, step-by-step, improving important elements of the town.

The Canal Basin project is a major redevelopment of this historic setting that is due to start in Spring 2006 with over £3 million funding, it includes:

- Restoration of the historic warehouses, cottages and other structures around the basins;
- Restoration and improvement works to the locks, basin walls and basins;
- Landscaping works;
- Access improvements;
- Environmental improvements and nature conservation; and
- Community involvement and arts projects.

Sandy Lane Industrial Estate is set for a renaissance with £660k funding proposed for security and environmental improvements to create a high quality working environment that encourages more businesses into the area. The industrial estate is on the banks of the Severn to the southeast of Stourport and is an important local employment area.



Plate 2.1A
The Canal Basins

2. Baseline Study

2.2 Urban Design Audit

The urban design audit describes the town's essential elements and how they form definable character areas. These character areas relate to the existing conservation areas set out in the Local Plan and are useful to tailor the conceptual framework and design codes such that they can specifically relate to different parts of the town and reinforce the character of these areas.

Character Areas

The Town Centre can be divided into four main character areas as shown in Figure 2.1:

- **Town Centre Core;**
- **The Canal Basins;**
- **Rivers Severn and Stour; and**
- **Gilgal.**

There is the potential to promote a sub- area within the Canal Basin Character Area, as shown on the adjacent figure, but this will be the subject of further consultation.

The main characteristics of each area are described under the headings Activity and Townscape.

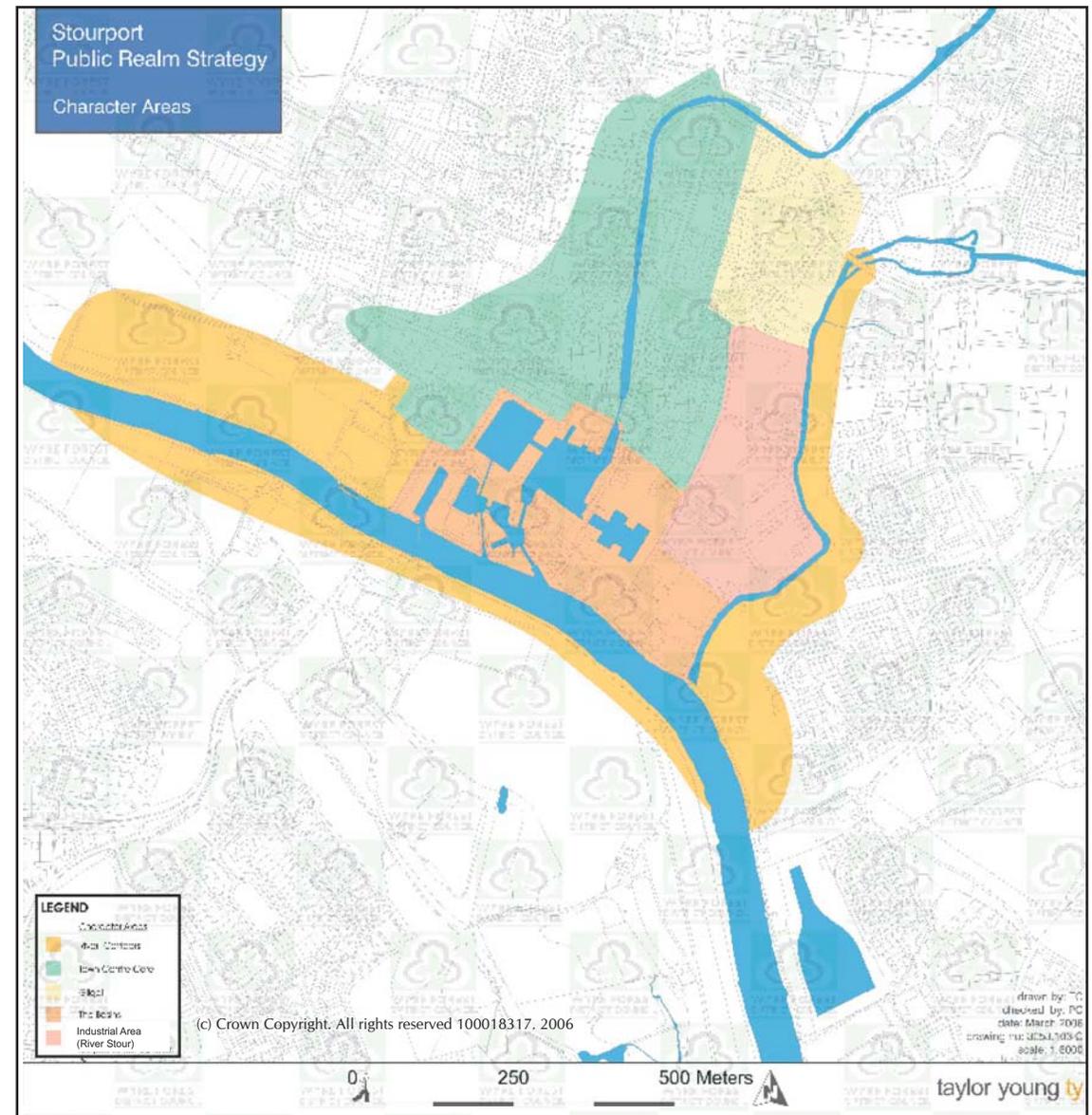


Figure 2.2A Character Areas

2. Baseline Study

Town Centre Core

Activity

- A coherent and reasonably complete Georgian townscape apart from the Vale Road area;
- Busy retail and commercial uses centred on High Street, including York Street, New Street, Bridge Street and Lombard Street, with some residential above;
- Residential character to the east with significant redevelopment opportunity to eastern boundary; and
- Vale Road is included in the Town Centre Core area although its present character is different to the rest of the town centre. In terms of public realm, the aspiration for this area is to improve its quality in line with the rest of the Town Centre Core through new development and by mitigating the dominance of the major roadway.



Plate 2.2A



Plate 2.2C

Townscape

- Townscape silhouette visible from the Severn bridge;
- Denser character to the west, mostly straight terraced blocks at back of footway, many of these were built as fine residences;
- Lower density to the east, including detached and semi detached forms with set back frontages;
- Georgian character, a mix of original and sympathetic later buildings;
- Red-orange and red-brown brick tones along with white/cream renders;
- Mix of blue coped boundary walls and sandstone; and
- Disparate development along Vale Road more in keeping with an out-of-town retail park.



Plate 2.2B



Plate 2.2D

2. Baseline Study

The Canal Basins

Activity

- Canal basin related uses such as canal boat moorings and boat repair; and
- Industrial uses to south east of area

Townscape

- Character of buildings around the basins are concerned with the construction, repair and handling of water vessels;
- Clock warehouse is a key landmark and point of reference in the town centre, the imposing Tontine is another important landmark feature;
- Industrial heritage area to the south east and along the west bank of the Stour includes warehouses and former vinegar works; and
- Reddish-orange to reddish-brown brick tones (engineering blues to some boundary walls).



Plate 2.2E



Plate 2.2F



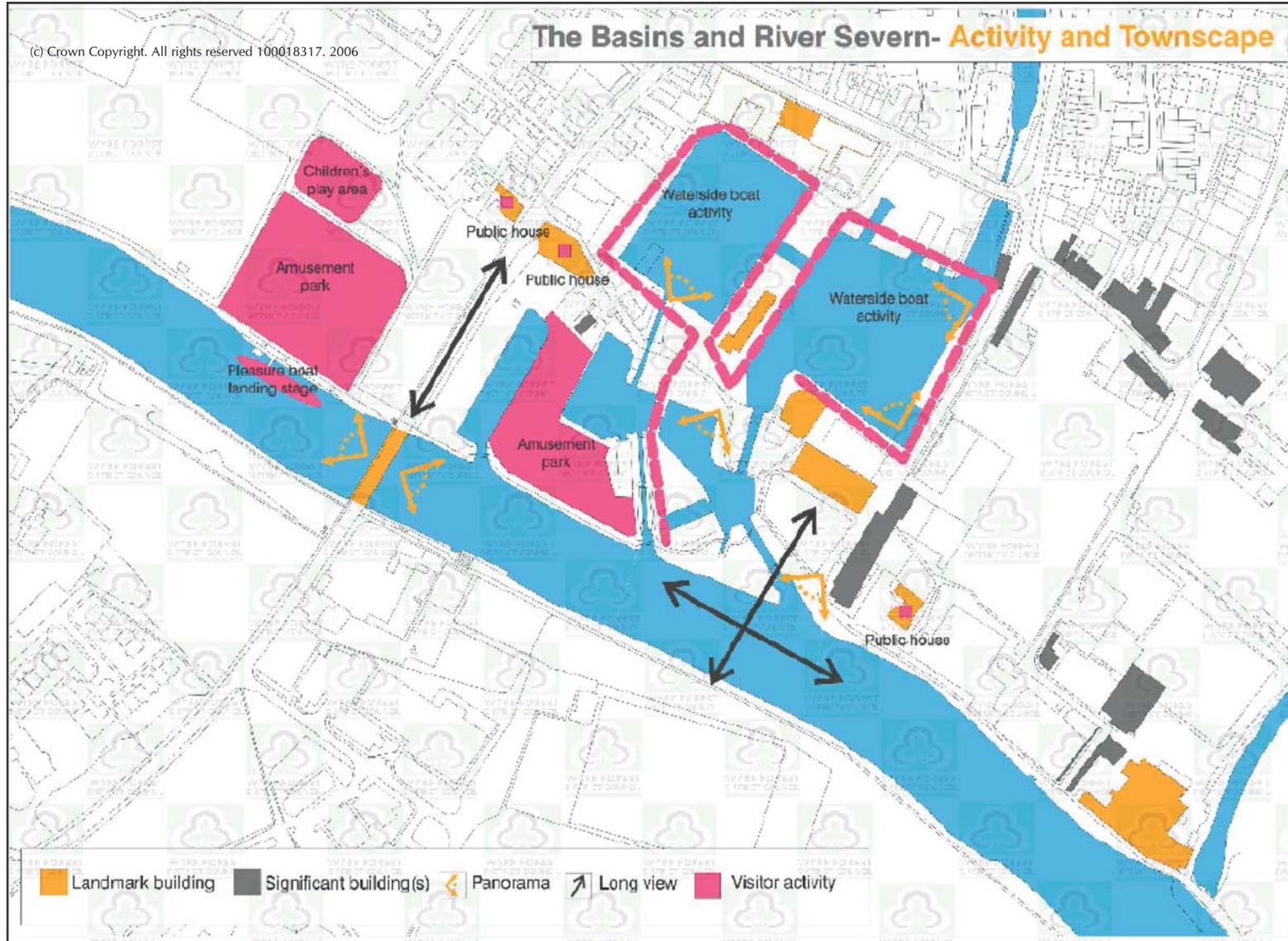
Plate 2.2G



Plate 2.2H

2. Baseline Study

Figure 2.2B
The Basins and River Severn -
Activity & Townscape



2. Baseline Study

Rivers Severn and Stour

Activity

- Formal recreational and leisure uses to the Severn Riverside Meadows north of the Severn road bridge including children's play area, amusement park, car parking and pleasure boat landing;
- Informal recreation on the Severn to the south of the Stour confluence and along the Stour; and
- Public footpaths on either side of the Severn for the length of the study area.

Townscape

- Few built elements due partly to the floodplain location; and
- The Severn Bridge is the dominant built element, an historic iron bridge constructed from brick abutments.



Plate 2.2I



Plate 2.2K



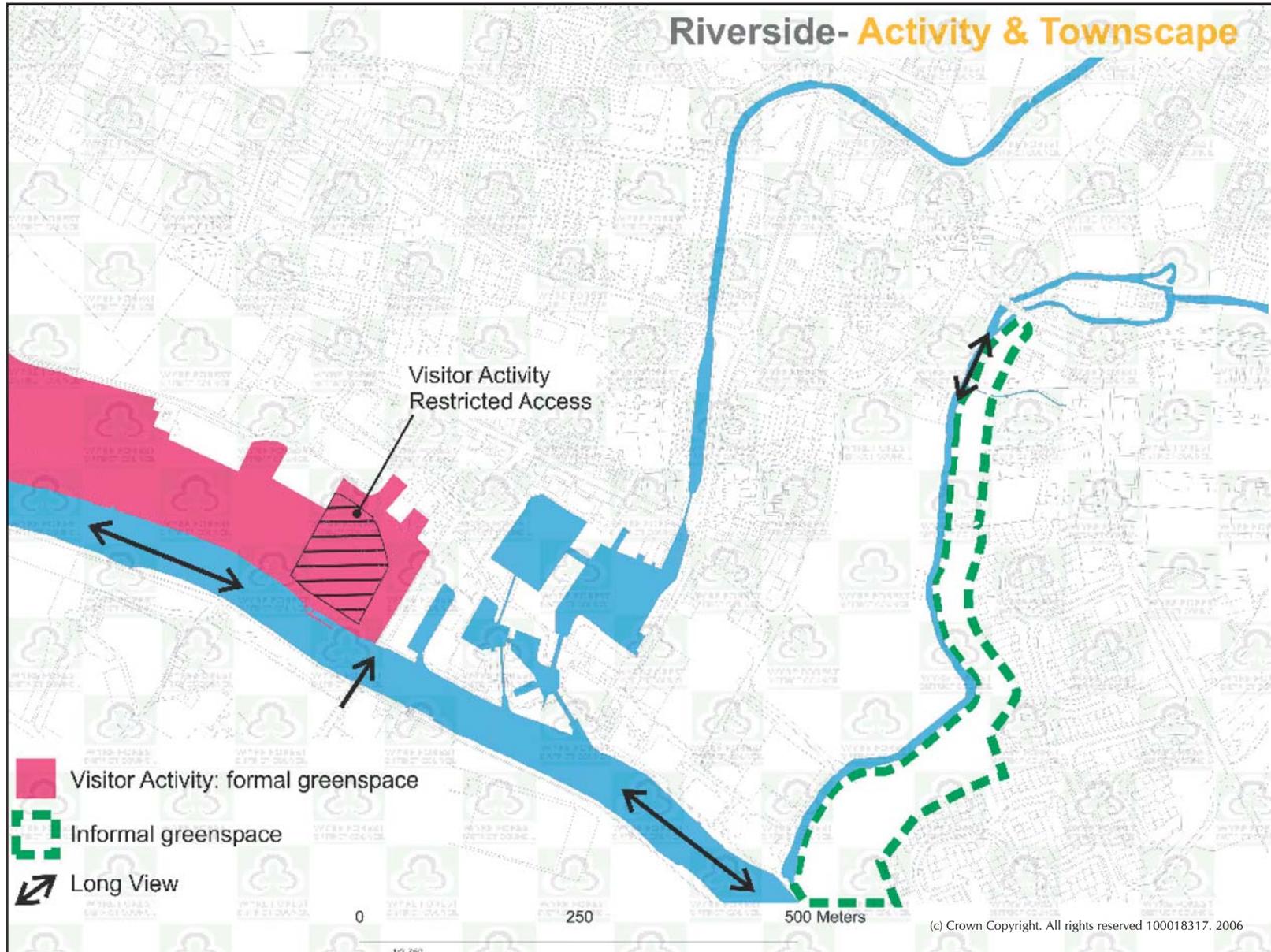
Plate 2.2J



Plate 2.2L

2. Baseline Study

Figure 2.2D
Riverside -
Activity & Townscape



2. Baseline Study

Gilgal

Activity

- Primarily residential character;
- Commercial uses to Vale Road; and
- Works and industrial buildings to the south, some incongruous within the historic setting.

Townscape

- Historic settlement predating the canals set around a small hillside, Mitton Street and Gilgal form a semi-circle around its base;
- Strong sense of enclosure to Gilgal, buildings align with the curvature of streets and substantial red sandstone wall ;
- Mix of larger Georgian houses and older terraced cottages;
- The Steps public house forms a strong landmark from Worcester Road;
- Poor townscape around Vale Road through insensitive development; and
- Red orange brick tones, black and white timber framed frontage and red sandstone boundary walls.



Plate 2.2M

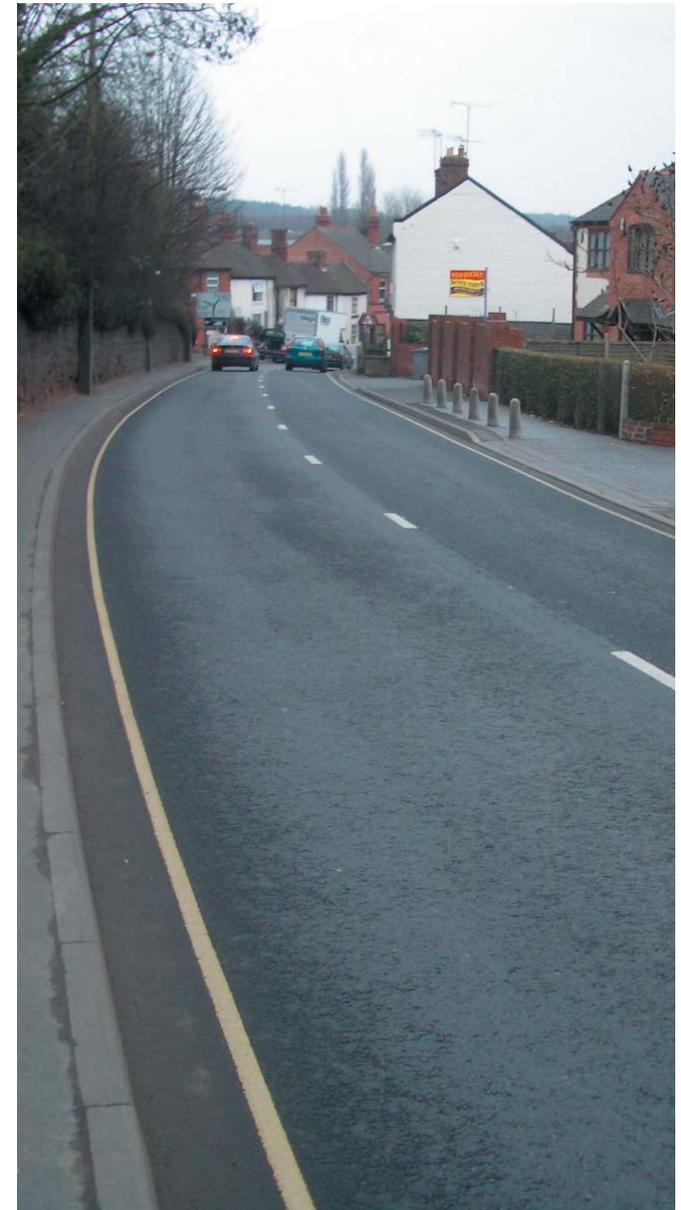


Plate 2.2N

2. Baseline Study

2.3 Movement and Linkages Audit

Movement and Linkages are summarised in Figure 2.3a discussed under the following headings:

- Gateways
- Street Analysis
- Pedestrian Routes

Gateways

There are two types of gateway identified:

- Town Centre
- Edge-of-town

Three town centre gateways are identified at crossing points over water:

- River Severn (Southern Gateway)
- River Stour (Eastern Gateway)
- Staffordshire and Worcestershire Canal (Northern Gateway)

There may be potential for a south eastern gateway in conjunction with a new bridge over the Stour linking through the Carpets of Worth site. This is discussed further in the conceptual framework.

Three Edge-of-town gateway areas are identified as follows:

- The Minster Road at Kingsway (Northern Gateway)
- Bewdley Road at Burlish Farm (Western Gateway)
- The Severn Bridge (Southern Gateway as Southern Town Centre Gateway)

The gateways are described briefly below:

River Severn Bridge Southern Town Centre Gateway and Southern edge-of-town gateway

- Dramatic entrance with strong sense of arrival
- Panoramic views across the Severn
- Long views of characterful townscape and roofscape
- Unattractive leisure uses to eastern bank



Plate 2.3A

River Stour Eastern Town Centre Gateway

- Views of flowing water and the river embankments
- Public House forms a prominent landmark
- Sense of historic character affected by unsympathetic development and uses



Plate 2.3B

Staffordshire and Worcestershire Canal Northern Town Centre Gateway

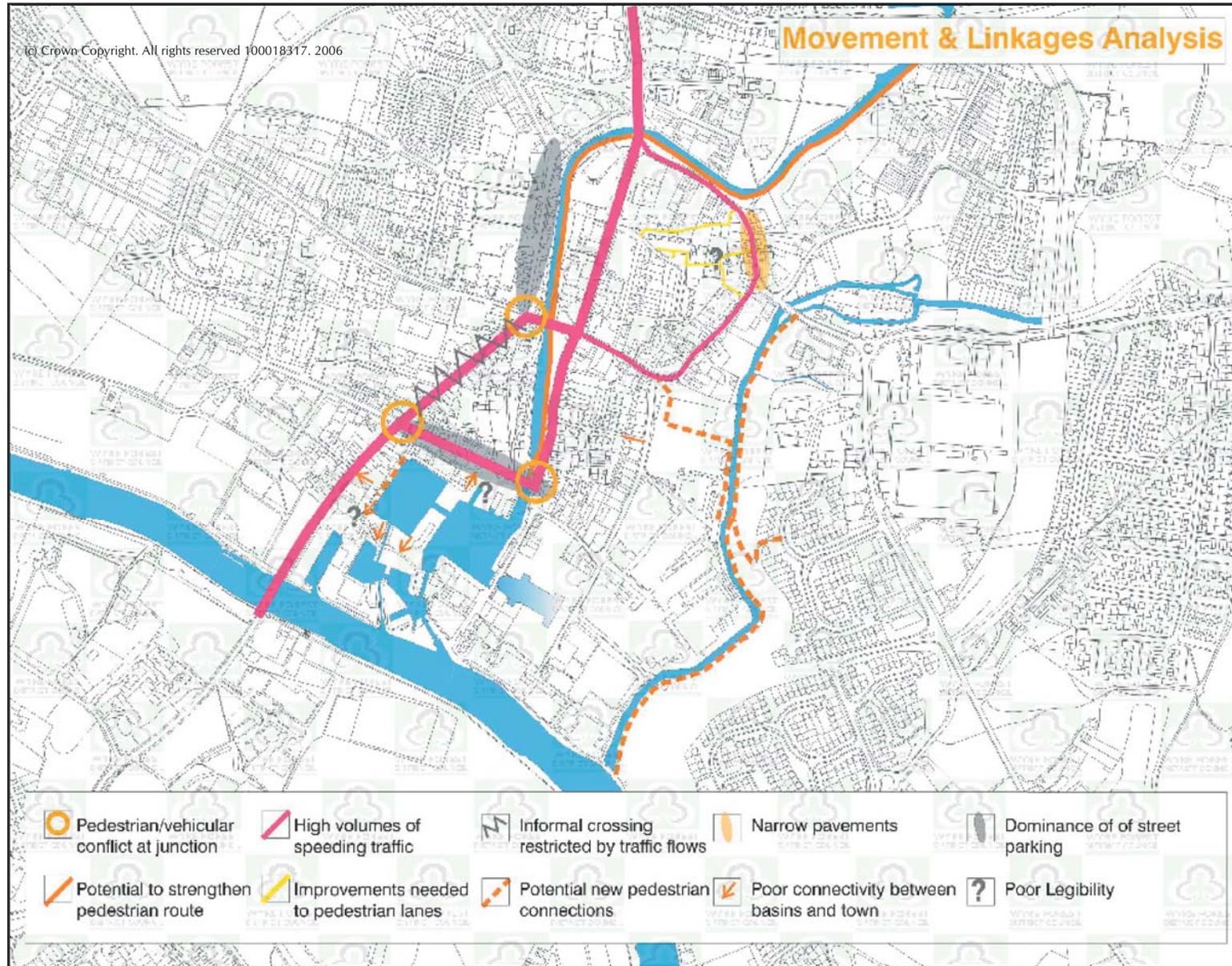
- Engineered towards the needs of traffic, dominated by the road junction
- Lacks a sense of place or arrival to this Georgian town
- Areas of public realm poorly defined
- Canal-side is hidden



Plate 2.3C

2. Baseline Study

Figure 2.3A
Movement and
Linkages Analysis



2. Baseline Study

The Minster Road at Kingsway (Northern edge-of-town Gateway)

- A dramatic pine tree avenue takes visitors from the industrial estates on the edge of Kidderminster to the edge of Stourport
- The built edge of the town is well defined at the Kingsway and St John's Road junction, though this differs from the town's official boundary which is at the Kidderminster end of the avenue

Bewdley Road at Burlish Farm (Western edge-of-town Gateway)

- Clearly defined edge-of-town but a low-key entrance which does not help describe the town

Street Analysis



Plate 2.3D

Stourport's streets often appear congested, even out of normal peak periods. The one-way system promotes a steady flow of traffic which can make it difficult for pedestrians to cross and there are specific bottle-necks as discussed below.

- Pedestrian/vehicular conflicts at main junctions, particularly Bridge Street and Lombard Street from High Street



Plate 2.3E



Plate 2.3F

- High volumes of traffic disrupt the quality, experience and social dimension of town centre streets
- High Street, Bridge Street and Lombard Street have high numbers of pedestrian users

- Informal crossing by pedestrian impaired by constant, steady flows of traffic
- Formal pedestrian crossings insufficient to serve pedestrian demand
- High traffic speeds and weaving traffic movements make High Street, Gilgal and Vale Road unattractive to pedestrians and cyclists
- Poor and unsafe pedestrian environment on the Severn Bridge and to the lower end of Gilgal due to very narrow or non-existent pavements
- Parking and Servicing on High Street cause congestion
- On street parking impairs pedestrian movement on Lombard Street
- Major traffic congestion at peak periods backs up through the system from the High Street / Bridge Street junction and the Worcester Road Roundabout
- Minor congestion outside peak periods often caused by inappropriate parking on the High Street



Plate 2.3G

2. Baseline Study

Pedestrian Routes

There is an almost hidden network of alleyways in Stourport's built-up area, this links to paths along the Severn and the Canal.

