



# Cheapside, Stourport on Severn

Design brief

December 2016



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# 1

## Introduction

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- 2 Planning policy context
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- 4 Heritage appraisal
- 5 Heritage statement of significance
- 6 Design principles
- 7 Development brief



**LEGEND**

 Site boundary

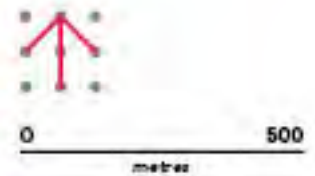


FIGURE 11 | SITE LOCATION | 1:12,500



# 1 Introduction

## Document format

Node has been commissioned by First City to prepare a mixed-use masterplan with supporting opportunities and constraints appraisal, heritage assessment and development brief to inform future development for a site off Cheapside, Stourport-on-Severn, Worcestershire (figure 1.1).

This document provides information in response to the following assessment criteria:

**ASSESSMENT:** to include sections on planning and physical context of the site.

**EVALUATION:** site constraints, opportunities and guiding development principles.

**DESIGN:** establishing design principles, vision and solutions.

This document communicates the design approach applied to the site and demonstrates how it can meet the requirements of planning policy and achieve sustainable development.

The document is structured into the following sections:

**SECTION 1: INTRODUCTION**

**SECTION 2: PLANNING POLICY CONTEXT**

**SECTION 3: CONTEXT ASSESSMENT**

**SECTION 4: HERITAGE APPRAISAL**

**SECTION 5: HERITAGE STATEMENT OF SIGNIFICANCE**

**SECTION 6: DESIGN PRINCIPLES**

**SECTION 7: DEVELOPMENT BRIEF**

## Local context overview

Stourport on Severn is a historic canal town located on the River Severn, to the south of Kidderminster within Wyre Forest district. The site is located on the southern edge of the town centre with built context to the north and west and parkland to the immediate east and south. This site is in a highly sustainable location, within close walking distance of local shops, amenities and transport options.

## The site

The site is located off Discovery Road in Stourport on Severn centred on National Grid Reference (NGR): SO 81219 70916. It lies immediately north of the River Severn, within approximately 0.7km of south of Stourport town centre.

The site comprises one plot of brownfield land measuring approximately 2.2ha in total. There are a number of statutory listed buildings together with buildings of heritage significance within the site, as well as a number of less significant factory units. Part of the site lies within a conservation area. It is accessed by vehicle off Severn Road/Cheapside which continues through the site.

The northern bank of the River Severn forms the southern boundary of the site, along which runs a public right of way. The River Stour forms the site's eastern boundary.



1. Discovery Road
2. Cheapside
3. Listed building
4. PRoW along River Severn





### LEGEND


 Site boundary



FIGURE 1.2 | SITE BOUNDARY | 1:1250



# 2

## Planning policy context

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- 2 Planning policy context**
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- 7 Development brief

## 2 Planning policy context

### National Planning Policy Framework (2012)

The National Planning Policy Framework was published in March 2012 and provides over-arching guidelines for the planning system which replaces all previous planning policy statements and planning policy guidance notes. The document states that *"The purpose of planning is to help achieve sustainable development"* (foreword). The central theme of the framework is the introduction of a presumption in favour of sustainable development. Of particular relevance to this application are the sections on housing (6. Delivering a wide choice of high quality homes), design (7. Requiring good design) and communities (8. Promoting healthy communities).

Regarding design, *"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people"* and *"It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes"* (para. 56).

On communities, *"Planning policies and decisions, in turn, should aim to achieve places which promote:*

*opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together*

*those who work, live and play in the vicinity;*

*safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion, and*

*safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas"* (para. 69).

It goes on to state that *"Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities"* (para. 73).

The Framework confirms that the Government's key housing objective is to significantly boost the supply of housing and 'Local Plans' should meet their full market and affordable housing requirement. The Framework also states that when drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development.

## National Planning Policy Guidance (2014)

Planning Practice Guidance was issued in 2014 in support of the National Planning Policy Framework. The design section provides guidance on the importance of good design, what is good design and how good design can be created. Its key principles are about creating good places for people to live and work, promoting safe and secure places and ensuring inclusion and easy accessibility. Good quality design is an integral part of sustainable development. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. Good design responds in a practical and creative way to both the function and identity of a place. It puts land,

water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use – over the long as well as the short term.

*“Well designed new or changing places should:*

- Be functional;
- Support mixed uses and tenures;
- Include successful public spaces;
- Be adaptable and resilient;
- Have a distinctive character;
- Be attractive; and
- Encourage ease of movement” (para. 16).

## Building for Life 12

Building for Life provides a national standard for well designed homes and neighbourhoods, providing criteria that will lead to a functional, attractive and sustainable development. It has been used both as a framework and as a method of assessing the success of the proposed scheme.

Building for Life 12 comprises of 12 questions, with four questions in each chapter:

### Integrating into the neighbourhood

1. Connections: Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

2. Facilities and services: Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
3. Public transport: Does the scheme have good access to public transport to help reduce car dependency?
4. Meeting local housing requirements: Does the development have a mix of housing types and tenures that suit local requirements?

### Creating a place

5. **Character:** Does the scheme create a place with a locally inspired or otherwise distinctive character?
6. **Working with the site and its context:** Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
7. **Creating well defined streets and spaces:** Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
8. **Easy to find your way around:** Is the scheme designed to make it easy to find your way around?

### Street & Home

9. **Streets for all:** Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
10. **Car parking:** Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
11. **Public and private spaces:** Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
12. **External storage and amenity space:** Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

### Manual for Streets

This document provides advice for the design of residential streets and represents a strong government commitment to the creation of sustainable and inclusive public spaces.