- Canalside towpath forms strategic north-south pedestrian route
- Parkes Passage is an important and attractive link between the town and the canal
- Potential to improve routes along the Severn
- Potential for River Stour route and new pedestrian connections from the east
- Water basins feel divorced from the town centre (Bridge Street)
- Poor legibility to the water basins area
- Network of footpaths west of Gilgal and east/west of High Street form important connections
- Opportunity to create canalside-riverside circuit prejudiced by poor environment to lower end of Gilgal



Plate 2.3H



Plate 2.3I

Town Trail

A heritage based town trail has been developed, this is reproduced in Appendix B. The Town Trail identifies many of the important aspects of Stourport and introduces the concept of planned walks around the town. There is the opportunity to extend this concept to a series of walks of different lengths and for different interest groups.



Plate 2.3J



Plate 2.3K

2. Baseline Study

2.4 Public Realm and Open Space Audit

The open space analysis plan shown in Figure 2.4a is analysed under the previously identified character areas. Lighting is discussed separately.

Town Centre Core (Plate2.4A_D)

- The Town Centre Core has no central open space that might create a focal area for the town
- Villeneuve-le-Roi Gardens and War Memorial Gardens are significant soft open spaces but are detached from town centre activity and form little more than a passing visual function
- The Staffs and Worcester Canal running from north to south is a significant linear open space within the town
- Visual focal points at top and bottom of High Street formed by the juxtaposition of curved frontages, are unfortunately dominated by traffic and signage
- The High Street public realm has been upgraded improving its character but the rest of the roads in the Town Centre Core have standard highway treatments (tarmac and concrete kerbs) which detract from the built environment and promote dominance of the motor vehicle in the street
- Vale Road has the appearance of an urban motorway and this encourages high traffic speeds
- Private car park area behind premises by the canal to the southeast of the High St/Lombard St junction lacks a quality landscape treatment
- Wesleyan Chapel and gardens being renovated
- Canalside opens up long framed vistas and attractive views from adjoining properties, however, it is hidden from bridge viewing points due to parapet walls



Plate 2.4A



Plate 2.4C



Plate 2.4B



Plate 2.4D

2. Baseline Study

The Basins (Plate 2.4E)

- The basins are a major open space in the Town, though access to them is awkward and limited due to operational requirements and surrounding built elements
- The top level of the basins is predominantly hard and the lower level around the locks is softer and green.
- The Cheapside area is historically part of the basins creating an element of typical traditional industrial canalside character on the banks of the Stour
- Historic use of brick, wood, sandstone and iron are celebrated in the British Waterways plan for the area and can be seen throughout the basins
- The topography creates fabulous views over the basins and riverside and also back towards the town
- Lichfield basin is currently being reopened which will extend the open water space, and the associated housing will reinforce the built forms in the area
- The listed sandstone wall around the Lichfield basin site is a feature of the area
- Streets and alleys in the area are generally narrow with building rising straight up from the back of the footpath similar in character to some of the canal-side buildings



Plate 2.4E



Plate 2.4F

- The River Severn Meadows to the west of the Severn Road Bridge are dominated by fencing and unattractive boundary treatment with compartmentalised formal play features some of which are publicly accessible and some with restricted public access
- Built elements are in the form of low quality kiosks
- The meadows lack character and quality despite their excellent setting, there is clearly no design for this public park, new elements seem to have been introduced in an ad-hoc manner
- North of the formal play areas stretches an amenity grass area similar to many town park settings, this is punctuated by a recently constructed bandstand
- The western edge of the meadows is terminated by a strong block of wet woodland
- The long northern boundary of the meadows is dominated by car parking on tarmac and reinforced grass
- Pathways though the meadows are formal, the riverside path is lined with a good avenue of mature trees

- The public play facilities are of a high quality, but their layout lacks coherence
- Playland occupies a major central part of the park, the quality of this facility is poor and ongoing investment is clearly limited
- Giant litter bins and poor quality street furniture are a feature of the area
- The meadows to the east of the Stour and along this stretch of the Severn downstream of the Stour confluence are predominantly open grassland which seems to have little ecological value, paths through this area are not surfaced
- The northern part of Stour meadows towards the Worcester Road becomes more wooded in character
- The path along the Severn down to the marina is constrained and tree lined as it passes the Sandy Lane industrial estate.



Plate 2.4G

2. Baseline Study



Plate 2.4H



Plate 2.4J

Gilgal (Plate2.4I)

- Eastern gateway crossing the Stour is a vehicular dominated junction
- Enclosed footpaths and pedestrian lanes have an intimate quality
- River Stour and canalside are well vegetated giving them a green feel
- The sandstone wall along the canal edge is a feature of the area

Lighting

- High Street has low quality building mounted lights
- The Severn Bridge has copper topped heritage reproduction street lighting
- Otherwise unsympathetic standard street lamps
- Surviving traditional lamp posts to west side of Lion Hill

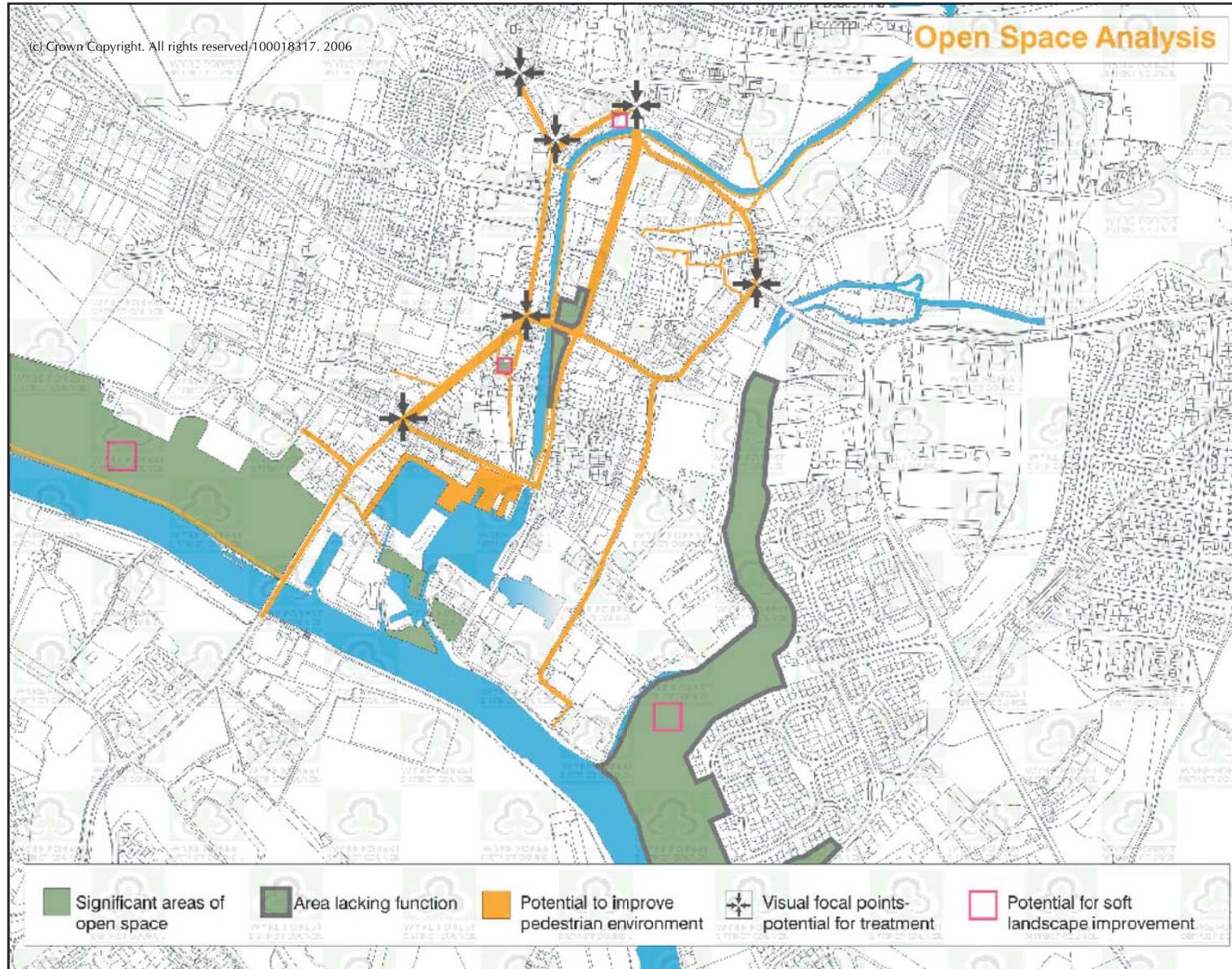
- Poor lighting (often none) to canalside, south eastern part of town and pedestrian lanes west of Gilgal create unwelcoming and potentially dangerous environment
- Lighting along the riverside meadows is restricted to reduce anti-social behaviour



Plate 2.4I

2. Baseline Study

Figure 2.4A
Open Space Analysis



2. Baseline Study

2.5 Stourport Public Realm Initial Consultation - Key Issues

Key issues from the initial consultation workshops are summarised below.

Transportation

- High traffic volumes will continue for the foreseeable future to the detriment of the pedestrian environment
- Illegal car parking lacks enforcement, a particular problem on the High Street. The District Council is considering decriminalising parking so they have control over enforcement but there is a cost issue to manage this
- Access to some car parks is difficult and heavy tourist use of riverside locations adds to congestion problems
- Public Transport provision has improved but bus stops could be enhanced
- Water based transport has the potential to be promoted

Approaches

- Approaches to the town lack clarity/sense of arrival
- Two types of gateway have been identified: edge-of-town gateways and town centre gateways

Pedestrian Movement and Linkages

- High traffic volumes are a hazard for pedestrians and there are too few formal crossings
- Paths along the river and through the canal basins are not welcoming to use at night
- Paths around the town are not obviously connected making it difficult to undertake round-walks

Landmarks and features

- There are a number of landmark buildings and higher quality groups throughout the town which contribute positively to the urban scene

Tourism

- Tourism in summer has a major impact upon the town often to the detriment of residents
- Visitor spend is low, however, and over centred on the Riverside Meadows and Bridge Street
- Lack of awareness of basins
- Public toilets are located in a position which does not suit residents/town centre
- Tourist information centre required
- Current tourist offer is founded on lower quality end of the market

Public Realm

- Lacks consistency in terms of quality and treatment

Open Space

- Lack of connection between basin and river
- Quality open spaces, both naturalised and formal, exist within easy reach of the town centre but are under used
- There are proposals for a skatepark on the Severn Meadows adjacent to the road bridge

Events/Public Art

- The town has a regular events programme but faces competition from others in the area
- Conflicts arise between existing stall holders and provision for events

- There are no public art strategies/programmes specifically for Stourport with the exception of the basins

2. Baseline Study

2.6 Summary of Baseline Study

This section summarises the baseline study which leads into a series of objectives under which proposals identified within the Conceptual Framework can be classified.

Planning, Transport and Regeneration Context

Stourport is in a cycle of regeneration with a number of significant mixed use developments proposed on disused industrial land near the Canal Basins and along the Stour, the renovation of the Canal Basins is likely to encourage further investment in the town. New developments must augment the existing character and townscape to repair the historic environment.

The severe traffic problems experienced in Stourport not only affect motorists, but impact adversely on the urban environment, pedestrians and cyclists. The relief road will not be forthcoming in the short or medium term to alleviate this. Worcestershire County Council have established principles for improving the urban environment for Evesham High Street which may equally be applied to Stourport.

Urban Design Audit

Stourport's attractive and intact Georgian Centre is poorly connected to its fantastic canal and riverside water environment. The traditional visitor attractions on the Severn Meadows are looking tired and investment in the historic canal basins offers the opportunity for the Town to rediscover this hidden asset. The Gilgal area which houses the original hamlet pre-dating the canals is presently lost in the overly-developed road system and requires a reinforcement of its character.

Four Character Areas are identified relating to the existing conservation areas. The study will examine how the public realm design guidance can both reinforce and tie together these distinct parts of the town.

Movement and Linkages Audit

Gateways to the town and to the town centre are identified as elements that require further emphasis. The town centre gateways generally relate to water crossing points. The effect of vehicular flows and congestion is significant on the urban environment and significantly denigrates pedestrians and cyclists whose safety is subsequently put at risk. The pedestrian alleys through the town and pathways along the river require upgrading and provide an opportunity for improved accessibility.

Public Realm and Open Space Audit

The town is unusual in having no formal civic space but this is compensated for with a range of excellent canal and riverside spaces. However, access to these needs to be improved and the quality could be enhanced to create a stunning asset for residents and tourists.

Consultation Workshops

The consultation workshops informed and reinforced the findings of the preceding audits and document review. Additionally, the role of tourism in the Town was explored. The current situation was examined, the key issues being: the offer to tourists; the lack of financial input to the town from visitors; and the impact on residents' amenity of large visitor numbers at peak times. The potential of the Town was explored in relation to renovation works to the canal basin and the rise in the heritage and environmental tourism markets.

Objectives

The results of the baseline study can be distilled into the following over-arching objectives within which specific proposals can be developed:

- **Development (DEV) - new development must reinforce the character of the area in which it lies**
- **Urban Environment (UENV) - the urban and pedestrian environment must be improved by mitigating the impact**

of vehicular flows and congestion through streetscape works

- **Gateways (GATE) - gateways to the town and to the town centre need greater definition**
- **Water Environment (WENV) - Improve access to the rivers and canal, exploiting further this under-used asset.**



3.0

Conceptual Framework

3. Conceptual Framework

The aim of the conceptual framework is to create a context which relates to the existing urban fabric for proposals which ensure that they promote the objectives derived from the baseline study. The Conceptual Framework sets proposals within each of the Character Areas that are identified and numbered appropriately as under each of the Objectives headings:

- **Development (DEV)**
- **Urban Environment (UENV)**
- **Gateways (GATE)**
- **Water Environment (WENV)**

Elements of the Conceptual Framework are then explored in more detail to produce schematic designs for some of the important streetscape works and for the Severn Meadows area.

3.1 Character Areas

The town centre has been divided into four main character areas:

- **Town Centre Core**
- **The Canal Basins**
- **Rivers Severn and Stour**
- **Gilgal**

The character areas define the type of street, space, built development and public realm that any new development should relate to within the town. Functions, Themes and Proposals for each character area are described in the remainder of this section and shown on Figures 3.1A and 3.1B. Section 5 of this report details the styles of street furniture that is appropriate in these areas.

3. Conceptual Framework

3.2 Town Centre Core Proposals

The Town Centre Core constitutes the main Georgian Town which was built after the introduction of the canal and basins. The built fabric is of a coherent and largely complete character, but it is largely let down by the public realm which does little to recognise this historic environment.

Functions: retail commercial core, pedestrian environment, accommodating traffic, services, public transport, parking, loading, recreation.

Themes: link with historical setting, improve pedestrian and urban environment to promote the retail core and attract residents to use the town centre.

Proposals:

- **Improve streetscape and pedestrian environment by reducing car dominance through alterations to junction and street layout and improvement in surfacing. These are shown schematically in Section 3.7 (UENV1).**
- **Good quality furniture and lighting selected to be sympathetic with conservation area designation status but hint of forward looking dynamism rather than pastiche, shown in Section 5 (UENV2).**
- **Define gateways to the Town Centre Core at canal crossings using visually permeable balustrades and lighting (GATE1).**
- **Create southern gateway at River Severn crossing with artwork, road surfacing and lighting to reinforce natural gateway of the bridge and the twin pubs. This in-carriageway gateway feature is in-part designed to slow traffic speeds as they approach the courtesy crossing at Engine Lane (see Section 3.7) (GATE2).**
- **Improve paving and lighting on Parkes Passage (UENV3)**
- **Formalise shared surface on Engine Lane by improved surfacing and lighting (UENV4)**
- **Formalise shared surface on Coopers Lane by improved surfacing and lighting (UENV5)**
- **New stepped link down to canal opposite the Star pub (UENV6)**
- **Improve War Memorial gardens and Villeneuve-le-Roi Gardens (UENV7).**
- **Feature artwork for entrance to Methodist Chapel Gardens from High St (UENV8).**
- **Re-claim Vale Road as a pedestrian friendly environment through improvement to pavements, lighting and a long-term development strategy (UENV9)**
- **New pedestrian crossing on Vale Road opposite the public car park (UENV10)**
- **New pocket park between the library and the canal on Foundry Street (UENV11)**
- **New gateway artwork feature visible from Minster Road junction associated with the proposed pocket park (GATE3)**
- **Investigate possibility of two-way traffic on York Street and Lion Hill to reduce traffic levels on High Street. This may require removing the existing right turn from Lickhill Road into Lion Hill, to avoid the need for traffic light controlled junctions (UENV12)**
- **Investigate alternate, contra-flow cycle lane on Lion Hill (UENV13)**
- **Propose one-way (west to east) traffic on Lichfield Street and build pavement on southern side (UENV14)**
- **Improve pedestrian safety and convenience for crossing the Vale Road / Mitton Street junction from all directions (UENV15)**

3. Conceptual Framework

3.3 The Canal Basins Proposals

The Canal Basins area extends from the Severn Bridge in the West to the banks of the River Stour in the East. It includes the frontage to the River Severn within this area and encompasses the larger industrial scale developments on the old vinegar works and the Carpets of Worth Site. Functions and themes have been largely established through the Canal Basins Restoration scheme. On going consultation regarding the establishment of a sub area may determine that there is a stronger relationship with the River Stour in this vicinity.

Functions: The main central space of Stourport, working canal basins with associated services, public access area to open spaces and waters edge, facilitating views to/from the town and waterside areas.

Themes: improve public access and links to the town, further the industrial character based on traditional materials and techniques, but interpreted in a modern context.

Proposals:

- **Ensure that the design of any new roads, upgrades to existing roads and junctions are primarily designed within the existing, surrounding urban context and do not further the dominance of the vehicular environment (DEV1)**
- **Extend the character and quality established within the Canal Basins Restorations Scheme to new developments in the character area (DEV2)**
- **Good quality furniture and lighting based on palette used in Canal Basin Restoration Scheme, shown in Section 5 of this document (UENV16)**
- **Develop tourist office and viewing area around the existing historic ticket office (UENV17)**
- **Promote foot and cycle access along the Severn and Stour**

with improved paving and lighting, see indicative cross-sections in Figure 3.4A (WENV1)

- **Create new and improve existing foot / cycle routes through the area as shown in Figure 3.1B (WENV2)**
- **Issues concerning built form will be considered having regard to the Design Quality SPG, but will relate to surrounding industrial, natural and residential influences as appropriate**

3. Conceptual Framework

3.4 Rivers Severn and Stour Proposals

There is little built form in the meadows and banks of the Severn and Stour, the existing treatment is generally soft, taking either a formal or informal character.

Functions: formal and informal, naturalistic areas, water access, activity, contemplation, relaxation, structured open space, riverside walk and cycle for leisure and commuting, improved night time appeal, for all age groups, exhibition and events, nature and wildlife habitats

Themes: water, movement, decorative lighting

Proposals:

- Establishment of quality, well-designed formal public parkland on Severn Meadows with entrance features, pedestrian plaza, water feature and river viewing piers

combined with strong promenades and walks, reinforce avenues of trees. See concept design in Figure 3.4B (WENV3)

- Upgrade north-bank Severn footpath to Bewdley to create a shared cycle way (WENV4)
- Informal wetland park on the Stour Meadows with boardwalks and educational, interpretive signage providing a different character of destination to that on the Severn Meadows and reinforcing the environmental tourist offer (WENV5)
- New foot/cycle path along both sides of the Stour up to the Worcester Road bridge, see indicative cross-section in Figure 3.4A (WENV6)
- A practical walk/cycle path to access Sandy Lane Industrial Estate including lighting winter use (WENV7)
- Promote foot/cycle links to Hartlebury Common (WENV8)
- New foot/cycle links from the east bank of the Stour to Worcester Road (WENV9)

- New iconic Severn Footbridge near the Stour confluence to create a round-walk and promote views of the Basins from the southern bank of the Severn (WENV10)
- New footbridge over the Stour associated with any development on the Carpets of Worth Site (see Section 5.6) (WENV11)
- Ensure that the design of any new roads, bridges (see Section 5.6), upgrades to existing roads and junctions are primarily designed within the existing, surrounding context and do not further the dominance of the vehicular environment (DEV3)

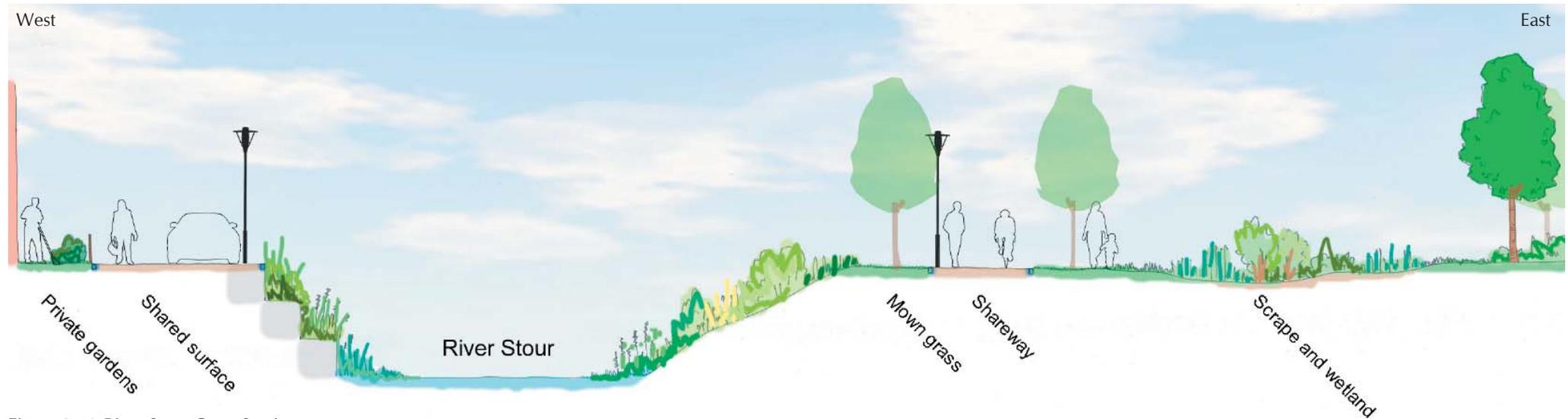


Figure 3.4A River Stour Cross Section

3. Conceptual Framework

3.5 Gilgal Proposals

The Gilgal is the original hamlet that pre-dates the introduction of the canals. In its present form the small cottages are over-whelmed by the busy traffic and highway infrastructure that allow little room for pedestrians.

Functions: residential with commercial and some industrial, historic core pre-canal, accommodating traffic

Themes: Improve pedestrian environment. Mitigate against vehicular dominance of this historic area. Link with historical setting but mindful of mixed quality and uses, furniture and materials selected for function and durability

Proposals:

- Improve pavement and lighting quality (see Section 5) (UENV18)
- Create a gateway feature at the Stour Bridge with artwork and lighting (GATE4)
- Prioritise the footpath between the Stour Bridge and the stepped link to the canal as this can be an important link in a round-walk (UENV19)
- New artwork feature gateway at canal access point though the historic sandstone wall on Gilgal designed to frame the view to/from the canal (UENV20)
- Improve lighting and surfacing in the historic alleyways in the Gilgal (see Section 5) (UENV21)
- Improve the stepped link and associated ramped access to the canal with new lighting and surfacing. The stepped link will also require construction. (UENV22)
- Ensure that the design of any new roads, upgrades to existing roads and junctions are primarily designed within the existing, surrounding urban context and do not further the dominance of the vehicular environment (DEV4)
- Long-term aim to reduce carriageway widths to enable pavements to be added or widened. (UENV23)

3.6 Cross Cutting Area Proposals

There are a number of proposals that are applicable more widely and affect a number of the character areas. Figure 3.6A provides a wider view of the town and proposals beyond the four character areas.

Transport

- Alternative car park locations should be considered as well as measures to encourage other transport modes, e.g. park and ride from High School (UENV24)
- Improved coordination between transport modes should be investigated e.g. train/bus as should opportunities for special tourist/weekend users e.g. linked to walkers/cyclists (UENV25)
- Increasing access by river and canal should be investigated. Could include ties with adjacent river towns e.g. Bewdley (WENV12)

Edge-of-town Gateways

- Edge-of-town gateways are proposed at the Minster Road junction with Kingsway/St John's Road and on the Bewdley Road near Burlish Farm. These can consist of artwork and lighting. Plans for town centre gateways are identified previously under the character area headings. (GATE5)

Tourism

- Encouraging greater use and access to the wider town is essential. Widening the spread and location of facilities, improved way marking, instigation (or re-establishing) of themed trails. Graded walks should be considered linked to open space provision and visitor guides (UENV26)
- Rivers/canal and canal basin present opportunity for high grade interpretative measures. Basin developments should address current insularity of the basins from wider town (WENV13)
- Links along the Severn (terrestrial and water borne) with Bewdley need to be exploited using carefully selected quality attractions to appeal to the heritage / environmental tourist.

Teaming up, the two towns can create a critical mass in the way Evesham and Pershore do to promote the Blossom Trail. (WENV14)

Public Art

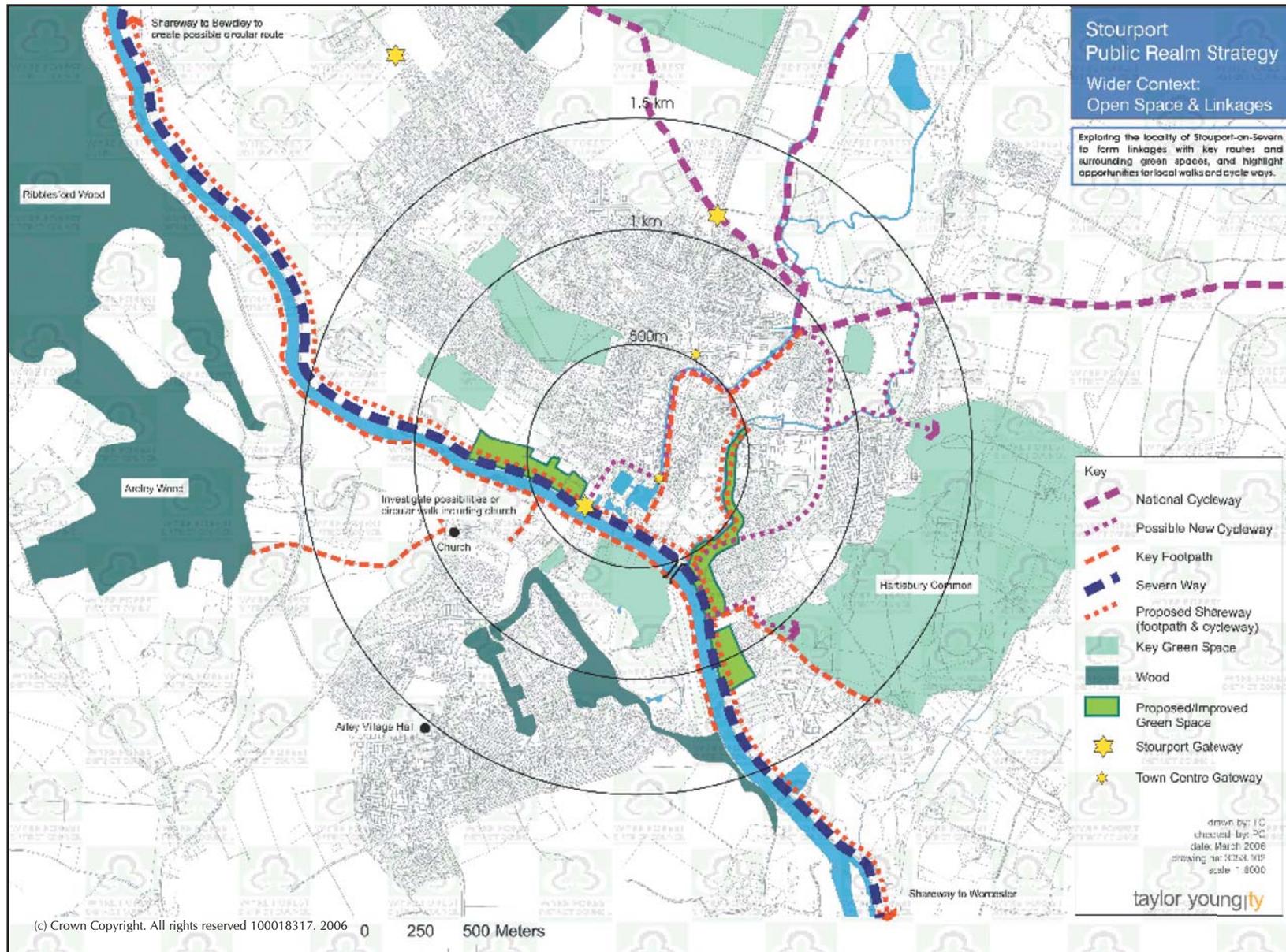
- Potential trail as part of wider River Severn or local towns e.g. Bewdley, initiative(UENV27)
- Develop existing town trail in association with Civic Society with markers and interpretation features on the ground as part of public realm renewal (UENV28)
- Aural reminiscence works using digital technology to create soundscape interpretation at key points around basin and beyond, and included where possible as part of structured trails (UENV29)
- Lost buildings and structures can be interpreted using fragments and incorporated into public realm/interpretative works (UENV30)
- Installation of unique street nameplates to core streets with history of street or derivation of name influencing the design. (UENV31)
- Installation of plaques to buildings celebrating and commemorating people special to the town (UENV32)
- Undertake an environmental colour assesment study with applicable colour pallettes for public realm development and planning guidance.

Access for All

- Clear, uncluttered pedestrian routes with minimum subjugation to the needs of the vehicular environment. Pedestrian routes need to be wide enough for two wheelchairs or two side-by-side twin pushchairs to pass in opposite directions to provide benefits to those with impaired mobility or vision.
- Tactile paving should be set out in solid natural stone complementing the palette in the area and the historic surroundings.

3. Conceptual Framework

Figure 3.6A
Wider Context:
Open Space &
Linkages



3. Conceptual Framework

3.7 Outline Design Proposals for main Town Centre Core Streets

Outline designs have been produced for the following streets and junctions in the Town Centre Core area to inform the proposal identified previously as Urban environment (UENV1), where the desire is to improve the urban and pedestrian environment by mitigating the impact of vehicular flows and congestion through streetscape works:

- **Figure 3.7A – Southern Gateway, Severn Bridge (UENV1a)**
- **Figure 3.7B – Bridge Street and the Engine Lane Junction (UENV1b)**
- **Figure 3.7C – Bridge Street/York Street/High Street Junction (UENV1c)**
- **Figure 3.7D – High Street (UENV1d)**
- **Figure 3.7E – High Street/Lickhill Road Junction (UENV1e)**
- **Figure 3.7F – Lombard Street (UENV1f)**
- **Figure 3.7G – York Street (UENV1g)**

These proposals aim to re-create a traditional street environment defined by built elements and the urban realm, and less dominated by highway infrastructure. The proposals will increase the perception of pedestrians' rights on the carriageway by creating uncertainty in the minds of motorists which requires them to engage with and respond to their surroundings rather than relying on signage and highway infrastructure to tell them how to behave. Engaging with their surroundings, motorists become more aware and respectful of pedestrians and their speed becomes a function of the environment in which they find themselves.

Courtesy Crossings are introduced at pinch points to create regular crossing points on the busy High Street. Further Courtesy Crossings without pinch points are laid out on

Bridge Street and York Street, traffic must be slowed prior to approaching these crossings. On York Street traffic is naturally slowed as it has to negotiate the sharp corner from Lion Hill. On Bridge Street, motorists from the north should be travelling at the slower speeds associated with town centre driving as they will have come through a large section of the new style road environment. Coming from the south motorists are presented with a strong visual gateway crossing the River. This is reinforced by the entrance feature created by the two Pubs either side of Bridge Street. These will be enhanced with lighting and by the Southern Gateway artwork which is emphasised by a speed table surfaced in granite setts or the change in texture of the setts if a vertical deflection is inappropriate.



Plate 3.1 Courtesy crossing in Shrewsbury

3. Conceptual Framework

Figure 3.7A
Severn Bridge



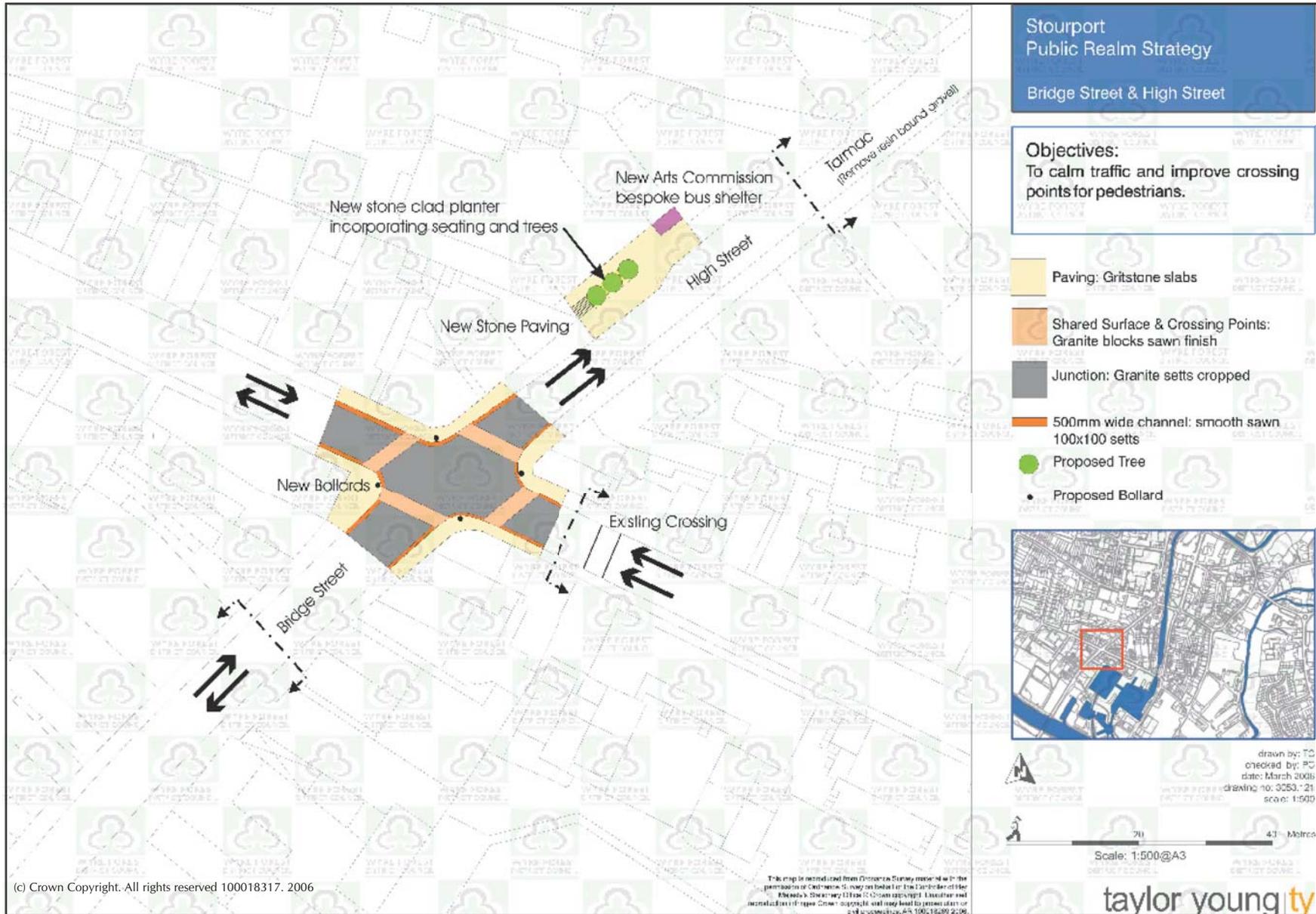
3. Conceptual Framework

Figure 3.7B
Bridge Street



3. Conceptual Framework

Figure 3.7C
Bridge Street &
High Street



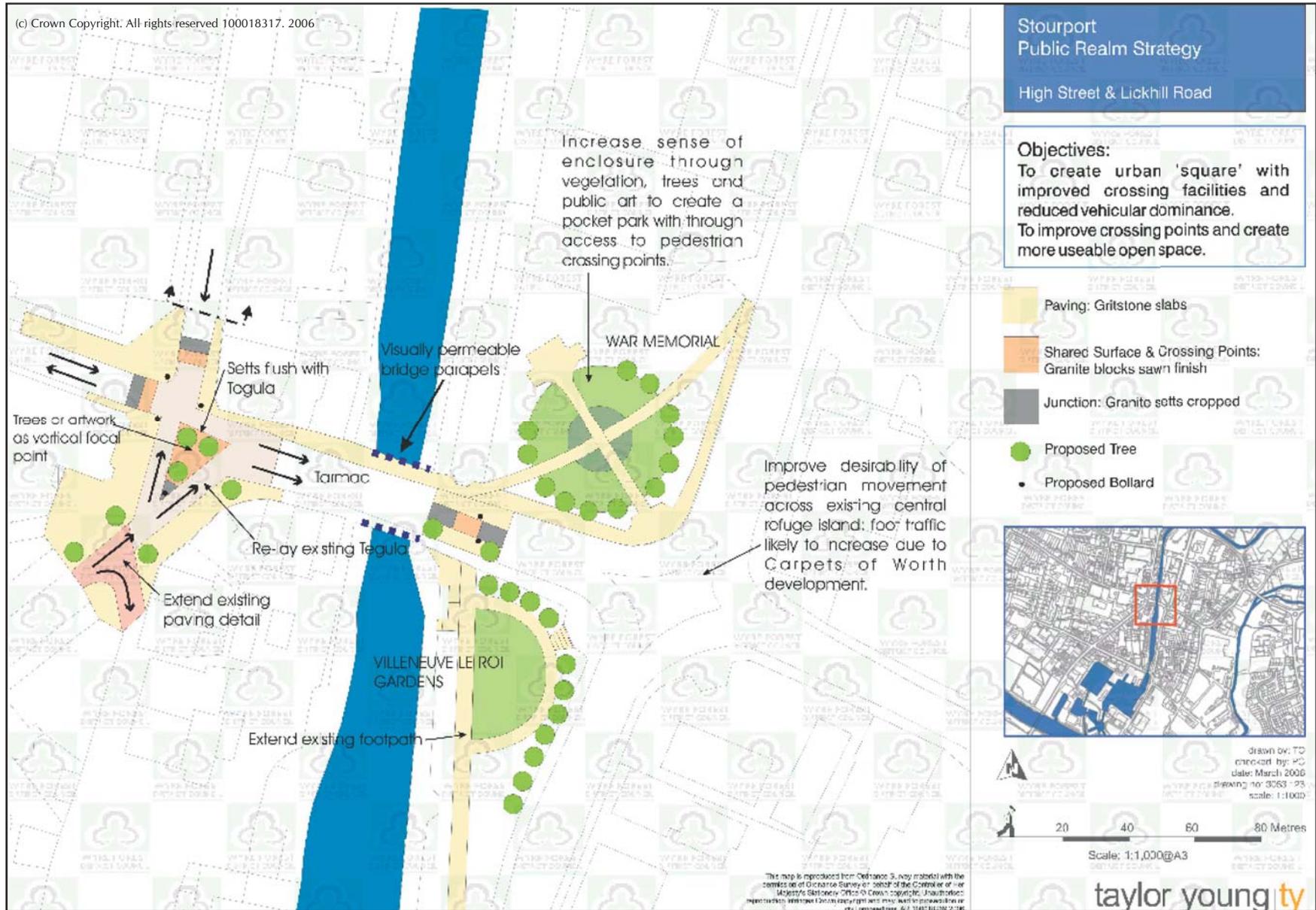
3. Conceptual Framework

Figure 3.7D
High Street



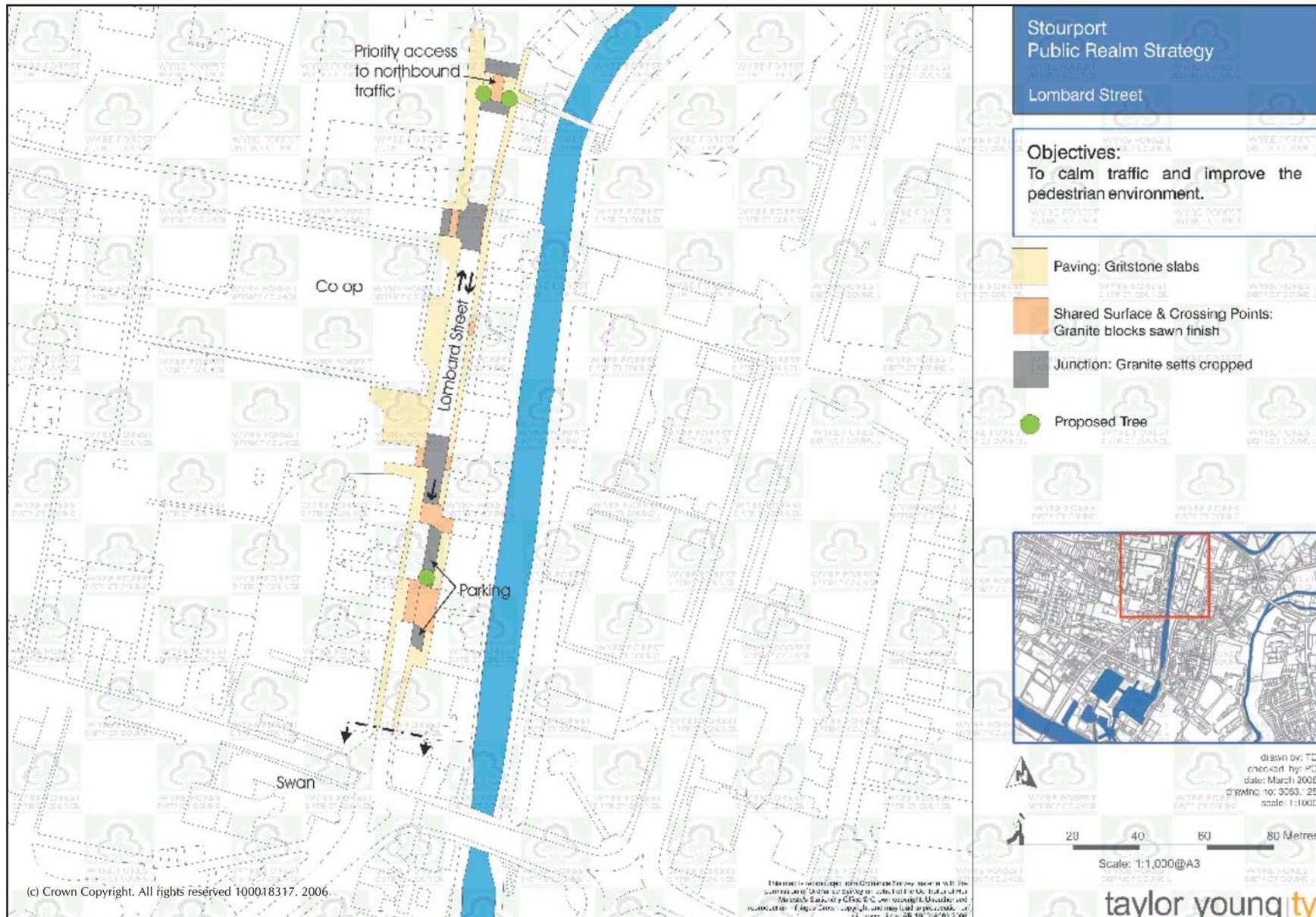
3. Conceptual Framework

Figure 3.7E
High Street &
Lickhill Road



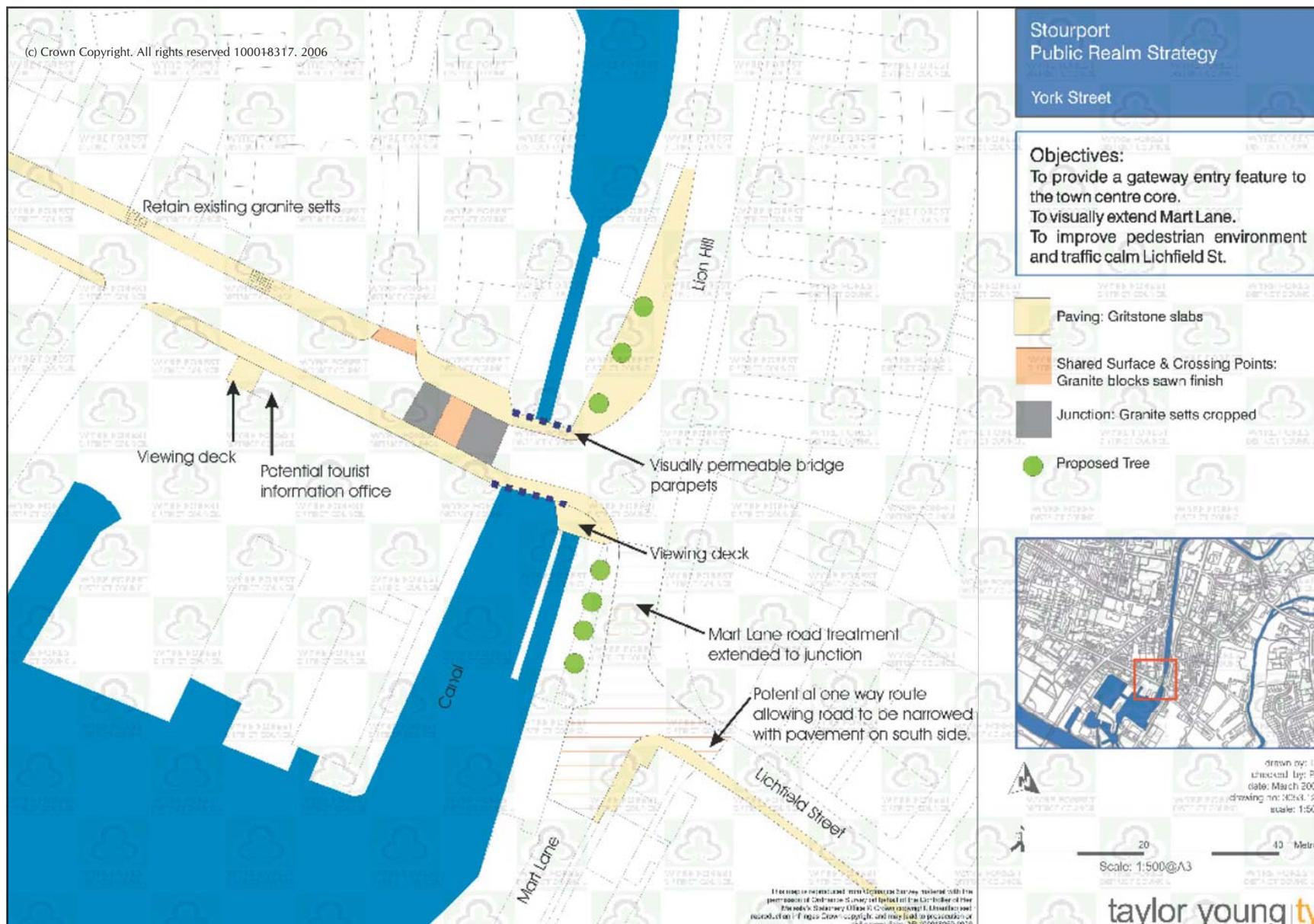
3. Conceptual Framework

Figure 3.7F
Lombard Street



3. Conceptual Framework

Figure 3.7G
York Street



3. Conceptual Framework

3.8 Outline Design Concepts for the Severn Meadows and the Rivers Severn and Stour

The Severn Meadows and River Severn (WENV3)

The Severn Meadows is the main park area for Stourport and has excellent publicly accessible play facilities with a new skate park area planned. However, the present layout is disconnected from the adjacent river environment and dominated by an area of restricted access (Playland) at its centre.

A long-term strategy and park design is required under proposals WENV3 to develop the meadows and respond to Stourport's evolving tourist trade, and to maximise the benefit for the local population. Figure 3.4A outlines some broad concepts around which the development of the park can be based, but a more considered and complete design is required as part of a public consultation process.

A new design could consider relocating the Playland area, to a less central area, thereby releasing a key area to public access. In its place a new plaza could be created as a centrepiece to the park drawing together the existing play elements, proposals for the skatepark and the river environment. A pavilion café and water/play feature would help define the setting and form a spectacular, valuable new park that can significantly improve the quality of life in Stourport for the residents and tourists.

Public access to the river can be improved with a better quality pathway, benches, signage and improved pedestrian lighting. The lighting of the area will have to be carefully considered with regard to the anti-social behaviour which takes place in the car parks. The best way to reduce anti-social behaviour is by improving access for the general public. This can be done alongside management measures to restrict access to the car park areas and toilets in the evenings. Pedestrian only access will provide the natural surveillance required to reduce the anti-social behaviour.

The over-sized bins in the meadows can be replaced with more discreet bins that respond to the demand that exists for the vast majority of the time and do less to detract from the quality of the meadows. Temporary wheelie bins can be introduced for summer weekends and events when demand is high.

Viewing piers (see Figure 3.4A) are proposed to create vantage points on the river and increase public interaction with the water environment. The piers shown are designed to present a minimal cross-section to flood waters by cantilevering out from the bank and using a continuous low seat (0.5m high) as a barrier rather than railings, which can trap debris. The piers would also provide ideal opportunities for integrated interpretation artworks relating to the history of the Severn and its flora and fauna. Further discussion is required with the Environment Agency to agree this principle.

River Stour (WENV5 and WENV6)

The Stour is the boundary between the Canal Basin Character Area and the Rivers Character Area and as such the indicative cross-section in Figure 3.4B depicts different character and edge treatment for the east and west banks of the river.

The west bank within the Canal Basins Character Area is shown with a hard stepped profile softened by naturalistic marginal planting on the ledges. There would be a close relationship with new development overlooking the river similar to the style found traditionally along canals. A shared surface (vehicles, pedestrians and cycles) in large smooth stone blocks forms the public access along the riverside.

The east bank is much softer and more natural and as it is bound by a wet grassland area, public access would be via a shared foot/cycle way. The meadows themselves could provide increased ecological value and become an educational resource if linked to boardwalks and interpretive signage. A new ecological park

could be a counterpoint to the more formal Severn Meadows and attract different visitors to this part of the town.

Reference is also made in section 5.6 to design codes in relation to bridge design.



4.0 | **Lighting Strategy**

4. Lighting Strategy

4.1 Outline Lighting Strategy

An outline lighting strategy informs many of the proposals under the Urban and Water Environment objectives. Appropriate lighting can:

- improve safety and a sense of well being;
- improve access and egress;
- expand periods of use, e.g. shopping hours;
- add theatre and drama to the night time scene; and
- create a greater sense of identity and legibility.

Good urban lighting should have a positive impact and one which is consistent with and reinforces the public realm strategy without requiring excessive maintenance requirements. There are three important issues to be considered in developing lighting strategies:

1. **Brightness.** An area that has good quality lighting enables easier orientation and allows better recognition of objects and people. The white light of modern metal halide lamps are particularly beneficial in this regard compared to the older, more orange and yellow coloured high or low pressure sodium lamps. Light pollution is also more effectively controlled.
2. **Colour rendering.** Good colour rendering displays objects and people in their true colours and similarly to above, the white light of metal halide produces much better colour rendition. Colours can be recognised more clearly and it is easier to judge the distance between objects as the scene will not be as flat and monochromatic in appearance.
3. **Uniformity.** This may be described as the absence of contrast and shadows. This can be manipulated depending on the objective. For instance, for a busy street where safety is a prime concern, good uniformity with a lack of shadows and unlit areas may be preferred.

The following is an outline lighting strategy (Figure 4.1A) and it is recommended that this is worked up into a masterplan which can perform as a reference framework for developing detailed lighting concepts by the public and private sectors. It is important that there is a coherence and consistency to the lighting of the public realm, the outline strategy is directed at:

- enhancing important landmarks, historic buildings, water environment;
- creating accent points for lighting to vary the night time environment e.g. at key entry/gateway points, as well as subtle variations to reflect character areas;
- improving sense of safety and security (for instance encouraging greater use of off roadside routes);
- improving the quality of the day time street scene through improved lighting furniture; and
- the opportunity should also be taken to build in power points, for instance within Riverside Meadows, to facilitate future events/exhibitions.

4.2 Bridge Lighting

Bridges at gateways may be lit to emphasise their importance. This lighting may take the form of lighting the underside of the bridge, lighting the water or lighting the bridge railings. Consideration should be given to light pollution particularly with respect to its ecological impact on aquatic species and bats who often roost in bridges.

Design Consideration

The illuminance needed to reveal a bridge effectively depends principally on the type of bridge, its surroundings (including the district brightness and the reflectance of the constructional material) and wherever possible the lighting should link the bridge to its approaches (water, vehicular and pedestrian) so that it is not

seen as an isolated feature in the environment.

A survey of the structure should be made to determine the optimum luminaire positions required to obtain a visual effect that will reveal the form and enhance the quality of the framework. Wherever possible provision should be made for incorporating the floodlighting equipment in the structure. If lighting has to be placed at considerable distances away it is difficult to minimise glare to traffic and pedestrians passing beneath.

The lighting must not distract the attention of road, pedestrian or marine traffic passing below or over the bridge and if any coloured light sources are used, special care must be taken to prevent confusion with signalling or navigation lights. Particular care should be taken regarding glare from high intensity floodlights. Louvres or shields will almost certainly be required.

For road and pedestrian traffic the lighting should conform to BS 5489-1:2003 and BS EN 13201-2:2003 taking in the benefits of using 'white' light over the 'yellow/orange' sodium light. It is to be remembered that all light patterns will be reflected on the waters surface and as such the night time illuminated visual scene is effectively doubled in area which can complement or even complete the desired visual scene.

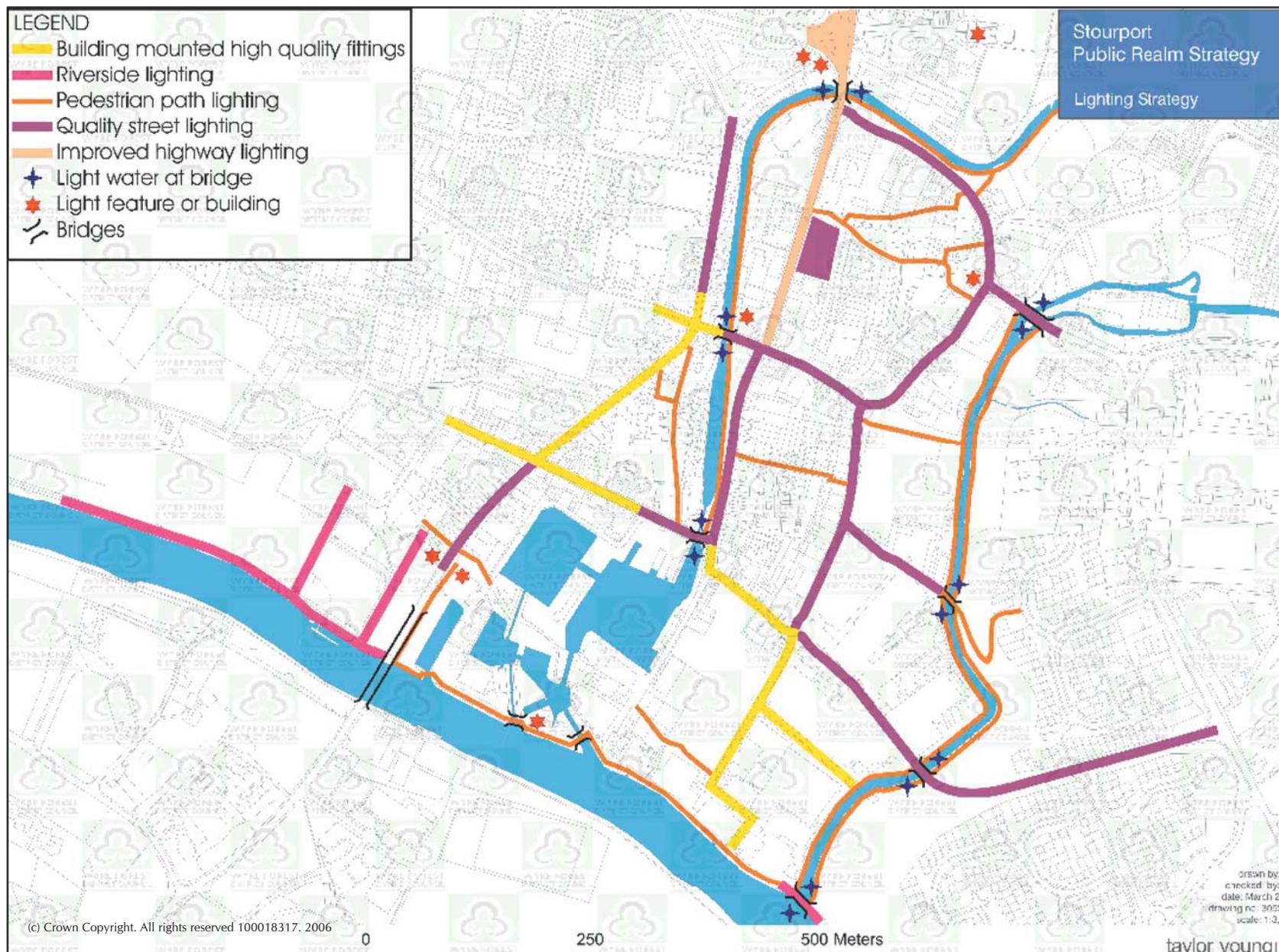
Feature Lighting Options

The type of feature lighting system and the location of luminaires should be dictated by the following:

- Visual night time linkage to the bridge approaches
- Strict control of light pollution and glare to bridge users, waterway users, surrounding properties and wildlife
- Ease of maintenance
- Low running costs
- High quality product

4. Lighting Strategy

Figure 4.1A
Lighting Strategy



4. Lighting Strategy

It is expected the Severn Bridge will respond well to side illumination by asymmetric floodlights and supplementary projector floodlights mounted on one or both banks. All floodlights should be mounted below the platform level of the bridge to minimise glare to traffic and pedestrians and the use of visors to control or re-direct spill light should be considered. Floodlighting (static colour or colour change / sequencing) the under-sides of the arch could be effective either with or without lighting the sides. In some cases involving river bridges this may be the only option because of access to the floodlights. Similarly, feature illumination integrated within the parapet could also provide an additional feature element to the structure above the platform.

Functional lighting

The existing parapet is designed to carry the road light equipment, ideally the street optic could be replaced with or upgraded with a modern, energy efficient design that complements the surrounding streetscape element design and provides a 'white light' task illumination that satisfies the criteria of BS 5489-1:2003 and BS EN 13201-2:2003. This is likely to be a long term ambition, however, as the existing lighting was relatively recently replaced.

4.3 Landmark Lighting

There are a number of landmark or importantly located buildings within Stourport. Highlighting these in the night time environment will aid orientation and help create a distinct sense of place. Traditionally public houses have used floodlighting but often in a way which is not related to the architectural form of the building. Modern light sources allow much greater control whereby lighting is used to highlight the character of a building rather than obliterate it. Lighting schemes need to be designed as compositions to pick up horizontal or vertical elements, and features such as windows, doors and cornices. A variety of lighting sources including LEDs can be considered and it is important that fittings do not detract

from the daytime appearance.

4.4 Accent Points

Closely associated with the above is the aspiration to use lighting to reinforce accents points or gateways. The desire is to ensure that elements of the design strategy derived for the day time are continued into the night time scene. Obvious features which fall into this category are bridges and buildings that are located at key entry points into the town centre to create an enhanced sense of arrival. The careful use of colour may also be considered for a more heightened effect but this should be selective to avoid overdoing and hence diluting the impact. Co-ordination is essential to avoid individual schemes competing with each other. Similarly to the above, a variety of lighting sources can be considered, LEDs in particular are cheap to maintain and permit a wide range of colours to be employed.

4.5 Pedestrian Routes

For improved security and safety, lighting along key pedestrian routes should be upgraded to higher quality white light sources. This is important not only for trafficked streets where good visibility between driver and pedestrian is necessary, but also to encourage safe use of off road routes and passageways. Pedestrian lighting will also serve to link together the night time environment and give it an overall coherence whilst reinforcing the preferred hierarchy of routes during the night time environment.

A modern light fitting is proposed which complements the traditional pendant form light fitting. The Philips 'Metronomis' Bordeaux CDS 590 fitting (see Plate 4.0A) uses a standard bulb and can be mounted in a number of ways that will complement the different character area:

- wall mounted on the High Street to replace the existing fittings;
- mounted on 3.5-4.5m columns for pedestrian routes (e.g. alleyways) if wall mounted is not feasible;
- mounted on 6-8m column mounted on Bridge Street and in the Gilgal to create an urban street feel;
- mounted on 8-10m columns on Vale Road for practical illumination purposes on this wide carriageway; and
- mounted on 4.5-6m columns on the riverside as a pedestrian luminaire.

The long-term aim for lighting the High Street will be to install post mounted lighting similar to that proposed for Bridge Street, creating a more compact, intimate street form. The practicalities of achieving this with respect to highway, budgetary and service constraints, may require the more practicable wall mounted solution to be pursued in the short to medium term.

Lighting proposals along the riverside meadows are for a distinctive, attractive and modern fitting in tandem with improvements to the park. Particular attention should be paid to forming a practical foot/cycle way along the north bank of the Severn to the Sandy Lane Industrial Estate, which can be used in the evening for commuting and here pedestrian lighting such as that suggested for alleyways could be employed. Along the Severn Riverside Meadows there may be an opportunity for an exciting, imaginative lighting scheme tied in with any new works to the park. Such a scheme could attract people down to the river at night which will reduce the nuisance of anti-social behaviour which currently fills the use vacuum, through natural surveillance.

4.6 Lighting as street furniture

Column mounted lighting in particular, also has an impact on the daytime environment. The strategy aims to improve lighting throughout the town centre along core streets and this includes the visual quality of the columns and lamp fittings. Furthermore,



5.0

Design Codes

5. Design Codes

The design codes are organised so as to:

- **reinforce the town's identity;**
- **help tie the different elements of the town together through a consistency in the web of the public realm;**
- **strengthen the character of the individual character areas; and**
- **create a practical, durable palette of materials.**

This Section is organised such that each element namely; surfacing, street furniture, lighting, soft landscape, artwork and bridge design are discussed separately and followed by Design Codes relating to each Character Area.

English Heritage are leading on the 'Unlocking Stourport's Past' projects. The resulting document should provide an important source of information to designers in preparing detailed specifications.

5.1 Street Furniture

Street furniture includes seating, signage, bins, bollards, railings and boundary elements. The general style of the street furniture in the different Character Areas is discussed below.

Town Centre

Contemporary style furniture in traditional materials using a black painted finish and wooden benches for warmth both physically and in character. Standard products are proposed, but bespoke designs fusing elements of the character of the town should be considered. For instance interesting uses of wood and corten steel for bollards and benches.

Rivers Severn and Stour

Robust, exciting, quality futuristic styles and materials. There is

the opportunity to develop a more dynamic environment on the river meadows as they do not have to tie in to the historic forms that influence the other character area. Standard products are proposed but bespoke themed designs are also appropriate.

Canal Basins

The Basins masterplan proposes a palette of materials that should be used in this character area. Corten steel benches and bollards contrast with a more traditional black steel lighting column. Chunky wood elements are also in the new design language of the area, relating to the area's industrial heritage.

Gilgal

Traditional style furniture to emphasise that this area is the early part of the Town

5.2 Surfacing

Historically, Stourport's main building materials are brick and sandstone developed from local clay and rock. Brick is the most common of these materials due to its cheaper cost and the fragility of the local red Bunter Sandstone which is a relatively soft material and not resistant to wear. Because of this, there is a danger that the clay based materials overly-dominate the urban environment. In response to this, and to mark a step change in the quality and regeneration of Stourport, the design codes proposed the use of granite within the town centre core. This will relate particularly well to existing granite kerbs and setts. The gritstone is generally used on pavements, where vehicular traffic is expected, a mix of grey and silver-grey granite is proposed due to its durability and to define a different environment. Kerbs are to be grey granite for durability and definition.

Along the riverside, a more informal approach to surfacing is

proposed using resin bound gravel paths edged in the traditional diamond topped blue brick. The paving for the Canal Basins area is based on the work by British Waterways whose Basins restoration project is now underway. Here surfacing uses clay pavers, Marshalls "Tegula", grey blocks, grey granite and tarmac. The restoration scheme uses cast iron kerbing for its historic significance. New developments might use the cast iron kerbs at important corners with the remainder of the kerbing being the same silver-grey granite used more widely in the town.

Road surfaces will generally be simple tarmac for practicality, durability and ease of maintenance. Along the High Street, red granite aggregate is proposed within the tarmac structure to create a slightly different character in an area where there are most pedestrians.

5.3 Lighting

An outline lighting strategy is set out in Section 4 of this document.

5.4 Artwork

Artwork will be important in reinforcing the identity of the town on the ground. The town's unique heritage combined with its setting will be the major influence in resulting public art proposals. A variety of small scale artistic interventions will over time create a web of detail adding to the heritage quality of the town and the memorable quality of the visitor experience.

These small scale elements will include signage, interpretation plaques, special seating, balustrades and bollards, interpretive sound and light works, gateways, and stand alone focal points.

Larger works may be possible where gateways and focal points are required round the fringes of the town centre where the

5. Design Codes

urban context changes or opens out. These will importantly confirm a greater sense of arrival to the town. This may be where collaborative opportunities for artists present themselves such as in the design of new bridges, promenades and public spaces. In these opportunities for artworks a more contemporary and dynamic approach can be taken with design and materials in line with the principles set out elsewhere.

In this way materials for artwork in the town centre may include cast iron, bronze and gunmetal, with etched bronze and copper, carved stone, and forged iron. The river corridor on the other hand may also use some or all of these materials but alongside others such as Corten and stainless steels, ceramics and timber.

In each case the opportunity for the detailed integration of lighting as part of the public art palette will need to be considered from the outset.

At relevant locations the integration of artwork as part of seating, balustrade, walling and paving should be seen as an important design consideration, and as such, artists should be commissioned early in any development project. Public art can play an important role in peeling back the layers of the town to reveal its story and that of its residents, and in so doing create a lively, dynamic and most importantly legible public realm. Public art strategically woven into the fabric of the public realm from the outset will reinforce and enhance the town's sense of place.

Each existing or created “dwell” point within the town, whether seating area, lookout, or gathering place will provide an opportunity for public art and interpretation. An informed appreciation of each view can be stimulated and in progressing around the town the visitor will absorb Stourport's story in a relaxed and open manner without reliance on printed guides.

Colour, along with scale, form and texture plays a significant

role in the acceptability of development and a successful public realm.

Colour can influence how buildings sit in the landscape, either through integration or through accent and emphasis. Inappropriate use of colour, no matter how successful the manipulation of form, can render a development unsatisfactory and can seriously jeopardise the integrity of surrounding buildings and streetscape.

The enhancement of the town centre and its public realm can be significantly underscored by the strategic application of an Environmental Colour Assessment (ECA). This will determine the inherent colour characteristics of Stourport through survey and analysis and produce colour charts and specific recommendations used to guide the selection of colours for both new development and refurbishment or restoration. ECA is beneficial as an objective and scientific method for determining the choice of colour of built forms and structures, materials, vegetation and surfaces. The process can be used to select colour on the basis of the need for camouflage, integration, stimulation or guidance. Recommendations are set out as a series of colour palettes based on the Natural Colour System (NCS) of the Scandinavian Colour Institute.

The colour study will provide a useful guide to a range of colour options for new developments and enhancement of the existing environment. Successful use of colour in this way can alter perceptions of scale and mass and assist legibility, ensuring not only visual relevance of developments but also that of the street scene and landscape as a whole.

The study palette can also be applied to the maintenance of existing structures incrementally raising over time the perceived quality of Stourport's urban core. For example a demonstrator project could be the repainting of the Victorian bridge over the Severn in concert with an enhanced lighting scheme. This

would reinforce this major gateway and enhance an important landmark in the town.

5.5 Soft Landscape

Soft landscape associated with developments generally includes formal planting of trees, shrubs and grass, but can also include less formal, more naturalistic wildflower meadows, woodland planting, wetland areas, marginal and aquatic planting. The less formal elements are only likely to apply to the Rivers Severn and Stour Character Area.

Maintenance should be a primary consideration when proposing soft landscape with types of planting and species selected accordingly. Generally amenity grass needs more maintenance than shrub planting, which needs more maintenance than trees.

Tree and shrub species should be selected such that their mature size is appropriate to their location. The mature size of different tree species vary considerably in both height and spread, choosing the correct species will allow for tree planting in areas that might normally seem too small to allow a tree to grow properly. A range of compact species include:

- **Acer rubrum 'Armstrong'**
- **Alnus cordata**
- **Betulus pendula 'Fastigiata'**
- **Carpinus betulus 'Frans Fontaine'**
- **Pyrus calleryana 'Chanticleer'**
- **Quercus robur 'Fastigiata'**

Trees must be planted in generous tree pits using approved tree soil and supports. Root barriers can be used where appropriate to reduce the spread of the tree near buildings and services. Care must be taken when planting trees or shrubs near highways to ensure visibility is not interrupted. Guidance is available in Worcestershire County Council's 'Transportation and Development Control Guide'.

5. Design Codes

5.6 Bridge Design

Bridges must either be designed to complement the existing vernacular or, in particular instances, there may be the opportunity for an iconic modern bridge structure. In the case of the latter, a long term aspiration would be to construct a high quality, contemporary footbridge across the River Severn to draw the two sides of the river closer together. Examples are shown on Plates 5.6 A, B and C.

Generally however, bridges should complement the arched truss form with masonry abutments seen in the existing Severn Bridge. Railings should be visually permeable, and corners to the abutments should be constructed out of solid blocks of the local red Bunter Sandstone as seen in the footbridge between the Lower and Upper Canal basins outside the Tontine Building. The remainder of the abutment should be constructed out of complementary brick. Most new bridges will be much narrower than the Severn Bridge and as such, the arch of the bridge should be steep, approaching 180 degrees, as can be seen in the famous Ironbridge to emphasise the arch form. Reference to the existing river and canal vernacular are considered not appropriate for the design of new bridges across the River Stour.

The design of new bridges will have to comply with the latest legislation with respect to the Disability Discrimination Act (1995). This may require careful consideration of the design of approach ramps if a significant level change is necessary.



Plate 5.6A



Plate 5.6B



Plate 5.6C

5. Design Codes

5.7 Palette for Town Centre Core Character Area

Theme:

A contemporary range is recommended which respects potential heritage locations but symbolises looking to the future rather than the past. Timber seating for preferred for comfort and where subject to better surveillance. High quality granite is preferred for surfaces.

Street Furniture

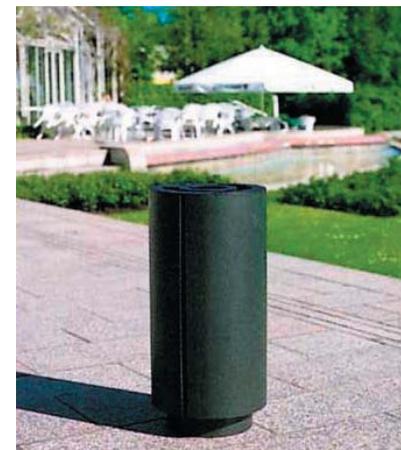


Lighting: Philips 'Metronomis' Bordeaux wall mounted (High Street).



Philips Metronomis Berlin past top mounted on 6m tapered column (Bridge Street)

Bench: Streetlife 'Wait&Stay' with backrest for four people and without backrest. Alternative: BenkertBanke 400TE, with or without armrests, steel finished in selected RAL colour



Litter bin: Benkertbanke type 400 litterbin (without ashtray) powder coated, stainless steel finish in selected RAL colour



Bollard: BenkertBanke 'Type 200' & 'Type 500' powder coated stainless steel painted in selected RAL colour

5. Design Codes

Railings: DW Windsor, Bespoke pedestrian guard rails



Examples of Bespoke Bollards



Signage: artist designed signage and interpretation



Signage: Woodhouse



Surface Materials:

Dark & mid grey granite. Variety of unit sizes and finishes, e.g. cropped or flamed, can be employed.



Paving: Gritstone paving slabs diamond sawn finish. 3no 600mm x 50mm courses followed by 2no 450mm x 50mm courses. Min 75mm overlap between joints. Coursed perpendicular to the kerb. Courses faceted to take up the curve of the road.

Trim: Pattern introduced with mid-grey granite.

Kerbs: dark grey granite.

Junction: Granite setts silver/grey mix cropped finish. 100mm x 200mm x 75mm.

Shared surface & Crossing points: Granite blocks silver/grey mix diamond sawn finish. 150mm width x random lengths min 130mm max 300mm x 75mm.

Road trim: Granite blocks, grey, diamond sawn finish. 100mm x 200mm x 75mm. Cropped finish for vehicular only - paving and to delineate pedestrian routes.

Road (select areas): Hot rolled asphalt with red granite aggregate.

5. Design Codes

5.8 Palette for the Rivers Severn and Stour Character Area

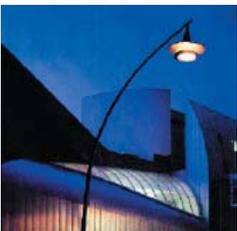
Theme:

Around the core area of the River Severn a high quality contemporary range is envisaged which could include stainless steel (GRP can also be considered particularly artistic forms) with the emphasis on modern, bold designs. Upstream and further away from the town centre including along the eastern bank of the River Stour, the approach is more naturalistic and park like, with the emphasis on simple, robust timber furniture. Resin bound gravel or unbound for more infrequently used for out of town surfacing is preferred.

Surface materials

Paths: resin bound gravel buff colour.
Edging: blue diamond pattern pavers.

Street Furniture



Philips Metronomis 2
Oslo on 4.5 or 6m curved column.



Woodhouse
Geolight Stack 4-8m high, coloured filters available.



Bench: Metalco 'Libre' seat available with back and armrest.



Litter bin: DW Windsor 'Litter Shark 1'. Option for 'Litter Shark 2' (larger capacity) in car parking areas.
Bollard: Benkurt Banke 'Type 200' powder coated stainless steel metallic silver.



Woodhouse Geo bollard brushed and/or head blasted finish. Variety of heights, diameters & fittings available.



Woodhouse Geo lighting Bollard, finishes as for bollard.

Accent lighting

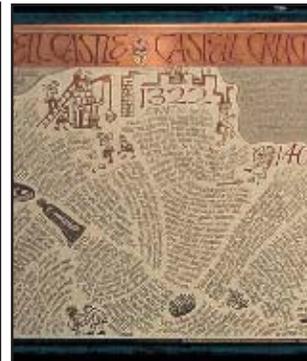
Tree station uplighters, wall uplighters, floodlighting of features eg. buildings. bridges etc.



Example of Bespoke benches



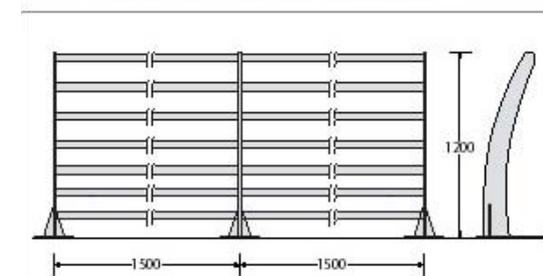
Artist designed waterside interpretation (Eaton Waygood Associates)



Signposts as per Town Centre Core with opportunity for bespoke design particularly at focal points



Railings:
Marshalls
Series 9100
7r



Examples of stone/concrete seating (Escofet) Socrates and



Barana



River Stour and 'natural' areas of River Sever example of simple furniture seat/bench. (streetlife rough and ready 6)



5. Design Codes

5.9 Palette for the Canal Basins Character Area

Theme:

Furniture range already established with the emphasis on contemporary steel with block paving surfacing.

Surface materials

Paths: clay pavers, Marshalls "Tegula", grey blocks, grey granite and tarmac.

Edging: Cast Iron Kerbs at key corners, otherwise Silver-grey Granite Kerbs.

Street Furniture

Lighting: post top lamp or building mounted

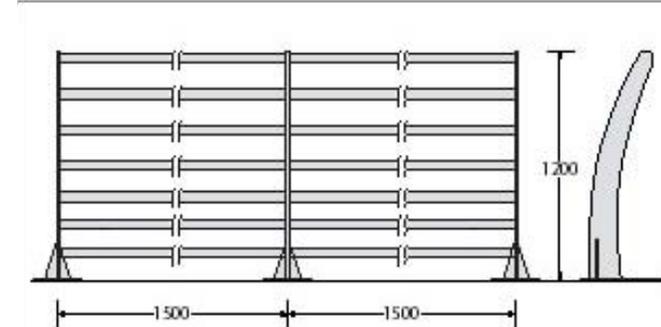


Litter bin: Escofet Morella Bin



Bollard: Escofet Luco Mojón

Railings: Marshalls Series 9100 7r
If required, railings to be used sparingly in the manner of the canal basins area.



Bench: Escofet Taburete / Banqueta Morella and Escofet Bagdad Café



5. Design Codes

5.10 Palette for the Industrial Character Area

For the proposed urban streets, spaces & car parks (plus some applications to riverside promenades) the following materials from the town centre palette are considered relevant:



Philips Metronomis Berlin past top mounted on 6m tapered column



Litter bin: Berkertbanke type 400 litterbin (without ashtray) powder coated, stainless steel finish in selected RAL colour



Bench: Streetlife 'Wait&Stay' with backrest for four people and without backrest. Alternative: BenkertBanke 400TE, with or without armrests, steel finished in selected RAL colour

Signage: Woodhouse



Surface Treatments: To include granite sets and curb stones and for roads hot rolled asphalt with red granite aggregate as appropriate

Certain aspects of the riverside palette may be appropriate to both the River Stour frontage and urban streets and spaces as follows:

Urban and Riverside Environments



Woodhouse Geo lighting Bollard, finishes as for bollard.



Woodhouse Geo bollard brushed and/or head blasted finish. Variety of heights, diameters & fittings available.

River Stour Promenade



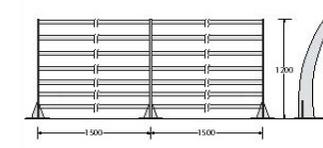
Philips Metronomis 2 Oslo on 4.5 or 6m curved column.



Woodhouse Geolight Stack 4-8m high, coloured filters available.



Railings: Marshalls Series 9100 7r



Examples of stone/concrete seating (Escofet) Socrates and Barana

Buildings and Bridges: Accent Lighting (See palette for Rivers Severn and Stour Character Areas)

5. Design Codes

5.11 Palette for the Gilgal Character Area

Theme:

To reinforce the historic nature of this character area Victorian style furniture is deliberately chosen. It is recommended that yorkstone or gritstone is used for surfacing.

Surface Materials

Paving: Yorkstone or Gritstone paving slabs diamond sawn finish. 3no 600mm x 50mm courses followed by 2no 450mm x 50mm courses. Min 75mm overlap between joints. Coursed perpendicular to the kerb. Courses faceted to take up the curve of the road.

Kerbs: Silver/grey granite.



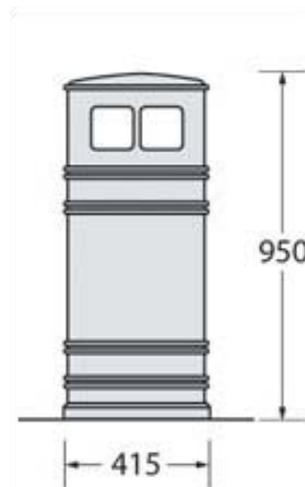
Street Furniture

Lighting: Philips 'Metronomis' Bordeaux lamp on ZGP 560 Metro column and ZRP556 long curved bracket.



Bench: Metalco 'Boston'

Litter Bin: Marshalls MSF Heritage MS5501



Bollard: DW Windsor 'Optima small'



6.0 | **Implementation**

6. Implementation

6.1 Priority Projects

The study to create the design guidance has highlighted a significant number of proposals that can be implemented over the short, medium and long-term to achieve a sustained improvement in the town. This long-list of proposals has been analysed according to priority and cost to inform a strategy to deliver the proposals. The analysis will identify quick-win projects and catalytic projects that are important, but maybe more expensive. The projects are listed in cost order within their priority classification in Appendix E

The cost classification of High, Medium or Low is approximate but can be loosely defined as follows:

- **Low Cost – Design Work, Studies or Small Schemes such as a small scale art intervention**
- **Medium Cost – Larger Scale Artworks, Gateways and Pedestrian Infrastructure Works in the public realm**
- **High Cost – Significant Highway Infrastructure Works or the bigger public realm projects**

The lower cost option which are capital works are likely to provide opportunities for 'quick-wins'. The 'High Priority-Low Cost' options are all either studies or design related issues that should be pursued through the planning process. The 'Medium Priority-Low Cost' categories tend to highlight the quick-wins including:

- **UENV8 Feature artwork for entrance to Methodist Chapel Gardens from High St**
- **UENV26 Improved way marking, instigation (or re-establishing) of themed trails,**
- **UENV31 Street Nameplates**
- **UENV32 Installation of plaques to buildings**
- **UENV25 Improve coordination between transport modes**
- **UENV28 Markers and interpretation features to develop**

- **existing town trail in association with Civic Society**
- **UENV30 Lost buildings and structures interpretation**
- **WENV13 Interpretative measures**
- **WENV14 Tourism Links with Bewdley promotion**

Ongoing initiatives such as the Stour/Severn Road and the Canal Basins may provide the impetus for development objective proposals which are highlighted in Appendix D.

The 'High Priority-Medium Cost' proposals include specific, smaller scale capital works that will have a significant bearing on the town as follows:

- **UENV10 New pedestrian crossing on Vale Road**
- **UENV19 Prioritise upgrade to the footpath in Gilgal between the Stour Bridge and the stepped link to the canal**
- **WENV7 Severnside path to access Sandy Lane Industrial Estate including lighting for winter use and litter bins**

The High Priority-High Cost Proposals are the real catalysts for change and will have the most impact on the Town and should be envisaged in the medium to long-term. Although the projects are high cost there is the opportunity gather momentum for the projects by instigating studies and design work at a lower cost.

- **UENV1 Improve town centre streetscape and pedestrian environment**
- **UENV9 Vale Road improvement to pavements, lighting and a long-term development strategy**
- **UENV15 Improve pedestrian safety and convenience for crossing on the Vale Road / Mitton Street junction**
- **UENV17 Develop tourist office and viewing area around the existing historic ticket office**
- **WENV3 Severn Meadows Parkland**

6.2 Funding

Funding sources change regularly, but the following list includes the most likely sources of funding for these projects:

- **Market Towns Initiative**
- **Townscape Heritage Initiative**
- **New Opportunities Fund**
- **Advantage West Midlands**
- **Office of the Deputy Prime Minister Special Grants Programme**
- **Local Transport Plan**
- **Heritage Economic Regeneration Scheme**
- **British Waterways**
- **Stourport Forward Market Towns Funding**
- **District Council**
- **the private sector**
- **Section 106 agreements**
- **Groundwork West Midlands**
- **Arts Council**

Implementation will be carried out by a number of private and publicly funded bodies according to the availability of resources. The public realm framework provides guidance to the themes, materials and typical arrangements for a variety of situations that are encountered within the public realm of Stourport. The framework is intended to serve as guidance for designers and specifiers connected with public realm improvements as well as providing recommendations for additional intervention in current Highways and Street Lighting maintenance programmes to ensure that quality is carried through.

There is limited public money available to promote these proposals, much will be achieved via private funding secured through the planning system. The identification of the schemes according to Character Area in Section 3 enables projects to be

6. Implementation

associated with developments in a particular locality.

6.3 General Implementation Issues

There are, however a number of important issues to be considered for it to be efficiently implemented. The following summarises a number of matters which require attention, identified under key issue headings.

Highways

Discussions will be required regarding the ongoing increased maintenance of non-standard highway materials e.g. stone setts.

All new schemes within the highway will require safety audits.

For tree planting, services investigations will be required to determine acceptable locations and/or root barriers incorporated. Tree planting must not adversely affect visibility requirements. In urban areas, trees require high levels of maintenance to get them established, especially watering.

Programmed maintenance works, e.g. resurfacing of Bridge Street; need to comply with the proposed framework.

Traffic Signage

It is important to minimise the visual impact of multiple traffic signage. An audit of existing statutory signage should be undertaken with a view to simplifying and reducing the number of individual signs, where practical. Multiple uses of sign poles or lighting columns should be considered. Parking regulatory signage should also utilise street furniture.

Avoid line marking wherever possible on parking bays. The designating of a restricted zone can obviate the need for yellow lines, but will require additional signs. Minimum line widths

should also be employed in the Town Centre Core and Canal Basins Areas (50mm width in environmentally sensitive areas).

Street lighting (including CCTV) design and maintenance:

Standard highway lighting is not appropriate within the town centre, the proposed fittings take standard 'white light' lamps. There will be an additional cost to their replacement when compared to standard sodium (yellow) lamps.

CCTV poles can be particularly ugly and insensitive to their surroundings. Their location should be considered not only from the point of view of coverage, but also site context and aesthetics. Wall mounting is often a better option subject to the necessary agreement.

Discussions would need to take place to ensure lighting levels were sufficient to allow adequate CCTV surveillance. However, if additional lighting for CCTV were to be required which would compromise the quality of the public realm areas (e.g. by creating additional streetscape clutter); then a decision would need to be made to upgrade CCTV to equipment which could function on lower lighting levels.

Ownership and Adoption

Co-operation between different parties is essential to ensure improvements remain true to the overall design concept. Alleyways and courtyards, for instance, may have various landowners and agreements between parties will be required. There may be instances of private ownership which could be more appropriately adopted by the District Council.

A lot of the maintenance works will fall on the County Council, there may be opportunities for the District Council to consider becoming responsible for the maintenance of some elements such as trees adjacent to the highway.

Working in partnership with private developers to achieve the proposed hierarchy of streets and routes, as well as the most appropriate palette of materials, is also required.

Utilities

Co-ordination with utility providers is a perennial headache for highways departments. Before the instigation of significant public realm works, contact should be made with the relevant utilities to discuss the potential for any planned improvements which would affect them. Similarly, any services diversions identified will need to be agreed. Works by utility providers should be synchronised; co-ordination of such works should be undertaken through existing arrangements. Every attempt should be made to prevent newly completed public realm works being disrupted by utility trenches.

Loading and Access

Further consultation may be required with traders to understand and agree loading and access agreements. The value of improving the public realm for the benefit of all users has to be conveyed together with the advantages that this could give to the local economy.

Special Needs

The public realm should be designed for use by the widest range of people, one of the largest users groups being the visually impaired. Compliance with Disability Discrimination Act (DDA) is required but will also benefit other user groups such as families with push-chairs. It is vital that the treatments required are introduced sensitively to avoid over dominating the public realm generally, whilst not reducing their effectiveness for people with special needs. Reference should be made to documents such as "Inclusive Mobility: A Guide to Best Practice

6. Implementation

on Access to Pedestrian and Transport Infrastructure” (DfT 2002)

Design Development

The guidance provided in the Framework does not provide a detailed design for the town centre but rather guidance to a number of its component parts. Design development is likely to include the following stages:

Sketch Scheme Proposals and Public Consultation

Based on the schematic layouts provided in the Framework, sketch schemes can be developed and subjected to stage 1 safety audits. Procedures with respect to Traffic Regulation Orders should be commenced at this stage subject to consultation being completed. Cost estimates should be prepared prior to consultation to ensure adequate funding is available and that business and public expectations are not unduly raised.

It is recommended at this stage to trial small areas of different paving material in suitable locations in order to assess their performance against different vehicle loadings. This should be carried out prior to detail design.

Detailed Proposals

Detailed Design will include production drawings, schedules and specifications of materials, all of which would be subject to further safety audits. Discussions with traders at detailed programming stage will also be important to ensure public support throughout the construction process.

Delivery Programme

Work packages and a programme of delivery taking into account funding availability, seasonal demands, internal or external works (such as committed works or adjacent

developments), will need to be prepared. Such a programme should identify priorities and quick wins for garnering public support and stimulating the momentum for change.



Appendix A

Appendix A

Planning and Regeneration Context - Document Review

A document review process examined the planning and regeneration context which is summarised under the following headings:

- Planning
- Transport
- Regeneration
- Conservation

Planning

Adopted Local Plan 2004

Town Centre Policies

- **STC.1 Lichfield Basin (Begins on site March 2006)**
 - High density residential
 - Food and drink
 - Re-open the basin
 - Listed buildings and walls
- **STC.2 Carpets of Worth Site**
 - Large food retail potential
 - Residential and business mix
 - Enhance the Stour
 - Retain listed buildings
 - New road link to Discovery Road
- **STC.3 Vinegar Works and Cheapside**
 - Mix business and residential
 - Retain listed buildings
 - Entrance the Stour
- **STC.4 Bridge Street Basins Link**
 - Ground floor street frontage – small scale retail or food and drink
 - Above or to rear – office or residential

- **Preserve or enhance the character of Bridge St, the Basins and the River Severn**
- **Improve connectivity between the town centre and the Basins**
- **STC.5 Canal Basins Area**
 - Enhance tourism and visitor attractions and recognise the conservation area status
- **STC.6 Vale Road (West)**
 - Retail use (A1)
 - Preserve and enhance the canal

Changes in Policy Relating to Open Space and the Public Realm

- **Open space network enshrined in proposals map**
- **New design Section places emphasis on sustaining a quality public realm**

Supplementary Planning Guidance

Severn Road Development Brief (2001)

The development brief sets a strategic vision for the Severn Road area and proposes a mix of uses. This includes a central area of residential development focused on the Lichfield Basin, which extends eastwards to the River Stour, a food store to the very north of the brief area and an allocation of B1 Business uses between Severn Road and the River Stour, and between the proposed new housing area and food store. The brief states that development proposals must have regard to local distinctiveness and clearly relate to, and complement, the character of the surrounding area. New development should also seek to incorporate existing trees and landscape features and any listed or valued buildings or structures, which should be sensitively and creatively incorporated into any scheme.

In terms of design, the SPG envisages a legible layout of interconnected spaces which create a series of focal points. High quality landscape works should be incorporated that accentuate views and vistas, clearly define public and private

space and include appropriate lighting. Landscaping is also required to provide appropriate screening to the food store and employment uses.

The River Severn and River Stour are identified as Specific Wildlife sites. To enhance the River Stour corridor, proposals should involve additional planting at the River's edge within a 10m maintenance zone. A new Stour walk is proposed between Severn Way and Worcester Road within the site, as well as a pedestrian link on the Stour's eastern bank.

Access and movement proposals include improvements to Severn Road itself to accommodate the future Relief Road, as well as a new road bridge across the Stour into the site and a further footbridge to the north to improve east-west linkages. Proposals should also incorporate new pedestrian and movement corridors to connect the residential areas to the east with the town centre. Improvements to Mitton Street and Lion Hill are also considered for example measures to reduce traffic speeds, reduction to a single lane of traffic, increased pavement width and clearly designated crossing points. To Mart Lane, consideration is given to restrain vehicle speed through appropriate road surface treatment. The narrow footpath link between Mart Lane and Severn Road should also be considered for surface improvement to enable access for all.

Lichfield Basin Design Guide (2001)

The SPG aims to ensure that high quality standards in building, townscape, landscape design, detailing and materials are achieved throughout the site. In terms of access and safety it seeks clear definition of vehicular, cyclist and pedestrian routes, a primary route for disabled people, the use of non-slip materials and railings or bollards where there are any changes in level. The guide emphasises the reuse of existing materials such as canal copings and historic paving that are in good condition. New surface materials promoted by the guide include sealed gravel surfacing overlying tarmac, flagstone/artificial stone

Appendix A

paving, stone/artificial stone setts, paving and brick paving.

New walls should be constructed in brindled bricks laid in English bond with brick or stone coping. Street furniture is proposed which is part of a co-ordinated 'family resemblance' and is contemporary in design. Detailed specification and spatial requirements for new surfaces, paths and basin related infrastructure is also provided.

Design Quality SPG (2003/4), district wide, includes design guidance for Stourport Town Centre. Develops and interprets Adopted Local Plan Policy in terms of Urban Design providing greater clarity to developers and designers over the DC's expectations for design. Includes a Town Centre Design Guide for Stourport

Design Principles for Stourport:

- i. **Alleviate vehicular congestion and traffic passing through the town centre, which undermine the pedestrian experience.**
- ii. **Incorporate the Basins into the town centre movement network by visually and physically knitting these together.**
- iii. **Create an improved destination at the canal basin.**
- iv. **Enhance townscape quality east of Bridge Street.**
- v. **Improved linkages are required to access the town centre from the east.**
- vi. **The redevelopment of sites at Severn Road will need to add value to the town centre and enrich the public realm.**
- vii. **Develop greater physical and visual integration between the town centre, the River Stour and Severn**

viii. New development should conserve and make the most of heritage townscape, particularly at Severn Road where major changes are planned.

ix. Improvements to the public realm within the town centre, particularly at High Street, York Street and Bridge Street are encouraged.

x. New development within the Severn Road site must respond positively to the character and distinctiveness of Stourport.

Bridge St Basins Link SPD (2005)

Adopted on 14th December 2005 as a Supplementary Planning Document this helps developers better understand the sort of development the local authority envisaged for the site.

The area currently comprises 5 commercial units and first floor flats between Nos 4 and 8 Bridge St. The site also includes a piece of land (behind Nos 7 and 8) owned by British Waterways which fronts onto the Clock Basin. The brief also covers the boatyard adjacent to Engine Lane (Stroud Water Cruisers).

Key Aims of the Brief:

- **Townscape Quality**
- **Regeneration**
- **Connecting Places**

Objectives include:

- **Land Assembly**
- **Phasing**
- **Delivering Mixed Uses**
- **Creating Places for People**
- **Ensuring Design Excellence**

Three appropriate scenarios emerged and a preferred option was developed which maximised choice and movement through the site. This includes two pedestrian links through the site and public access to the full length of the basin edge within the site.

Land assembly will be critical to the delivery of the Council's aspirations.

Appendix A

Transport

Provisional LTP 2006-2011, Worcestershire

Vision

- **“Safe and fair transport system for all travellers and all modes of transport”**

Priorities in order of importance:

- **Ensuring accessibility to facilities for all sectors of the community;**
- **Tackling congestion;**
- **Improving road safety, and;**
- **Improving air quality.**

The most important transport constraint is the lack of River Severn crossing points.

Rights of Way Improvement Plan is a sister strategy.

Evesham High St Proposals

- **Evesham High Street one of the most congested in Worcestershire. Transport 2000 pilot scheme – New Life for Main Roads.**
- **The scheme involves:**
 - **Rationalise on-street parking**
 - **On-street cycle lane**
 - **Improve bus stop**
 - **Review street furniture to minimise clutter**
 - **Provision of Public Art**
 - **Replace controlled crossings with more regular uncontrolled crossings that reflect desire lines.**
 - **Reconfiguration of carriageway to provide smoother traffic flow whilst promoting pedestrian and cycle safety.**
- **This is to be implemented in the LPT2 period.**

Consultation Draft of Transportation and Development Control Guide 2005

The Draft of Transportation and Development Control Guide 2005 issued by Worcestershire County Highways Department is currently being consulted upon. The aim of the guide is to provide the necessary information, help and advice to those involved in the design and construction of Residential, Industrial, Retail or Commercial Developments within the County of Worcestershire.

The guide covers layout, surfacing, street lighting and furniture and soft landscape and includes construction detailing which are set out as recommended standards that should not be regarded as prescriptive. The highway Authority will consider alternative proposals where it can be demonstrated they satisfy the principles of the “standards”. This includes:

- **Developments with more individuality**
- **Developments that reflect the local character and environment**
- **Developments that provide high quality local services and reduce the necessity to travel**
- **Developments that provide an attractive environment in which to live**

The guide sets out a hierarchy for design of a movement network

- **Walking**
- **Cycling**
- **Public Transport**
- **Private Car**

Stourport-on-Severn Transportation Study 2002/3

Roads

One-way system with non-standard free-flow merge junctions to keep traffic moving and a non-standard mini-roundabout

Pedestrian

High level of pedestrian usage, so pedestrians should be given high priority. Generally, though, there is a poor environment for pedestrians.

Future Development Proposals

Outlined, trip generation estimated

Public Consultation

- **Held in Nov 2001, the results (top 10) in order of number of responses is as follows:**
- **Relief Rd is required**
- **Enforcement of Parking**
- **Safety of Vale Rd / Gilgal junction**
- **Congestion at Hartlebury Rbt**
- **High St / York St roundabout congestion – install traffic lights**
- **Two-way traffic on Vale Rd and use of gyratory**
- **Car Park Locations**
- **No Relief Rd**
- **Concern about Severn Rd development traffic**
- **Congestion of the Gilgal**
- **In the public consultation there was a strong preference for the ring-road option.**

Strategies

- **Traffic count data was collected and a computer model**

Appendix A

- built, 9 strategies modelled, including the do nothing and do minimum which have no effect on flows. Strategies 5,6 and 7 are the only ones which improve flows but all involve significant element of the relief road to be built.
- Carriageway narrowing on High St can only take place if a major section of the relief road is built (options 6&7) such that the High St is not the only strategic route north through Town. Routing traffic along a 2-way York St was not considered in the modelling, this would provide another route to the north, but if the one-way system were to be maintained, the movement from Lickhill Rd (High St or Lombard St) into Lion Hill would have to be stopped.
- Strategies ordered by score showing costs and overall transportation strategy scores (based on Economy, Safety, Accessibility, Social Integration and Environment scores) in brackets with comments underneath. The basis for this scoring system is debatable.

Options Tested (points score and cost estimates in brackets, ordered by points score)

- Do Something 7 – Full Relief Rd (+ 11, £46M)
 - Improved flows
- Do Something 6 – Partial Relief Rd – Including Severn Crossing (+ 9, £29M)
 - Improved flows
- Do Something 5 – Signal Control Worcester Rd junction and develop portion of relief road between Worcester Rd and Hartlebury Rd (+ 5, £6.5M)
 - Improved flows
- Do Nothing and Do Minimum options (+ 4, £0.23M)
 - No change in traffic
- Do Something 1 – Signal control one-way system (-3, £0.37M)
 - 88% increase in travel times
 - Congestion at junctions at either end of Vale Rd

- Do Something 2 – Signal control one-way and narrow Gilgal and Mitton St to one lane (-5, £0.68M)
 - GRIDLOCK PM
- Do Something 3 – Signal control one-way system and Vale Rd Two-way (-5, £0.79M)
 - GRIDLOCK AM&PM
- Do Something 4 – Signal Control one-way system and contra flow bus/cycle lane on Vale Rd (-5, £0.79M)
 - GRIDLOCK AM&PM

Cycle Strategy 2002

- The strategy generally aims to increase cyclist numbers and improve safety.
- An extensive cycle network is proposed but little has been delivered.
- The main recent infrastructure is the route along the canal to Kidderminster.
- Cycle parking is proposed in Stourport.
- Cycle Routes will be prioritized as follows:
 - Safer Routes to school and transport interchanges
 - Commuter routes
 - Town centre links
 - Sustrans network
 - Other leisure routes

Regeneration

Stourport Forward Market Towns Initiative Programme is funded by Advantage West Midlands

Stourport Pride - A Step Change

Identified quality or potentially valuable elements to link together to create a vibrant urban environment:

- The River Severn and its floodplain
- Town Centre
- One-way system (Bridge St, York St, High St, Lombard St, Vale Rd, Lion Hill, Mart Lane, Gilgal, Mitton St, Severn Rd, Lichfield St)
- The Stour
- The canal basins and canal
- Bridge St Enhancement Area
- Carpets of Worth Site
- Lichfield Basin
- Southside of the River
- The Severn Bridge
- Cheapside (Vinegar Factory)

Stourport Forward Implementation Plan 2005

The Stourport Forward Implementation Plan is summarised with respect to this study:

- British Waterways agreed to be the accountable body for Stourport Forward.
- Points relevant to the public realm strategy:
 - Launch of a Transport Theme Group
 - Continuation of the Environment Theme Group
 - Development and approval of the Implementation Plan.
- Objectives and Actions include:
 - Making the town more accessible and safer for those

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- travelling by public transport, car, on foot, by cycle and those with mobility and other special needs.
- Making the town more attractive, well cared for and secure for businesses and visitors.
- Promoting local awareness of the environment within the community.
- Targeting the needs of specific sectors of the community: the elderly, young people, the isolated, vulnerable and disadvantaged.
- The main projects from the implementation plan which relate to this strategy are:
 - 101 - Restoration of the Canal Basins
 - 102 – Revitalisation of Sandy Lane Industrial Estate
 - 103 – Stourport Pride Feasibility Study and Tourism Theme Group
 - 109 - Garden Refurbishment at Stourport Methodist Chapel

Summary of British Waterways Stourport Basin Masterplan

History

- 1769 – two fields (lower basin and upper basin) of 7 acres purchased for construction of the basins
- James Brindley designed and managed construction of the basins

Features of the Masterplan

- Iron Square – iron band inlaid in paving along perimeter of the old warehouse behind Tontine and reinstating its curved wall on Mart Lane (2-3m high corten steel with lighting) if deemed acceptable
- Tontine Garden – Historic and archaeological recreation
- Basin Office Green (old Toll House location identified)
- New Theatre Space and Crane Sqr on quay adjacent to Mart Lane

• Axis identified from barge lock to Engine Lane

Master Plan Design Guidelines

- Palimpsest (layers of history)
- Range of visitor attractions
- Events to encourage repeat visits
- Reinstate missing elements to recapture scale and massing of basins
- Public spaces of a range of sizes
- Increase access by a reasonable approach to physical access
- Continuity of design work across site

Six (over-lapping) function zones identified

- Boating (All basin area)
- Leisure (Basin Office, Car Park and green space and quay adjacent to Mart lane)
- Recreation (Lower Basin and Tontine Garden)
- Residential (Lichfield Basin)
- Mixed Use (Bridge St, York St,)
- Events (Shipleys)

Elements of Masterplan

- Gateways
- Focal Areas
- Routes
- Viewpoints
- Orientation Points (High level Views)
- Interpretation Points
- Signage Locations
- Four new lamp columns and accent lighting and projections at historic sites

Arts Strategy

- The Arts strategy for the basins is significant and wide ranging identifying 11 pieces of work. The basin arts strategy is the focus for the public realm arts programme in Stourport
- Public Arts Strategy (Rachel Bradley – August 2003) commissioned by BW as part of Arts Development Plan 2001-4 in partnership with WFDC.
- Strategy identified the scope of potential programming:
- One-off commissions such as gateways, landmarks and site-specific works within the landscape
- Permanent collaborative integrated commissions with a strong interpretive element with landscape, ecology, archaeology, text, lighting, trails, visitor attractions, digital media, boundary treatment
- Artist in residence; research, temporary installations, performances, workshops

Materials Palette Includes:

- Furniture
 - Corten Steel (seating and bollards)
 - Cast Iron Kerbs
 - Heavy Sandstone Copings (and seating)
- Surfaces
 - Blue Brick
 - Tarmac
 - Grey Marshall Blocks or Granite Setts
 - Tegula at road entrances and crossing points
- Walls
 - Red-multi-brindle brick
 - Heavy Sandstone Copings
- Lighting not specified, but an option is the We-ef AOP 500 post top lamp (also building mounted)

Appendix A

Sandy Lane Industrial Estate

Advantage West Midlands will invest £370,000 into an Industrial Estate in Stourport as part of a £600,000 project to transform it from a neglected and dangerous place of work into a high quality working environment that encourages more businesses into the area.

The Sandy Lane Industrial Estate, which has been situated on the edge of Stourport on the banks of the Severn since the early 1960s, is home to 98 businesses and around 800 staff are employed at the site. However, despite its significant contribution to the local economy, over the last few years the site has fallen into a state of neglect and businesses are under continual threat from petty crime which has become prevalent in the local area. This spiralling decline has led to the exodus of a number of businesses from the site, with many more actively looking to move off the site.

The Rural Regeneration Zone, funded by Advantage West Midlands, has pledged £276,000 funding towards improvements at the site. Stourport-on-Severn's Market Towns Programme – Stourport Forward - also funded by Advantage West Midlands, will contribute another £92,000 to the programme of enhancements. Other funding contributions include up to £198,000 from Worcestershire County Council and up to £32,500 from Wyre Forest District Council.

Activities planned on the site include:

- **Improvements to security, including CCTV and security guards;**
- **Improved street lighting to create a safer environment for employees;**
- **The construction of new footpaths and improvements to roads which will then be adopted by the local authority to ensure they are maintained in the longer term;**

- **Improvements to the entrance to the site including landscaping**
- **A grant scheme to encourage companies to refurbish and improve their premises.**

The programme of activity will be managed by British Business Parks in partnership with Worcestershire County Council, Wyre Forest District Council, Sandy Lane Business Association, Stourport Forward Market Towns Initiative and Advantage West Midlands.

Conservation

There are four Conservation Areas within the urban area of Stourport-on-Severn these include:

- **Stourport on Severn No1 Conservation Area**
- **Stourport on Severn No2 Conservation Area**
- **Gilgal Conservation Area**
- **Areley Kings Conservation Area**
- **Staffordshire & Worcestershire Canal Conservation Area**

Designers will be required to have regard to the appropriate character appraisal. A summary of each Conservation Area is set out below.

Stourport on Severn No.1 Conservation Area

Stourport on Severn No.1 Conservation Area is 16.9 hectares in extent and comprises a group of canal basins, and associated environments and buildings that date primarily from the late eighteenth and nineteenth centuries, and which together form the southern part of the historic core of the Town.

The Area contains forty-two Statutory List Entries which relate to approximately seventy five statutorily listed buildings and structures (excluding the numerous listed structures relating to the basins); together with several other buildings and structures of interest, primarily dating from the late eighteenth to early twentieth centuries. Some of the latter have been subject to unsympathetic alterations (such as replacement of windows) but none are beyond restoration, which should be considered in preference to redevelopment. Generally, every effort should be made to retain built fabric in the Area dating from the late eighteenth and nineteenth centuries in particular. Particularly special features are as follows:

- **Bridge over the River Severn and its arched causeway.**
- **Buildings in Bridge Street, Raven Street and Lichfield**

Appendix A

Street.

- Buildings and structures which were properties of the Staffordshire and Worcestershire Canal Company, including the Canal basins, locks, foot bridges, railings and walls; the Tontine and former stabling at the southern end of Mart Lane; the Canal Maintenance building and attached cottage to north west of the Tontine; terraces of houses in Mart Lane.
- Basin retaining and enclosing walls, terrace revetments and riverside quays, in red sandstone and brick.
- Clock Warehouse.
- Inscribed culvert markings on the Tontine.
- Nos. 19, 20 & 21, & York House, York Street.
- Red brick walls laid in Flemish bond and poly-chrome brickwork in Cheapside.
- Sets of railings.
- Canal-side crane and former warehouse (now a chandlers) in Mart Lane.
- Narrowly enclosed, twisting footpath leading from Severn Side to Severn Road/Cheapside and the Angel Public House, and its entrance from Severn Side.
- Narrow road leading from Cheapside to the river, including a retaining wall in blue brick and some original brick paving.
- Former vinegar works (Cheapside).

The area covers a part of town that was established and developed as a result of the construction of the Staffordshire and Worcestershire Canal, and is the only town in England to hold this distinction. This part of the town thus has immense historic value and because of the relationship between town and canal, the character of the Conservation Area is of particularly high importance.

The layout and construction of the town during the Georgian period has stamped an unmistakable character and appearance on the urban fabric, which provides a clear lead for the design and layout of further development.

Stourport on Severn Conservation Area No. 2

Stourport on Severn Conservation Area No. 2 is 6.6 hectares in extent and comprises buildings, streets, a length of canal and associated environments, that date primarily from the late eighteenth and nineteenth centuries, and form the central part of the historic core of the Town. The Area continues from the south-west end of the Gilgal and covers the central part of the Town. The buildings in the Area are primarily in the Georgian style, which forms a visually powerful expression that reflects the timing of the Town's foundations and early growth.

The Conservation Area is situated over a expanse of land that has a very gradual, even but shallow rise from south to north. The highest point of this expanse is approximately 12 metres above the bank level of the River Severn; some 500 metres to the south west. A limb of the Area extends outwards from the northern east end along Mitton Street, and this limb falls away evenly but sharply by some 6 metres as far as the road junction with Severn Road.

The predominant land uses within the Area are as follows:

- A) Retail and commercial uses, located mainly along High Street, York Street, New Street, Lickhill Road and Lombard Street; and collectively occupying the entire Area to the west of the canal cut. It is not known whether these premises were originally constructed specifically for retail and commercial use, dwellings, or mixed use (dwellings above shops). However, it is most probable the properties in New Street (particularly the western end) were primarily dwellings; whilst the properties in Lombard Street (western side) were small dwellings or "courts"; and
- B) Pockets of long-established residential use occur in Lion Hill (east side), Mitton Street and off Parkes Passage (where there is also two churches). Recent residential use has been

added to the Area by way of a redevelopment of the former canal-side loading quay, known as Parkes Quay and conversion of other canal-side buildings in the vicinity.

The Area contains twenty-five Statutory List Entries which relate to approximately forty statutorily listed buildings; together with several other buildings and structures of interest, primarily dating from the late eighteenth to early twentieth century. Some of the latter have been subject to unsympathetic alterations (such as replacement of windows) but none are beyond restoration, which should be considered in preference to redevelopment. Generally, every effort should be made to retain built fabric in the Area dating from the late eighteenth and nineteenth centuries in particular. Particularly special features in the Area include the following:

- The canal, including the Wallfield Bridge lock, overflow and adjoining lock keepers cottage, towpath, adjoining revetments and Lower Mitton Bridge.
- Former canal maintenance yard workshop and remains of a canal-side crane in Parkes Quay, and a canal building on the east side of the canal cut; both now converted into dwellings.
- War Memorial and Garden (Vale Road).
- Wesleyan Chapel and Manse, and Methodist Church and Sunday school (Parkes Passage).
- Wedged or rounded corners of buildings, where paths and oads meet.
- Nos. 9 & 10, Parkes Passage, which were originally properties of the Staffordshire and Worcestershire Canal Company.
- Narrow pedestrian nature of Parkes Passage.

The area contains a particularly important man made interruption to the natural topography in the form of the cut through which the canal passes, parallel to the western side of Lion Hill. This adopts a straight, deep passage (approximately 5

Appendix A

metres at its greatest), running from north to south. It enters the Area under the Lower Mitton Bridge (Mitton Street) and exits beneath the Wallfield Bridge (York Street) from where it joins the complex of basins in Area No.1. The canal is retained for almost the entire length of this cut by revetments either side, giving it a corridor-like feel. A stretch of bank on the west side (Parkes Quay) has been historically reduced to allow for the siting of loading facilities. This canal function has now been replaced by recent residential development.

Stourport on Severn Conservation Area No. 2 covers part of a town that was established and developed as a result of the construction of the Staffordshire and Worcestershire Canal, and is the only town in England to hold this distinction. This part of the town thus has immense historic value and because of the relationship between town and canal, the character of the Conservation area is of high importance.

The laying out and construction of the town during the Georgian period has stamped an unmistakable character and appearance on the urban fabric, which provides a clear lead for further development.

Gilgal Conservation Area

The Gilgal Conservation area is 2.6 hectares in extent and comprises a group of buildings and associated environments that date from the seventeenth to nineteenth centuries, and form the oldest part of the Town.

In the east the Gilgal Conservation Area covers Lower Mitton which, prior to the 1760s, was a small hamlet and the only settlement in the vicinity; being located at a historic crossing point of the River Stour. In the late 1760s the Staffordshire and Worcestershire Canal was constructed around the west of the hamlet in order to link the Rivers Trent (far to the north) and

Severn (nearby to the south). Lower Mitton continued to be the favoured crossing point of the Stour, but the canal and its terminus with the River Severn provided an environment for trade and commerce that instigated the foundation, laying out and construction of the adjoining town of Stourport-on-Severn.

In some respects it is difficult to appreciate the historic and architectural interest of Gilgal Conservation Area. This is not because such interest does not exist, but because of the detracting effects of vehicular traffic and the erosion of traditional architectural features. In particular, there has been widespread replacement of historic windows with modern uPVC double-glazing, replacement of doors, rendering or painting of walls, and unsympathetic front extensions.

Away from the roads, the bank-side to the west of Gilgal and its footpaths retain historic integrity. The footpaths wind between private gardens, which help to abate the noise and fumes of traffic. Elsewhere there are basic elements such as scale, massing, original layout, historic fabric, rooflines, and physical relationship to the adjoining Georgian town and Canal, which are of interest, and which give clues to the evolution of the Area. The Area has the potential to be a meaningful representation of the past, provided thought, will and positive measures are exercised.

Areley Kings Conservation Area

Areley Kings Conservation Area was designated in 1993 and is based upon two groups of buildings and several open spaces, in a semi-rural location on the south-west edge of Stourport-on-Severn.

The western part of the Conservation Area is set on high ground overlooking the valley of the River Severn and dominated by the sandstone and limestone Church of St. Bartholomew. This

building dates mainly from 1885 but also includes medieval stages. To the front of the Church is Church House, an early seventeenth century vernacular timber-framed building; whilst to the north-east is the Rectory, an early eighteenth century red brick property, having an attractive garden. Features of the setting, include open fields, hedgerows, woodland and trees, which add significantly to the character of the area.

The eastern lower lying part of the Conservation Area includes a group of large attractive houses, dating from the sixteenth to nineteenth centuries. The vernacular timber-framed and brick Areley Hall (including Muxlowe House) dates from the late sixteenth century, and sits picturesquely aside the River Severn. It is approached along a tree lined avenue, with open land to either side. Areley House, nearby, dates from around 1820 and displays a more formal style. It is dressed with sandstone ashlar and has a slate roof. Its grounds include several attractive mature trees and converted outbuildings. The western extent of its former grounds are marked with a substantial brick wall. Between Areley Hall and Areley House, is Lower House. This property dates from the early eighteenth century and has a plain-tiled roof and red brick walls. It is set in a large garden. A red brick barn range at Lower House dates from around 1759, and has been converted into a dwelling.

The southern edge of the eastern end of Areley Kings Conservation Area includes a steep grassy bank dotted with several deciduous trees. This bank forms an important visual backdrop to the Conservation Area when viewed from the east, and acts as a buffer from the modern housing estate to the south.

Areley Lane and Rectory Lane, which run through the Conservation Area, retain their narrow width, soft edges (i.e. they generally lack kerbstones) and hedgerows with overhanging trees, which adds to the character of the area. There is a small informal car parking area to the fore of the

Appendix A

church, its lack of hard surfacing and lighting helping to minimise its impact. There is an absence of street lighting in the Area, which helps the it retain a rural and uncluttered feel.

At present, thirteen of the buildings and structures in the Conservation Area are Listed Grade II, confirming their special interest. Notably, Layamon, author of the Anglo-Saxon epic “Brut”, was rector of a Church which may have stood on the site of the current Church of St. Bartholomew. This adds historical interest to the area.

The Staffordshire and Worcestershire Canal Conservation Area

The Staffordshire and Worcestershire Canal and its immediate environment, were designated a Conservation Area in 1978. The Canal was planned by the famous engineer James Brindley and completed in 1772. It links the Rivers Trent and Severn via the industrial Midlands, and forms an important historic feature running north-south for over fourteen kilometres through the District.

Associated with the Canal are several bridges, locks, basins, cottages, warehouses and walls, together with the towpath; which form part of its special interest. The principal building materials are red brick, particularly associated with the earlier canal buildings and structures; and all buildings have pitched roofs, generally with grey slates. The corners to buildings are often curved, in order to facilitate turning by wagons. Walls are always capped with semi-circular coping to help reduce wear on ropes and to shed rainwater. Iron metal work (painted black) is a feature of the locks and some narrow bridges. The wider bridges are constructed of red brick and utilise a semi-elliptical arch structure. There are many trees and shrubs along the canal side that add to the character of the Conservation Area.

The Canal is an important leisure resource, adding to its profile. In this respect, the water way is a popular route for leisure boats, with a major complex of basins located at its southern end in Stourport-on-Severn. The towpath is a popular route for walking and cycling.

The Canal Conservation Area consists of four fairly distinct sections:

- Attractive, well wooded, northern section where it has been cut into sandstone cliffs to maintain its course along the contour, and passes through two locks and a tunnel. Bridge No. 25 is a Listed Building;
- Urban section past the carpet mills through the old industrial heart of Kidderminster;
- Section parallel to the lower reaches of the River Stour in more open landscape; and
- Section within the Stourport-on-Severn Town Centre where the Canal joins the River Severn via a series of basins. This part of the Canal is covered by separate Conservation Area designations.



Appendix B

Appendix B

Town Trail

1. Leave the car park and turn left up Martins Way, keeping the Civic Centre on your left, until you reach New Street with its row of fine Listed Georgian houses which once had a view down to the shipping on the river.
2. Turn right and continue to the junction of High Street. Opposite, York Street is on a "terrace" overlooking the canal basins. The curved corner building is typical of Stourport's architecture.
3. Turn left and walk up High Street - look across at a fine row of buildings with some original shops and upper storey dwellings dating from c. 1800 (shop fronts are of a later date). Cross at the pedestrian crossing and walk back to the gate entrance of the Methodist Church, tucked away off the main street. The Wesleyan Methodist Church was built in 1788 and extended in 1812. John Wesley preached in Stourport in 1787, 1788 and 1790.
4. Turning left, walk in front of the Church towards Parkes Passage. Turn right towards the junction of York Street and Lion Hill, passing the Wesleyan School rooms on the left, erected by T. J. Baldwin for the Methodist Church in 1875.
5. York Street was named after Aaron York, boat builder, wharfinger and friend of John Wesley. In 1776 he was given permission to wheel bricks for housebuilding over the Company's wharf on payment of 6d for the privilege.
6. The little Canal Office by the lock dates from 1853, and the cottage, now Lock Shop, the following year.
7. Lion Hill opposite - note the attractive Georgian terrace Numbers 10-14, the widow heads are cast-iron instead of the more usual stone. The White Lion is named on a map of 1802. Turn left and follow the towpath alongside the canal.
8. The Star also appears on the 1802 map. The oldest part pre-dated Stourport and stood beside the old road. The central part was a chapel for the watermen. The Volunteers Band practiced here, before the formation of the celebrated Stourport Town Band. Looking right to the top of High Street, The Swan Hotel was originally a coaching Inn and is named on a map of 1802 as the Swan Inn.
9. Cross the main road junction to Mitton Street and Gilgal to the hamlet of Lower Mitton skirted by the canal. One timber-framed house remains, and other old buildings of the hamlet had 'new' Georgian facades. Continue along Severn Road, once Severn Lane, a pre-Stourport route leading then to the Old Ferry House.
10. The Bond Worth Carpet Factory on the left is a good example of twenties and thirties industrial architecture. On the right, note the Georgian terraced cottages, now much altered.
11. Turn right into Lichfield Street with its Listed Georgian houses which originally looked out over a large basin constructed c. 1806-1810. The level of Lichfield Street was raised when Wallfield Bridge was rebuilt; the houses once had steps up to their front doors. Notice the iron balconies and 'blind' windows, which are part of the original design. Facing up Lichfield Street is the house of the Worth family who founded the Carpet Works.
12. Turn left into Mart Lane, which takes its name from the markets which were held here before 1833, when a market hall was built on Bridge Street. The cottages on the left were built by the Canal Company. On the right, the warehouse (now a chandlery) of the Shropshire Union Railway and Canal Company. Note the Victorian letterbox. Vinegar was loaded here from the Brewery in Cheapside.
13. The Clock Warehouse. The famous clock was provided by Public subscription, the Canal Company donating £25 and the position on its warehouse. The headquarters of Stourport Yacht Club since 1961. Continue downward towards the river keeping the Tontine on your right.
14. The Tontine (a tontine was a sharehold system, an early form of life insurance devised by an Italian, Lorenzo Tonti, in the mid 17th century). A prestigious commercial hotel built by the Canal Company for merchants, higher grades of employee and passengers, occupied by 1773 soon after the port opened. It had separate lodgings for merchants and a fine ballroom. The porch is a Victorian addition. At this point you can take the option of turning left along Severnside to
15. The Angel, probably mid 18th century or earlier, an Inn serving the river traffic. It appears to have been enlarged later in the century as the new town of Stourport developed - see added upper storey also the Vinegar Brewery.
16. Vinegar Brewery (founded in 1798) the oldest in the county and the only business in operation since the early days of Stourport. The Brewery was originally connected with the families of Hicken Bold and James Swann. The Company became Holbrooks Ltd. In 1900, and later Sarson's as it is still known, becoming more recently part of British Vinegar and Nestles or turn right and walk in front of The Tontine.
17. The Tontine following the paths laid out across the grass, over the lock gate towards the large signpost indicating Wolverhampton / Worcester. Continue on along the path beside the amusement park.

Appendix B

18. River Basin was used for safe mooring off the river; also, the level could be raised to float trows onto the land at the side (now car park) for repair; and water was pumped from the basin to replenish the top basins. Bridge over the River Severn. The Third Bridge on this site, opened in 1870. The last toll was collected in 1893. This path brings you out on the riverside meadows and you will see the Civic Centre and the riverside car park up to your right. The riverside meadows offers an excellent spot to enjoy a picnic or continue your stroll along the river bank



Appendix C

Appendix C

Minutes of Initial Consultation Workshops

Four small -scale, first stage, workshops were undertaken to facilitate information gathering and exchange of ideas as follows:

- **Economy Group**
- **Culture and Leisure**
- **Transport and Planning**
- **Canal Basins**

These were followed by a larger gathering for a Second Stage which presented initial proposals. The minutes of these workshops are in Appendix C. Discussions ranged on the following topics and fed into the Conceptual Framework:

- **Transportation**
 - **Buses, Coaches, Rail and Taxi**
 - **One-way System**
 - **Major Junctions**
 - **The Existing Severn Bridge**
 - **Parking**
 - **Evesham High Street Proposals**
- **Approaches**
- **Pedestrian Movement and Linkages**
- **Landmarks and Features**
- **Heritage**
- **Activities and Functions**
- **Public Realm**
- **Open Space**
- **Waterside**
 - **The Basins Masterplan, Arts Strategy, Materials and Lighting**
- **Safety and Security**
- **Management and Maintenance**
- **Arts**
- **Events**
- **Facilities (including toilets)**
- **Tourism**

- **Stourport's Long-term Aspirations (Development, Transport and Tourism)**
- **Design Code / Materials and Street Furniture Palette**
- **Lighting Strategy**

The minutes of the initial consultation follow

Economy group workshop minutes

project: Public Realm Strategy for Stourport-on-Severn

Location: WFDC New St Office

Date: 21st February 2006, 2pm

Present:

Chris Bailey (Economic and Social Development at British Waterways and Stourport Forward - Economic Director)
Liz Durnell (Stourport Forward - Programme Manager)
Derek Fradgley (Stourport Forward - Chair)
Pauline Annis (Stourport Forward – Environmental Issues)
Alex Ball (HLF Programme Manager)
Steve Singleton (WFDC, Economic Development and Tourism Mgr)
Delia Yapp (WFDC, Economic Regeneration and Funding Officer)
Pete Coe (Taylor Young, Associate Director – Landscape)
David McKenna (Taylor Young, Senior Landscape Architect)

Introduction

After general introductions, Pet Coe suggested the workshop take the form of general and informal discussion marking-up plans and aerial photographs around the following subject headings:

- **Transportation**
- **Approaches**
- **Pedestrian Movement and Linkages**
- **Landmarks and Features**

- **Heritage**
- **Activities and Functions**
- **Public Realm**
- **Open Space**
- **Waterside**
- **Safety and Security**
- **Management and Maintenance**
- **Others?**

Transportation

People perceive that Stourport's traffic system is operating at capacity due to the level of congestion, therefore they feel there should be no more development.

Halcrow 2002 study (using number plate recognition and videos on all routes) suggests 70% of traffic into Stourport has business there i.e. 30% of traffic is through traffic.

Peak hour congestion is expected, but Stourport has problems throughout the day.

There are loading restrictions in the High Street, but these are not enforced. Illegal on-street parking causes some of the problems, again little enforcement.

Roadworks in Kidderminster and Bewdley can affect traffic in Stourport. Traffic can back up half-way to Kidderminster along the A451.

Vale Rd is busy during the week, usually occupied by people who work in the Town and who park there all day. It is quiet at weekends. The Car Park is poor quality and badly signed. You cannot access the car park from the north without circumnavigating the one-way system.

Off-street parking can be a nuisance in Lickhill Rd and Areley Lane.

Economy

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Residents generally avoid the Town on weekends because of traffic congestion.

Residents rarely visit the Town's pubs as there are much nicer country pubs nearby and residents would not generally walk into Town, so would not take advantage of being able to drink in their Town's pubs.

There are five major Caravan sites surrounding Stourport. These are not residential sites (they close 1 month of the year), but they do have long-term semi-permanent residents. Caravan site patrons do not generally use Stourport's facilities.

There are two sites for travellers in the Swan Industrial Estate, residents do frequent the pubs in Stourport.

Bus, Rail and Taxi

Bus provision has improved significantly in recent years. The main bus stops are in the High St and Vale Rd for northbound and York St for southbound travel

Wyre Forest has a relatively low car ownership. 47% of people own a car, the national average is 60%.

The post office has moved to the Co-op and is no longer near the bus stops.

A recent late night bus service has started to/from Kidderminster.

The closest rail station is Kidderminster. Connections between Kidderminsters rail and bus station are poor, this impacts on travel onto Stourport.

Bewdley and Kidderminster are stops on the Severn Valley Steam Railway.

There is no taxi rank, or taxis in Stourport.

A Water taxi is run from the caravan site to the west of Stourport into Town. This seems successful and the business

may expand.

Pedestrian Movement

Vale Road, High Street and Bridge Street are particularly dangerous for pedestrians

There are very few pedestrian crossings, Vale Road particularly needs a crossing and there is need for another one on the High Street.

Traffic lights at Bridge Street/York Street with a pedestrian phase might be useful, but this is unlikely to happen.

Vale Rd was proposed to have a speed camera, but it does not have enough accidents to warrant this.

The canal route parallel to the High Street avoids the traffic, but the crossing of York Street is then difficult as traffic comes from behind the pedestrian.

BWB have improved the River Severn footpath past Shipley's and are presently working on the stretch by the Angel Pub down to the Stour.

The Severn Path is a good quality long-distance path. Quite a few people use it to access the Town from the Caravan Sites on the Swan Industrial Estate. There is no such path on the south side of the river.

The river crossing is a poor pedestrian route which only has one footpath which is on the western side of the bridge. Few pedestrian cross the river in either direction. The Town's sports centre (including a swimming pool) are on the south side of the river as is the rowing club and a number of football pitches. There is a pedestrian crossing on the south side across the main road.

Tourists

Stourport would like to broaden the range of visitors they welcome to include the heritage tourism market and overnight stays. There is a danger that some of the existing tourist facilities detract from this broader appeal envisaged

and detract from residents enjoyment of the Town and its immediate environment. The study should aim to mitigate these detractors to retain the existing tourist market whilst attracting a wider range of visitors. Links may be established with local attractions such as Whitley Court, The Arboretum and the Severn Valley Railway.

Generally the Town would like to increase the average spend of tourists.

A lot of tourists don't know the basins exist as they only use the meadows and Shipley's

Waterside

BWB have drawn up a masterplan for the basins which shows 200 moorings, some residential and some commercial accommodation. The Yacht Club will stay, this occupies the Clock Warehouse in the middle of the basins. A key strategic and commercial location.

BWB own the land Shipley's are located on, this is leased to the amusement park on a long lease.

The Tontine may be converted into residential properties.

The rivers and canals are not safe for swimming or paddling in. Water quality in the canals is relatively poor due to suspended sediment.

The river is used for steamer trips, these cannot do far upstream as the river becomes too shallow. The river taxi may look to service upstream routes, Bewdley is about 2.5 miles along the river (link water taxi trip to Bewdley with the Severn Valley Railway?)

The Sandy Lane Marina is very successful but the approach through the industrial estate is very poor and there is little to link the town to the mariner. More moorings in Town would be welcome. Any in-river moorings would require compensatory dredging which would be expensive.

The locks are busy in the summer with queues of narrow boats

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along the river. Generally the narrow boat locks are only used, the Barge Boats need a large amount of water to be drained from the canal system. Two boats would use the Barge Locks at once if it were used.

The people of Stourport don't feel a connection to the river and a lot do not know the basins exist. There is a perception that the land around the basins is not publicly accessible. This is reinforced by the Mart Lane gate. BWB are keen to encourage a high level of public access even to areas that are operational as they understand that people are interested in activity on the canals. Safety is an important consideration in this.

Open Space

Hartlebury Common and Burlish Top are underused greenspaces in the Stourport Area.

The Riverside Meadows are over-used in the summer

There are no urban spaces in the town, no market square or equivalent

The Methodist Church which is being renovated will have gardens associated with it that will be open to the public.

Facilities

The toilets in the town are not near the High Street area and therefore not very useful to residents. The best toilet block is the one on the Riverside Meadows which is mainly used by tourists. There is a 'Super-loo' in the short-stay off New St, this is not well used and elderly people do not like using it. There are problems of anti-social behaviour associated with the Vale Rd and Riverside Meadow toilets because there is no natural surveillance of these areas.

Events

The Town has a very full events programme. The carnival in September, Country and Western festival, Horticultural Shows and Regatta are some of the larger events. There is an Easter Egg Hunt and the Farmer's Market is on every 2nd Sunday of the month. Events will be discussed in more detail at the

culture workshop.

There are problems with a lack of toilet facilities at these events.

There can be a conflict with the full time stall holders on the riverside which means that the Farmers Market cannot serve hot food.

Culture and Leisure Group Workshop

Project: Public Realm Strategy for Stourport-on-Severn

Location: BW Basin Office

Date: 1st March 2006, 1pm

Present:

Tim Johnson, Environmental and Parks Manager

Sue Harper, Leisure Services Manager

Susannah Ronan, Assistant Arts Development Officer

Pete Coe (Taylor Young, Associate Director – Landscape)

David McKenna (Taylor Young, Senior Landscape Architect)

Terry Eaton (Partner, Eaton Waygood Associates)

Apologies:

Glyn Edwards, Streetscene Manager

Introduction

After general introductions, Pete Coe suggested the workshop take the form of general and informal discussion marking-up plans and aerial photographs around the following subject headings:

- **Transportation**
- **Approaches**
- **Pedestrian Movement and Linkages**
- **Landmarks and Features**

- **Heritage**
- **Activities and Functions**
- **Public Realm**
- **Open Space**
- **Waterside**
- **Safety and Security**
- **Management and Maintenance**
- **Others?**

Arts

No public arts are currently in Stourport. The Canal Basins Masterplan to be funded through the HLF is the focus of the arts strategy in Stourport with 11 individuals pieces proposed. Pro/POSIT are the arts advisors for BW.

A painting was produced of the basins for an illustrated map of the canal and river basins launched last year. A number of workshops involving children, residents and drop-in sessions contributed to the text which was part history, part stories.

Keen to get youth involved. The design of the skate park has involved skaters and a video is being made as part of this process (see Kay Higman)

Brintons Park in Kidderminster is to have a heritage trail. Funding is currently being sought for bespoke benches. A futuristic shelter has been designed and has funding. Arts strategies have concentrated on Kidderminster.

Events

Sue Harper has a lot of the responsibility for events but organisation and responsibility can be fragmented. Sue organises events and facilitates voluntary bodies and charities in their organisation. Sue's role is to promote WFDC facilities including the Town Hall and The Meadows. Some local residents whose

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properties are near the meadows object to events

Carnival, Country and Western, Regatta

There is access to the Meadows from Moor Hall Lane. This is normally gated off but can be opened on particularly busy days.

The area needs to create a critical mass of attractions and events to attract people. Pershaw and Evesham have the Blossom Trail. Stourport could promote itself jointly with Bewdley.

Parks

Watery Lane Nature Reserve will soon be coming over to the council.

Stour Meadows on power station site to become formal park as funding becomes available.

Timber Lane nature reserve coming over to council as part of S106 agreement with housing developer.

Red Stone Marsh (The Walshes) nature reserve is attractive, but blighted by tipping in some parts

Paul Allen is Head Ranger and should be contacted to discuss ecological matters. Otters are a prime concern.

A successful scheme in Bewdley promoted widow boxes for commercial premises by charging £75-£100 for a planted box that would be watered by WFDC throughout the year.

The carpet beds are very expensive. There are 3 in Stourport.

Mr Murdoch operates the food outlets on the Riverside Meadows. These are on a long lease and offer a low quality product.

The trampoline, train, putting green, go-karts and associated catering facilities are on a shorter lease.

WFDC would consider taking more of a management role in the facilities on the meadows and would like to see a quality café here.

A car park could be located on the meadows to the east of the Stour.

Stourport Forward are managing the restoration of the Methodist Church Gardens on Parks Passage.

A questionnaire study could be used to see what people want.

Green Flag status a long-term objective but the Kidderminster parks are more likely to achieve this.

General Points

A tourist information centre is needed in the town. Suggested locations include the Toll Office, Riverside, Vale Road, at a Park and Ride location (such as St David's) or Lay-by.

The town is a different town in winter. The tourists are different, more heritage based.

The basins are the secret part of Stourport

There is little Sunday trading in Stourport.

There are no quality cafes and only one good restaurant.

Local hotels and B&B's are generally poor. The Swan is the biggest in Stourport.

Moorings on the river are owned by the council, but leased for

management reasons. The Bird-in-Hand has a few moorings but they are not over-night.

Promotion of quality Chip Shops through competition (one may already exist)

The importance of ensuring County level backing was emphasised in case responsibilities changed during any change in the local authority structure.

The workshop emphasised that they wanted a town they could be proud of.

Park and Ride

The High School and Sports Centre on the Kidderminster Road could be used for Park and Ride at Weekends. However, any bus service would get clogged in the rest of the traffic unless it had its own route. People generally like to have their cars close to them on the Meadows, but might be persuaded to use the park and ride if it was cheap (free) and quick, or if parking on the meadows was removed/reduced.

The Walshes and Areley Kings

Sports Centre (swimming pool, new gym, sports hall but no café). The sports centre is managed by DC Leisure

Swift Field – Football, Rugby, Cricket

Birmingham Anglers have the fishing rights for some distance along the south bank both sides of the bridge

There is a big north-south divide in Stourport defined by the river

Local people do not drink in Stourport, though those from The Walshes and Areley Kings do so.

Red Stone Marsh (The Walshes) nature reserve is attractive, but blighted by tipping in some parts

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Planning and Transport Workshop Minutes

Project: Public Realm Strategy for Stourport-on-Severn

Location: WFDC Civic Centre, Chairman's Room

Date: 8th march 2006, 10.30pm

Present:

Ken Harrison (Principal Forward Planning Officer)

Rebecca Mayman (Transport Planner)

Julia Mellor (Principal Development Control Officer)

Stuart Reynolds (Development Control Co-ordinator)

Karen Hanchett (Senior Transport Engineer)

Dave Jew (Traffic and Development Co-Ordination Engineer,
Worcestershire Highways Partnership)

Pete Coe (Taylor Young, Associate Director – Landscape)

David McKenna (Taylor Young, Senior Landscape Architect)

Apologies:

Simon Roper- Pressdee (Conservation Officer)

Maggie Booth (Tourism Officer)

1.0 Introductions

2.0 Stourport's Long-term Aspirations (Development, Transport and Tourism)

Planning

The aspiration is for town centre regeneration. Timber Lane housing on the edge of Stourport is nearing completion, this delivered a section of the relief road. Lichfield Basin has started and there are proposals for Severn Rd and Bridge St, though these have not got as far as a planning application. Lichfield Basin and the BW HLF basin will be a catalyst for town centre development.

Transport

The ring road is unlikely to be in the LTP programme of the next 20 years. The Carpets of Worth supermarket proposals may deliver a section of this, including a new crossing to the Stour, in the medium term which would alleviate some of the congestion at the Worcester Rd roundabout.

KH will provide copies of the 2003 Halcrow transport study to the RM and DM. This study modelled 7 traffic management options based on the existing road layout and 3 based on full and partial ring-road options

Action: KH

KH will also provide the latest draft of the LTP on a CD, it is currently being printed.

Action: KH

There is very little money in the highway maintenance budget this year.

A priority is to reduce congestion and the River Severn crossing points in Worcestershire, so any proposals that increased congestion would be counter to the policy, though if there is an improvement in pedestrian safety then this would be considered.

Air quality is border line on the High St and Gilgal due to congestion, this is likely to worsen.

Decriminalisation of parking will help alleviate congestion, but the operation and management of this has financial implications for the District Council.

3.0 Review Specific Development Proposals

Tesco proposals include pedestrian crossings (zebras shown on most recent plan) on Mitton Street and Severn Road. Tesco

would deliver a section of the ring road and the bridge across the Stour as well as a pedestrian bridge across the Stour. There would be a new traffic light junction to access the site halfway along Severn Road. The Tesco application has not yet been registered, proposals outstanding include those for the Stour crossing which has flooding issues

In light of the long timescale envisaged for the ring road, the sections delivered in the interim as part of new developments should be designed such that they do not look like disparate and unfinished sections of the ring road. Their design should be aimed at their medium term function whilst accommodating the long-term aspiration of a ring road.

4.0 Review of Evesham High Street Proposals

TY were impressed with the Evesham proposals and would like to apply similar aspiration in Stourport.

KH and SR reviewed the proposals which were drawn up after discussions with Hamilton-Baillie Associates and visits to schemes in Holland and Germany, the proposals are part of a Transport 2000 pilot scheme but as yet do not have funding. To achieve the quality aspired for the proposals would cost £3.2M, currently only £750k is available, though they will be asking the District for match funding. WCC do not want to reduce the quality of the proposals, so are planning to only do a portion of the works at present

The proposals remove 2 formal pedestrian crossings and replace them with 11 courtesy crossing points and promote eye contact between pedestrians and motorists. Evesham has 14,000 vehicles per day along its High St (more than Stourport). The proposals show 100 (mainly angled) parking bays on the High St.

The proposal will have to be altered as WCC presently has a

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policy of no speed tables, so junctions will be required to have no vertical deflections.

5.0 One-way System

- **Bridge St – Lots of pedestrians cross the street and it is dangerous. WCC are planning maintenance works in the very near future the monies for these could be used as part of a higher quality scheme, if other funds were made available.**
- **High St – consider carriageway narrowing, halfway bus stops, emergency vehicles, service lane adjacent to parking.**
- **Lombard St**
- **York St – A two-way system has not been modelled**
- **Lion Hill – The eastern lane is little used, so footpath widths could be increased or a bus lane introduced.**
- **Vale Road – crossings needed outside Lidl (link to old peoples homes) and on junction with Mitton St, but no funds and not enough accidents. A two way system modelled by Halcrow increased congestion**
- **Gilgal – Ideally narrow road and widen footways, but highway corridor is narrow so may not be possible.**
- **Mitton St**
- **Minster Rd – accidents occur here, though no common theme**

6.0 Major Junctions

- **Bridge St/York St**
- **High St/Lombard St**
- **York St/Lion Hill**
- **Vale Rd/Minster Rd**
- **Worcester Rd Roundabout**

7.0 The Existing Severn Bridge

The existing lanes are too narrow and there is only one narrow footpath.

There are proposals for strengthening the bridge in 2006/07. If there are any improvements to propose to the carriageway and surface treatment, these should be raised as soon as possible.

Traffic lights will be used during construction works, their impact will be interesting to monitor.

The path is effectively on the wrong side of the bridge for the sports centre and Areley Kings/The Walshes, but it links up with metal staircases to the meadows on both sides of the river. There should be kerbs on both sides of the bridge to protect the railings.

8.0 Parking – On and Off Street

Problems on the High St due to illegal parking and loading. Decriminalisation would help solve this, but there will be a cost to the District due to operation and management.

9.0 Public Transport and Coaches

The Vale Rd Adshell stop is D.C., others are poor – Mark Kelly (PTG). Land by bus stop outside old post office owned by Community Housing Corporation.

There is a well used high frequency service (15min) to Areley Kings.

Few visitors arrive by bus, but would want to encourage this.

There used to be a tram link to Kidderminster.

There are approx. 10 coach parking bays at the Sports Centre, but few coach visitors, these mainly go to Bewdley.

A bus lane on Lian Hill may be accommodated on the eastern side as this lane is little used at present.

There were proposals for a Worcester Rd park and ride near the Severn, details of this were unclear and there are planning problems. Andrew Dickens (Head of Cultural, Leisure and Commercial Services may know more)

10.0 Design Code / Materials and Street Furniture Palette

WCC highways don't mind using quality materials and small unit pavers such as sets or blocks as long as they are detailed correctly. If a private developer used such higher grade materials, a commuted sum would be requested, if the D.C. used them, WCC would not generally ask for a commuted sum.

The previous works to the High St have caused problems and lessons have been learned. Small unit pavers are ok, but replacements should be readily available and easy to install. The clay blocks on the footways are hand made and inconsistent in size, therefore difficult to reconstruct the pavement after works.

The tegula blocks replaced an original scheme of clay blocks which polished under use. The tegula has performed well. The machine made, blue diamond clay bricks are ok.

The detailed design is critical. The kerb detail in the High St is poor.

Change of materials texture or rumble strip may be used instead of a table to reduce vehicular speed. The flush tegula blocks on the High St do not change the character of the street enough to reduce speeds. DJ did not think rumble strips would be effective.

In Bewdley, Severnside South, a good scheme was done, highways happy with these materials. There was a problem with requirements for double yellow lines through a piece of artwork. A compromise was reached using primrose yellow. A

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raised 'river of words' has caused a trip hazard.

Zebras may be an option.

The Highway department would discourage Tree planting in the public realm due to maintenance issues, the planning department are keen to encourage tree planting in the public realm.

11.0 Lighting Strategy

John Dare is responsible for lighting maintenance.

Maintenance: if a private developer used such higher grade materials, a commuted sum would be requested, if the D.C. used them, WCC would not generally ask for a commuted sum.

Accent lighting OK in the public realm, but CC will not maintain this.

Discuss Severn Bridge lighting with the conservation officer.

Canal Basin Masterplan Meeting Minutes

Project: Public Realm Strategy for Stourport-on-Severn

Location: WFDC Civic Centre, Chairman's Room

Date: 17th March 2006, 2pm

Present:

Alex Ball (HLF Programme Manager)

David Patten (artist formerly of pro/POSIT)

Tom Woollard (Landscape Architect, BW)

Ken Harrison (Principal Forward Planning Officer)

David McKenna (Taylor Young, Senior Landscape Architect)

Apologies:

Simon Roper- Pressdee (Conservation Officer)

1.0 Introductions

DM outlined the Stourport Pride Public Realm Strategy project.

2.0 Jenny Peet (tel. 0121 631 5754) at Arts Council West Midlands is managing the basins arts strategy. There are 11 commissions in the strategy, initial thoughts for some of these are outlined below:

- **Engine Basins – an architectural competition**
- **Engine Lane –Water Threshold, either a channel running across the road, or a glass panel to view water below**
- **Mart Lane gateway feature – perhaps railings emphasising horizontal nature of water surface**
- **S Shaped bench on Mart Lane – building ties, timber and steel**
- **Seating on the Long Room floor adjacent to Mart Lane in the form of stacked timber**
- **Severn / Stour confluence**

- **Vinegar Works wall – Mural**
- **Paving and Railing where Cheapside emerges onto the Severn**
- **Lettering / signage to TP toys**
- **Mooring pile caps, perhaps in Wedgewood to emphasise links to potteries industry**
- **New wall and seating in front of the Angel**
- **Iron Line and Wall on Iron Square**
- **Light / sound commission next to the Race**
- **Trow Seat on Barge Lock**

The series of artworks between the Stour confluence and the Angel is seen as an iterative gateway.

3.0 Engine Basin – recently thought to be a dry dock. The adjacent Engine Room may have been to pump water into the upper basin either to empty the dry dock, or to fill the upper basin.

The adjacent circular weir has been clayed-up to stop it leaking

4.0 Access

STC4 Bride St - Basins Link aims to make as much of the waterfront as possible accessible, with links along the western and northern side of the basin. It is not possible at present to link along the southern side of the basin where

5.0 Spaces

Concept – the historic upper field has arable/stubble and the lower field was pasture. These different characters are expressed in the design with the upper basins being hard and the lower basins soft.

Iron Sqr, the car park layout needs further work to ensure it does not completely dominate the space. The curved iron wall is not

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in the present proposals, but there is a desire to include this.

There are proposals for visually linking the soft landscape and street furniture across York St where the canal passes under it

Off Mart Lane a performance / seating area is proposed overlooking the water.

There may be the opportunity for the Farmers' Market to operate along Mart Lane.

The Tontine Gardens will be a public space. The designs will be developed through public consultation and Archaeological works

The basin office may be a pub with an outside area to the north-west

To the south of the basin office is the toll house green where the footprint of the original toll house will be shown.

6.0 Lighting

The Urbis teardrop lamp will be widely used

The Severn bridge lights were procured in the 80s with HLF funding and have a copper top

The Lichfield Basin development public realm will not be adopted.

The maintenance of the lighting through the basins has not been finalised. This may be undertaken by the County Council, but they would only maintain street style lighting, not accent lighting. Could accent lighting be maintained by the District Council, or Stourport Forward?

7.0 Ideas

The conveyor belt from the basins to the power station could be expressed in some way.

There is a specific curve that seems to be repeated through the town.

The way the imperial measure effects the physical layout of spaces and buildings

George Nicholson was the inventor of modern vegetarianism and is from Stourport

The ticket office near the boat yard could be used as a tourist information centre. If the land around the boat yard were used more efficiently, there may be room to create a viewing space at this point to take advantage of the elevated views across the basins and to act as an arrival point and link to the Town.

There is a link between the upper basin and the engine basin past the engine house. This needs to be developed

8.0 Materials

Main Surfaces:

- **Baggerage blue drag-faced pavers**
- **Tegula speed tables**

Cast Iron Kerbs

Cor-ten steel bollards, benches and planters

Wood

Red multi drag-faced pavers

Colourpave surfacing

Urbis teardrop lamps

Second Stage Workshop Minutes

Project: Public Realm Strategy for Stourport-on-Severn

Location: Lickhill Community Centre

Date: 11th April 2006, 4pm

Present:

Ken Harrison (Principal Forward Planning Officer)
 Chris Bailey (Economic and Social Development at British Waterways and Stourport Forward - Economic Director)
 Liz Durnell (Stourport Forward - Programme Manager)
 Derek Fradgley (Stourport Forward - Chair)
 Alex Ball (HLF Programme Manager)
 Delia Yapp (WFDC, Economic Regeneration and Funding Officer)
 Dave Jew (Traffic and Development Co-Ordination Engineer, Worcestershire Highways Partnership)
 Simon Roper- Pressdee (Conservation Officer)
 Glyn Edwards, (Streetscene Manager) WFDC

Councillor Little, Stourport Town Council
 Councillor Giles, Stourport Town Council
 Councillor Jones, Stourport Town Council
 Councillor Fairbrother, Millis WFDC / WCC
 Councillor Salter, WFDC / WCC

Pete Coe (Taylor Young, Associate Director – Landscape)
 David McKenna (Taylor Young, Senior Landscape Architect)

Introduction

DF introduced the project and Taylor Young to the group and passed over to PC for the presentation

Appendix C

Presentation

PC and DM presented a power-point slide show outlining the project, summarizing the Baseline work and developing ideas for the conceptual framework, plans of highway works and initial proposals for street furniture

Discussion

Following the presentation the group gathered around display boards to discuss the proposals. Particular points of the discussion noted were as follows:

Promoting the prominence of the gateways further.

Recommendations on the colour the Bridge should be painted.

The issue of anti- social behaviour was broached on the Riverside area, the car parks having restricted access to prevent the 'unsavoury' element congregating should perhaps be considered when discussing lighting in that region.

An awareness of the materials pallet used in the Gilgal region that should perhaps reflect that there are some older buildings there- perhaps divide the Gilgal into different zones to treat it.

Development of cycle links as a shared facility eg on the Riverside. There is the potential to upgrade the pathways on the northern side of the Severn to link through to Bewdley.



Appendix D

Appendix D

Proposals Listed According to Objective

The proposals identified in each of the Character Areas and according to the Cross Cutting themes are summarised according to Objectives below.

Development Objective Proposals

- DEV1 Design of new roads, upgrades to existing roads and junctions in Town Centre
- DEV2 New development in Canal Basin Character Area to extend the character and quality established within the Canal Basins Restorations Scheme
- DEV3 Design of new roads, upgrades to existing roads and junctions in the Rivers Severn and Stour Area
- DEV4 Design of new roads, upgrades to existing roads and junctions in Gilgal

Urban Environment Objective Proposals

- UENV1 Improve town centre streetscape and pedestrian environment
- UENV2 Good quality furniture and lighting in Town Centre Core
- UENV3 Improve paving and lighting on Parkes Passage
- UENV4 Formalise shared surface on Engine Lane
- UENV5 Formalise shared surface on Coopers Lane
- UENV6 New stepped link down to canal opposite the Star pub
- UENV7 Improve War Memorial gardens and Villeneuve-le-Roi Gardens
- UENV8 Feature artwork for entrance to Methodist Chapel Gardens from High St
- UENV9 Vale Road improvement to pavements, lighting and a long-term development strategy
- UENV10 New pedestrian crossing on Vale Road
- UENV11 New pocket park on Foundry Street
- UENV12 Investigate possibility of two-way traffic on York

Street and Lion Hill

- UENV13 Investigate alternate, contra-flow cycle lane on Lion Hill
- UENV14 Propose one-way (west to east) traffic on Lichfield Street and build pavement on Southern side
- UENV15 Improve pedestrian safety and convenience for crossing on the Vale Road / Mitton Street junction
- UENV16 Canal Basin Character Area furniture and lighting
- UENV17 Develop tourist office and viewing area around the existing historic ticket office
- UENV18 Improve pavement and lighting quality in Gilgal
- UENV19 Prioritise the footpath in Gilgal between the Stour Bridge and the stepped link to the canal
- UENV20 New artwork feature gateway at canal access point though the historic sandstone wall on Gilgal
- UENV21 Improve lighting and surfacing in the historic alleyways in the Gilgal
- UENV22 Improve the stepped link to the canal with new lighting, surfacing and construction
- UENV23 Long-term aim to reduce carriageway widths to enable pavements to be added or widened in Gilgal
- UENV24 Alternative car park locations should be considered as well as measures to encourage other transport modes
- UENV25 Improve coordination between transport modes
- UENV26 Improved way marking, instigation (or re-establishing) of themed trails,
- UENV27 River Severn trail Bewdley
- UENV28 Markers and interpretation features to develop existing town trail in association with Civic Society
- UENV29 Aural reminiscence works included as part of structured trails
- UENV30 Lost buildings and structures interpretation
- UENV31 Street Nameplates
- UENV32 Installation of plaques to buildings

Gateways Objective Proposals

- GATE1 Define gateways to the Town Centre Core
- GATE2 Create southern gateway at River Severn crossing
- GATE3 New gateway artwork feature visible from Minster road junction associated with the proposed pocket park
- GATE5 Edge-of-town gateways
- GATE4 Create a gateway feature at the Stour Bridge linking to the Carpets of Worth Site with artwork and lighting

Water Environment Objective Proposals

- WENV1 Promote foot and cycle access along the Severn and Stour with improved paving and lighting
- WENV2 Create new and improve existing foot / cycle routes throughout Stourport
- WENV3 Severn Meadows Parkland
- WENV4 Upgrade north-bank Severn footpath to Bewdley to create a shared cycle way
- WENV5 Stour Meadows Informal Wetland Park
- WENV6 River Stour foot/cycle paths
- WENV7 Severnside path to access Sandy Lane Industrial Estate including lighting for winter use
- WENV8 Promote foot/cycle links to Hartlebury Common
- WENV9 New foot/cycle links from the east bank of the Stour to Worcester Road
- WENV10 New Severn Footbridge
- WENV11 New Stour footbridge
- WENV12 Increasing access by river and canal
- WENV13 Interpretative measures
- WENV14 Tourism Links with Bewdley promotion



Appendix E

Appendix E

Proposals Listed According to Priority and Cost

High Priority – Low Cost Proposals

- DEV1 Design of new roads, upgrades to existing roads and junctions in Town Centre
- DEV2 New development in Canal Basin Character Area to extend the character and quality established within the Canal Basins Restorations Scheme
- DEV3 Design of new roads, upgrades to existing roads and junctions in the Rivers Severn and Stour Area
- DEV4 Design of new roads, upgrades to existing roads and junctions in Gilgal
- UENV12 Investigate possibility of two-way traffic on York Street and Lion Hill
- UENV13 Investigate alternate, contra-flow cycle lane on Lion Hill

High Priority – Medium Cost Proposals

- UENV10 New pedestrian crossing on Vale Road
- UENV19 Prioritise the footpath in Gilgal between the Stour Bridge and the stepped link to the canal
- WENV7 Severnside path to access Sandy Lane Industrial Estate including lighting for winter use

High Priority – High Cost Proposals

- UENV1 Improve town centre streetscape and pedestrian environment
- UENV9 Vale Road improvement to pavements, lighting and a long-term development strategy
- UENV15 Improve pedestrian safety and convenience for crossing on the Vale Road / Mitton Street junction
- UENV17 Develop tourist office and viewing area around the existing historic ticket office
- WENV3 Severn Meadows Parkland

Medium Priority – Low Cost Proposals

- UENV8 Feature artwork for entrance to Methodist Chapel Gardens from High St
- UENV26 Improved way marking, instigation (or re-establishing) of themed trails,
- UENV31 Street Nameplates
- UENV32 Installation of plaques to buildings
- UENV25 Improve coordination between transport modes
- UENV28 Markers and interpretation features to develop existing town trail in association with Civic Society
- UENV30 Lost buildings and structures interpretation
- WENV13 Interpretative measures
- WENV14 Tourism Links with Bewdley promotion

Medium Priority – Medium Cost Proposals

- WENV2 Create new and improve existing foot / cycle routes throughout Stourport
- GATE1 Define gateways to the Town Centre Core
- GATE2 Create southern gateway at River Severn crossing
- UENV3 Improve paving and lighting on Parkes Passage
- UENV6 New stepped link down to canal opposite the Star pub
- UENV7 Improve War Memorial gardens and Villeneuve-le-Roi Gardens
- UENV14 Propose one-way (west to east) traffic on Lichfield Street and build pavement on southern side
- UENV29 Aural reminiscence works included as part of structured trails
- WENV6 River Stour foot/cycle paths

Medium Priority – High Cost Proposals

- UENV18 Improve pavement and lighting quality in Gilgal
- WENV1 Promote foot and cycle access along the Severn and Stour with improved paving and lighting
- WENV4 Upgrade north-bank Severn footpath to Bewdley to create a shared cycle way
- UENV2 Good quality furniture and lighting in Town Centre Core

- UENV4 Formalise shared surface on Engine Lane
- UENV5 Formalise shared surface on Coopers Lane
- UENV16 Canal Basin Character Area furniture and lighting
- UENV21 Improve lighting and surfacing in the historic alleyways in the Gilgal
- WENV5 Stour Meadows Informal Wetland Park
- WENV11 New Stour footbridge

Low Priority – Low Cost Proposals

- UENV24 Alternative car park locations should be considered as well as measures to encourage other transport modes
- WENV8 Promote foot/cycle links to Hartlebury Common
- WENV12 Increasing access by river and canal
- UENV20 New artwork feature gateway at canal access point though the historic sandstone wall on Gilgal
- UENV22 Improve the stepped link to the canal with new lighting, surfacing and construction

Low Priority – Medium Cost Proposals

- GATE3 New gateway artwork feature visible from Minster road junction associated with the proposed pocket park
- GATE5 Edge-of-town gateways
- GATE4 Create a gateway feature at the Stour Bridge linking to the Carpets of Worth Site with artwork and lighting
- UENV11 New pocket park on Foundry Street
- UENV27 River Severn trail Bewdley
- WENV9 New foot/cycle links from the east bank of the Stour to Worcester Road

Low Priority – High Cost Proposals

- UENV23 Long-term aim to reduce carriageway widths to enable pavements to be added or widened in Gilgal
- WENV10 New Severn Footbridge

Appendix F

Cost Estimates of Proposals

The following cost estimates have been developed for the streetscape proposals in the Town Centre Core, unit costs for the Palettes and ball-park figures for Art Works. The unit costs contain 'material only' and 'supply and fix' cost. It should be noted that these are budget figures only, provided by the respective suppliers or manufacturers. The rates used are current at this time and do not include any supplier discount. The measured works contain a number of assumptions, which are noted in the 'Comments' column.

- UENV29 Aural Reminiscence Works £45-75k
- UENV20 Canal access feature gateway £15-25k
- GATE3 Gateway artwork £50-100k
- GATE5 Edge of town gateways £50-75k each
- GATE4 Stour Bridge gateway £75-125k
- An Environmental Colour Assessment for the town could be provided for £10-12k

Exclusions are as follows:-

- Preliminaries
- Statutory Undertakings
- Design, Planning and Local Authority, Building Control and other Professional Fees
- Contingencies
- Tender Price Inflation
- VAT

Stourport Public Realm – Public Art – Budget Estimates (6.1 and Appendix E)

- UENV17 Tourist Office (opportunity for interpretation as part of viewing area design) £5-10k
- WENV3 Severn Meadows (opportunity interpretation and design of lookout platforms as incidents to river edge) £15-30k
- UENV8 Artwork to Methodist Chapel £10-15k
- UENV26 Waymarking etc. £30-45k
- UENV31 Street Nameplates £30-60k
- UENV32 Building Plaques £20-35k
- UENV28 Civic Society town trail £40-60k
- UENV30 Lost buildings interpretation £35-55
- WENV13 Interpretative measures £20-45

Appendix F

Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

SUMMARY

Element	Cost
Severn Bridge	62,617.25
Bridge St	170,988.17
Bridge St & High St	146,980.65
High Street	108,264.30
York St	266,717.55
Total Cost (excl Unit Cost items)	755,567.92

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

UNIT COSTS

Item	Supply Cost	Unit	Supply & Fix Cost	Comments
Town Centre Core Character Area				
Lighting - Philips 'Metronomis' Berlin lamp on 6m tapered column	1,400.00	nr	1,950.00	
Lighting - Philips 'Metronomis' Bordeaux wall mounted	1,200.00	nr	1,420.00	
Bench - Streetlife 'Wait & Stay' with backrest	530.00	nr	730.00	
Bench - Streetlife 'Wait & Stay' without backrest	600.00	nr	800.00	
Bench - Benkert Banke '400TE' with arm rest	1,350.00	nr	1,550.00	
Bench - Benkert Banke '400TE' without arm rest	1,275.00	nr	1,475.00	
Litter Bin - Benkert Banke 'Type 400'	600.00	nr	800.00	
Bollard - Benkert Banke 'Type 200'	185.00	nr	285.00	
Bollard - Benkert Banke 'Type 500'	230.00	nr	330.00	
Bollard - Bespoke	225.00	nr	325.00	
Railings - DW Windsor 'BS-C'	70.00	m	170.00	
Signage - Artist influenced design	300.00	nr	350.00	
Signage - Woodhouse	2,000.00	nr	2,250.00	6 finger post
Rivers Severn & Stour Character Area				
Lighting - Philips 'Metronomis' Oslo lamp on 6m curved column	4,150.00	nr	4,700.00	
Lighting - Woodhouse 'Geo' Geolight Stack 6m high	4,000.00	nr	4,550.00	
Bench - Metalco 'Libre' with backrest	500.00	nr	750.00	
Bench - Metalco 'Libre' without backrest	570.00	nr	820.00	
Bench - Woodhouse 'Escofet' Socrates bench	1,090.00	nr	1,340.00	
Bench - Woodhouse 'Escofet' Barana bench	642.00	nr	892.00	
Bench - Bespoke	1,400.00	nr	1,600.00	
Litter Bin - DW Windsor 'Litter Shark 1'	1,010.00	nr	1,210.00	
Litter Bin - DW Windsor 'Litter Shark 2'	1,250.00	nr	1,450.00	
Bollard - Benkert Banke 'Type 200'	185.00	nr	285.00	
Bollard - Woodhouse 'Geo' bollard	224.00	nr	324.00	
Bollard - Woodhouse 'Geo' illuminated bollard	700.00	nr	800.00	
Bollard - Bespoke	225.00	nr	325.00	
Railings - Marshalls Series 9100 7r	295.00	m	395.00	Galvanised
Signage - Artist influenced design	300.00	nr	350.00	
Signage - Woodhouse	2,000.00	nr	2,250.00	6 finger post
Signage - Bespoke	300.00	nr	350.00	

Costs for accent lighting are dependent on the scheme and fittings

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

Item	Supply Cost	Unit	Supply & Fix Cost	Comments
Canal Basins Character Area				
Lighting - Post top lamp	850.00	nr	1,100.00	
Lighting - Building mounted lamp	600.00	nr	800.00	
Bench - Escofet Taburete	1,400.00	nr	1,650.00	
Bench - Escofet Banqueta Morella	1,400.00	nr	1,650.00	
Bench - Escofet Bagdad Café	1,400.00	nr	1,650.00	
Litter Bin - Escofet Morella Bin	680.00	nr	880.00	
Bollard - Escofet Luco Mojon	350.00	nr		
Railings - Marshalls Series 9100 7r	295.00	m	395.00	
Gilgal Character Area				
Lighting - Philips 'Metronomis' Bordeaux lamp on Metro column and curved bracket	1,100.00	nr	1,350.00	
Bench - Metalco 'Boston'	650.00	nr	900.00	Mahogany finish
Litter Bin - Marshalls MSF Heritage	470.00	nr	670.00	
Bollard - DW Windsor 'Optima Small'	90.00	nr	190.00	
Sundry items				
Arts Commission bespoke bus shelter	N/A	item	16,500.00	
Stone clad planter, incorporating seating and trees	N/A	item	14,500.00	
Refurbishment of existing Georgian 'Ticket Office'	N/A	item	16,200.00	Extg building 3m x 3m on plan
Refurbishment of existing Georgian 'Ticket Office' and 5m x 3m sympathetic extension to same.	N/A	item	44,400.00	
Gateway features	N/A	nr	2,000.00	No details provided - notional allowance

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Stourport Public Realm Strategy

Feasibility Cost Plan

MEASURED WORKS - SEVERN BRIDGE

11th May 2006

Item	Qty	Unit	Rate	Cost	Comments
Site Clearance (assumed disposal to tip)					
General site clearance	275	m ²	1.00	275.00	
Removing kerbs	272	m	3.00	816.00	
Removing gully grates and frame	10	nr	7.50	75.00	assumed
Removing road signs	4	nr	10.00	40.00	assumed
Removing street lights	10	nr	75.00	750.00	assumed
Site Clearance Total Cost				1,956.00	
Drainage					
150mm dia drainage run	100	m	70.00	7,000.00	assumed
Connection to existing drainage system	1	nr	45.00	45.00	assumed
Road gully, including grate and frame	10	nr	250.00	2,500.00	assumed
Drainage Total Cost				9,545.00	
Groundworks					
Breaking up existing footpath surfacing	275	m ²	8.00	2,200.00	
Breaking up existing roadway surfacing	-	m ²	11.00	-	
Excavating existing footpath sub-base (assumed 200mm deep)	55	m ³	10.00	550.00	
Excavating existing roadway sub-base (assumed 300mm deep)	-	m ³	10.00	-	
Remove of redundant drainage runs	100	m	5.00	500.00	assumed
Remove redundant gullies	10	nr	5.00	50.00	assumed
Disposal of excavated surfacings	33	m ³	35.00	1,155.00	
Disposal of excavated sub-base	55	m ³	30.00	1,650.00	
Imported general fill (assumed 100mm deep)	28	m ³	19.50	536.25	to make up levels
Groundworks Total Cost				6,641.25	

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

Item	Qty	Unit	Rate	Cost	Comments
Footpaths and Kerbs					
Type 1 sub-base	28	m ³	26.00	715.00	100mm deep
Gritstone paving	275	m ²	80.00	22,000.00	
Granite kerbs	272	m	80.00	21,760.00	including bed and haunch
Footpaths and Kerbs Total Cost				44,475.00	
Road surfacings, 'shared surfacings' and markings					
Type 1 sub-base		m ³	26.00	-	200mm deep
Granite blocks, sawn finish		m ²	110.00	-	
Granite setts, cropped		m ²	70.00	-	
Hot rolled asphalt with red granite aggregate		m ²	30.00	-	
Marshalls 'Tegular' paving to Mart Lane Junction		m ²	42.00	-	
500mm wide channel, formed from 100x100mm sawn setts		m	64.00	-	
Road markings		item	6,250.00	-	assumed
Road surfacings, 'shared surfacings' and markings Total Cost				-	
Landscaping					
Excavation of tree pits		m ³	14.00	-	3.5m ³ per tree
Fastigated trees		nr	550.00	-	
Tree anchoring system and grille surround		nr	750.00	-	
Landscaping Total Cost				-	
Sundry works					
Clean and make good retained granite setts		m ²	25.00	-	
Take down existing concrete bridge parapets		m	1,000.00	-	
Provide 'visually permeable' high quality parapet		m	1,750.00	-	
Sundry works Total Cost				-	
Severn Bridge Total Cost (excl Unit Cost Items)				62,617.25	

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Stourport Public Realm Strategy

Feasibility Cost Plan

MEASURED WORKS - BRIDGE STREET

11th May 2006

Item	Qty	Unit	Rate	Cost	Comments
Site Clearance (assumed disposal to tip)					
General site clearance	1,141	m ²	1.00	1,140.70	
Removing kerbs	203	m	3.00	609.00	
Removing gully grates and frame	10	nr	7.50	75.00	assumed
Removing road signs	4	nr	10.00	40.00	assumed
Removing street lights	10	nr	75.00	750.00	assumed
Site Clearance Total Cost				2,614.70	
Drainage					
150mm dia drainage run	100	m	70.00	7,000.00	assumed
Connection to existing drainage system	1	nr	45.00	45.00	assumed
Road gully, including grate and frame	10	nr	250.00	2,500.00	assumed
Drainage Total Cost				9,545.00	
Groundworks					
Breaking up existing footpath surfacing	561	m ²	8.00	4,490.00	
Breaking up existing roadway surfacing	579	m ²	11.00	6,373.95	
Excavating existing footpath sub-base (assumed 200mm deep)	112	m ³	10.00	1,122.50	
Excavating existing roadway sub-base (assumed 300mm deep)	174	m ³	10.00	1,738.35	
Remove of redundant drainage runs	100	m	5.00	500.00	assumed
Remove redundant gullies	10	nr	5.00	50.00	assumed
Disposal of excavated surfacings	183	m ³	35.00	6,413.40	
Disposal of excavated sub-base	286	m ³	30.00	8,582.55	
Imported general fill (assumed 100mm deep)	114	m ³	19.50	2,224.37	to make up levels
Groundworks Total Cost				31,495.12	

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

Item	Qty	Unit	Rate	Cost	Comments
Footpaths and Kerbs					
Type 1 sub-base	56	m ³	26.00	1,459.25	100mm deep
Gritstone paving	561	m ²	80.00	44,900.00	
Granite kerbs	203	m	80.00	16,240.00	including bed and haunch
Footpaths and Kerbs Total Cost				62,599.25	
Road surfacings, 'shared surfacings' and markings					
Type 1 sub-base	116	m ³	26.00	3,012.10	200mm deep
Granite blocks, sawn finish	450	m ²	110.00	49,500.00	
Granite setts, cropped		m ²	70.00	-	
Hot rolled asphalt with red granite aggregate	129	m ²	30.00	3,877.50	
Marshalls 'Tegular' paving to Mart Lane Junction		m ²	42.00	-	
500mm wide channel, formed from 100x100mm sawn setts	38	m	64.00	2,432.00	
Road markings	0	item	6,250.00	1,562.50	assumed
Road surfacings, 'shared surfacings' and markings Total Cost				60,384.10	
Landscaping					
Excavation of tree pits	9	m ³	50.00	450.00	3.5m ³ per tree
Fastigated trees	3	nr	550.00	1,650.00	
Tree anchoring system and grille surround	3	nr	750.00	2,250.00	
Landscaping Total Cost				4,350.00	
Sundry works					
Clean and make good retained granite setts		m ²	25.00	-	
Take down existing concrete bridge parapets		m	1,000.00	-	
Provide 'visually permeable' high quality parapet		m	1,750.00	-	
Sundry works Total Cost				-	
Bridge Street Total Cost (excl Unit Cost Items)				170,988.17	

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Stourport Public Realm Strategy

Feasibility Cost Plan

MEASURED WORKS - BRIDGE STREET AND HIGH STREET

11th May 2006

Item	Qty	Unit	Rate	Cost	Comments
Site Clearance (assumed disposal to tip)					
General site clearance	1,185	m ²	1.00	1,185.00	
Removing kerbs	142	m	3.00	426.00	
Removing gully grates and frame	10	nr	7.50	75.00	assumed
Removing road signs	4	nr	10.00	40.00	assumed
Removing street lights	10	nr	75.00	750.00	assumed
Site Clearance Total Cost				2,476.00	
Drainage					
150mm dia drainage run	100	m	70.00	7,000.00	assumed
Connection to existing drainage system	1	nr	45.00	45.00	assumed
Road gully, including grate and frame	10	nr	250.00	2,500.00	assumed
Drainage Total Cost				9,545.00	
Groundworks					
Breaking up existing footpath surfacing	479	m ²	8.00	3,832.00	
Breaking up existing roadway surfacing	706	m ²	11.00	7,766.00	
Excavating existing footpath sub-base (assumed 200mm deep)	96	m ³	10.00	958.00	
Excavating existing roadway sub-base (assumed 300mm deep)	212	m ³	10.00	2,118.00	
Remove of redundant drainage runs	100	m	5.00	500.00	assumed
Remove redundant gullies	10	nr	5.00	50.00	assumed
Disposal of excavated surfacings	199	m ³	35.00	6,953.80	
Disposal of excavated sub-base	308	m ³	30.00	9,228.00	
Imported general fill (assumed 100mm deep)	119	m ³	19.50	2,310.75	to make up levels
Groundworks Total Cost				33,716.55	

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

Item	Qty	Unit	Rate	Cost	Comments
Footpaths and Kerbs					
Type 1 sub-base	48	m ³	26.00	1,245.40	100mm deep
Gritstone paving	479	m ²	80.00	38,320.00	
Granite kerbs	142	m	80.00	11,360.00	including bed and haunch
Footpaths and Kerbs Total Cost				50,925.40	
Road surfacings, 'shared surfacings' and markings					
Type 1 sub-base	141	m ³	26.00	3,671.20	200mm deep
Granite blocks, sawn finish	80	m ²	110.00	8,800.00	
Granite setts, cropped	316	m ²	70.00	22,120.00	
Hot rolled asphalt with red granite aggregate	310	m ²	30.00	9,300.00	
Marshalls 'Tegular' paving to Mart Lane Junction		m ²	42.00	-	
500mm wide channel, formed from 100x100mm sawn setts	76	m	64.00	4,864.00	
Road markings	0.25	item	6,250.00	1,562.50	assumed
Road surfacings, 'shared surfacings' and markings Total Cost				50,317.70	
Landscaping					
Excavation of tree pits		m ³	50.00	-	3.5m ³ per tree
Fastigated trees		nr	550.00	-	
Tree anchoring system and grille surround		nr	750.00	-	
Landscaping Total Cost				-	
Sundry works					
Clean and make good retained granite setts		m ²	25.00	-	
Take down existing concrete bridge parapets		m	1,000.00	-	
Provide 'visually permeable' high quality parapet		m	1,750.00	-	
Sundry works Total Cost				-	
Bridge Street & High Street Total Cost (excl Unit Cost Items)				146,980.65	

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Stourport Public Realm Strategy

Feasibility Cost Plan MEASURED WORKS - HIGH STREET

11th May 2006

Item	Qty	Unit	Rate	Cost	Comments
Site Clearance (assumed disposal to tip)					
General site clearance	990	m ²	1.00	990.00	
Removing kerbs	20	m	3.00	60.00	
Removing gully grates and frame	10	nr	7.50	75.00	assumed
Removing road signs	4	nr	10.00	40.00	assumed
Removing street lights	10	nr	75.00	750.00	assumed
Site Clearance Total Cost				1,915.00	
Drainage					
150mm dia drainage run	100	m	70.00	7,000.00	assumed
Connection to existing drainage system	1	nr	45.00	45.00	assumed
Road gully, including grate and frame	10	nr	250.00	2,500.00	assumed
Drainage Total Cost				9,545.00	
Groundworks					
Breaking up existing footpath surfacing	133	m ²	8.00	1,064.00	
Breaking up existing roadway surfacing	857	m ²	11.00	9,427.00	
Excavating existing footpath sub-base (assumed 200mm deep)	27	m ³	10.00	266.00	
Excavating existing roadway sub-base (assumed 300mm deep)	257	m ³	10.00	2,571.00	
Remove of redundant drainage runs	100	m	5.00	500.00	assumed
Remove redundant gullies	10	nr	5.00	50.00	assumed
Disposal of excavated surfacings	187	m ³	35.00	6,557.60	
Disposal of excavated sub-base	284	m ³	30.00	8,511.00	
Imported general fill (assumed 100mm deep)	99	m ³	19.50	1,930.50	to make up levels
Groundworks Total Cost				30,877.10	

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Feasibility Cost Plan

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Item	Qty	Unit	Rate	Cost	Comments
Footpaths and Kerbs					
Type 1 sub-base	13	m ³	26.00	345.80	100mm deep
Gritstone paving	133	m ²	80.00	10,640.00	
Granite kerbs	20	m	80.00	1,600.00	including bed and haunch
Footpaths and Kerbs Total Cost				12,585.80	
Road surfacings, 'shared surfacings' and markings					
Type 1 sub-base	171	m ³	26.00	4,456.40	200mm deep
Granite blocks, sawn finish	103	m ²	110.00	11,330.00	
Granite setts, cropped	74	m ²	70.00	5,180.00	
Hot rolled asphalt with red granite aggregate	680	m ²	30.00	20,400.00	
Marshalls 'Tegular' paving to Mart Lane Junction		m ²	42.00	-	
500mm wide channel, formed from 100x100mm sawn setts		m	64.00	-	
Road markings	0.5	item	6,250.00	3,125.00	assumed
Road surfacings, 'shared surfacings' and markings Total Cost				44,491.40	
Landscaping					
Excavation of tree pits	21	m ³	50.00	1,050.00	3.5m ³ per tree
Fastigated trees	6	nr	550.00	3,300.00	
Tree anchoring system and grille surround	6	nr	750.00	4,500.00	
Landscaping Total Cost				8,850.00	
Sundry works					
Clean and make good retained granite setts		m ²	25.00	-	
Take down existing concrete bridge parapets		m	1,000.00	-	
Provide 'visually permeable' high quality parapet		m	1,750.00	-	
Sundry works Total Cost				-	
High Street Total Cost (excl Unit Cost Items)				108,264.30	

Appendix F

Stourport Public Realm Strategy

Feasibility Cost Plan MEASURED WORKS - YORK STREET

11th May 2006

Item	Qty	Unit	Rate	Cost	Comments
Site Clearance (assumed disposal to tip)					
General site clearance	1,773	m ²	1.00	1,773.00	
Removing kerbs	263	m	3.00	789.00	
Removing gully grates and frame	10	nr	7.50	75.00	assumed
Removing road signs	4	nr	10.00	40.00	assumed
Removing street lights	10	nr	75.00	750.00	assumed
Site Clearance Total Cost				3,427.00	
Drainage					
150mm dia drainage run	100	m	70.00	7,000.00	assumed
Connection to existing drainage system	1	nr	45.00	45.00	assumed
Road gully, including grate and frame	10	nr	250.00	2,500.00	assumed
Drainage Total Cost				9,545.00	
Groundworks					
Breaking up existing footpath surfacing	641	m ²	8.00	5,128.00	
Breaking up existing roadway surfacing	1,132	m ²	11.00	12,452.00	
Excavating existing footpath sub-base (assumed 200mm deep)	128	m ³	10.00	1,282.00	
Excavating existing roadway sub-base (assumed 300mm deep)	340	m ³	10.00	3,396.00	
Remove of redundant drainage runs	100	m	5.00	500.00	assumed
Remove redundant gullies	10	nr	5.00	50.00	assumed
Disposal of excavated surfacings	303	m ³	35.00	10,616.20	
Disposal of excavated sub-base	468	m ³	30.00	14,034.00	
Imported general fill (assumed 100mm deep)	177	m ³	19.50	3,457.35	to make up levels
Groundworks Total Cost				50,915.55	

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Appendix F

Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

Item	Qty	Unit	Rate	Cost	Comments
Footpaths and Kerbs					
Type 1 sub-base	64	m ³	26.00	1,666.60	100mm deep
Gritstone paving	641	m ²	80.00	51,280.00	
Granite kerbs	263	m	80.00	21,040.00	including bed and haunch
Footpaths and Kerbs Total Cost				73,986.60	
Road surfacings, 'shared surfacings' and markings					
Type 1 sub-base	226	m ³	26.00	5,886.40	200mm deep
Granite blocks, sawn finish	38	m ²	110.00	4,180.00	
Granite setts, cropped	63	m ²	70.00	4,410.00	
Hot rolled asphalt with red granite aggregate	680	m ²	30.00	20,400.00	
Marshalls 'Tegular' paving to Mart Lane Junction	351	m ²	42.00	14,742.00	
500mm wide channel, formed from 100x100mm sawn setts		m	64.00	-	
Road markings	0.5	item	6,250.00	3,125.00	assumed
Road surfacings, 'shared surfacings' and markings Total Cost				52,743.40	
Landscaping					
Excavation of tree pits	25	m ³	50.00	1,250.00	3.5m ³ per tree
Fastigated trees	7	nr	550.00	3,850.00	
Tree anchoring system and grille surround	6	nr	750.00	4,500.00	
Landscaping Total Cost				9,600.00	
Sundry works					
Clean and make good retained granite setts	20	m ²	25.00	500.00	
Take down existing concrete bridge parapets	24	m	1,000.00	24,000.00	
Provide 'visually permeable' high quality parapet	24	m	1,750.00	42,000.00	
Sundry works Total Cost				66,500.00	
York Street Total Cost (excl Unit Cost Items)				266,717.55	