### **Wyre Forest District Core Strategy (Adopted 2010)**

The site lies within Wyre Forest District and is covered by the Wyre Forest District Adopted Core Strategy (2010). It is an allocated site for mixed use development, with an indicative capacity of 60 units. The following policies are highlighted here as it is felt they are the most relevant to the site due to the site's historic character and our design focus, other policies still apply.

#### **CP11: Quality Design and Local Distinctiveness**

New development should sensitively connect to the surrounding streets, spaces and communities. Where appropriate, proposals should incorporate strong links to nearby town centres and local centres.

Design measures which help to improve sustainable transport (including pedestrian, cycling and public transport links) should be integral within scheme designs.

The emphasis on the creation of successful places will start with a careful consideration of movement routes based on well planned streets and spaces. New developments and their layouts should take into account heritage assets and where possible utilise historic streets, buildings, spaces and infrastructure as an integral part of the scheme design. Subsequent DPDs which allocate sites will take full account of the heritage assets within the landscapes and settlements.

The positive management of the District's historic environment and heritage assets will be taken forward through the development of appropriate SPDs.

Designs should combine active frontages and secure private areas and, where appropriate, the suitable integration of mixed uses complemented by attractive buildings and landscaping that is an integral part of the overall scheme design. It is essential that new buildings and spaces are fit for purpose and capable of future adaptation.

Buildings and spaces will themselves need to be well-designed to complement the layout through the appropriate use of scale, mass, proportions and materials coherently brought together as part of a bespoke architectural approach.

'Design quality', reflecting a thorough understanding of site context, must be demonstrated as part of any proposal. The authority will require the submission of an accompanying Design and Access Statement that has regard to the latest Supplementary Planning Guidance or Document(s).

Developers will be required to demonstrate how their proposals address community safety and crime prevention in Design and Access Statements.

### **CP02: Water Management**

The Council will ensure that:

New developments will be required to incorporate appropriate Sustainable Drainage Measures (SUDs). This should be informed by the Water Cycle Strategy to ensure compatibility with specific catchment and ground characteristics, and will require the early consideration of a wide range of issues relating to the management, long term adoption and maintenance of SUDs.

For developments in areas with known surface water flooding issues, appropriate mitigation and construction methods will be required.

Applications which relate specifically to reducing the risk of flooding (e.g. defence / alleviation work, retrofitting of existing development) will be supported so long as they do not conflict with other objectives within the Local Development Framework.

### **Policy CP05: Delivering New Communities**

Dwelling Type and Mix to Meet Local Housing Needs New housing developments must be well designed to address local housing needs, incorporating a range of different types, tenures and sizes of housing to create mixed communities. New developments should take account of the District's housing needs as set out in the Strategic Housing Market Assessment.

## **Site Allocations and Policies Local Plan (2013)**

### **Safeguarding the Historic Environment**

Any development proposal affecting the District's heritage assets, including their setting, should demonstrate how these assets will be protected, conserved and, where appropriate, enhanced. The District's heritage assets include:

Conservation Areas, Listed Buildings and Scheduled Monuments.

Building and Structures on the Local Heritage List.

Landscape features including ancient woodlands and veteran trees, field patterns, watercourses, and hedgerows of visual, historic or nature conservation value.

Archaeological remains and non-designated historic structures recorded on the County Historic Environment Record.

Historic parks and gardens.

Developments that relate to a Heritage Asset should be accompanied by a Heritage Statement. Where proposals are likely to affect the significance of a heritage asset, including its setting, the Heritage Statement should demonstrate an understanding of such significance and in sufficient detail to assess any potential impacts. This should be informed by currently available evidence.



When considering a development proposal which may affect a Heritage Asset, or when preparing a Heritage Statement, applicants should have regard to the following points:

To ensure that proposals would not have a detrimental impact on the significance of a Heritage Asset or its setting and to identify how proposals make a positive contribution to the character and local distinctiveness of the area.

Any harm or loss of significance will require clear and convincing justification.

The re-use of heritage assets will be encouraged where this is consistent with the conservation of the specific heritage asset.

Proposals which secure the long-term future of a heritage asset at risk will specifically be encouraged.

That repairs, alterations, extensions and conversions of heritage assets take into account the materials, styles and techniques to be used and the period in which the asset was built.

The installations of fixtures and fittings should not have a detrimental impact on a heritage asset, should be inconspicuously sited and proportioned and be designed sympathetically.

In considering new development that may affect a heritage asset, proposals will need to identify how the scale, height and massing of new development in relation to the particular feature, and the materials and design utilised, does not

detrimentally affect the asset or its setting.

Development proposals that would have an adverse impact on a heritage asset and/or its setting, or which will result in a reduction or loss of significance, will not be permitted, unless it is clearly demonstrated the following criteria are met:

There are no reasonable alternative means of meeting the need for development appropriate to the level of significance of the Heritage Asset.

The reasons for the development outweigh the individual significance of the Heritage Asset, its importance as part of a group and to the local scene, and the need to safeguard the wider stock of such Heritage Assets.

In the case of demolitions, that the substantial public benefits of the development outweigh the loss of the building or structure; or the nature of the asset prevents all reasonable uses of the site; or the loss of the heritage asset is outweighed by the benefits of bringing the site back into use. Redevelopment proposals should provide design which mitigates appropriately against the loss of the heritage asset in proportion to its significance at a national or local level.

## Severn Road Development Brief (2001)

The development brief sets out opportunities for development of a number of sites along Severn Road. It proposed a mix of uses which could include business uses alongside residential including 30% affordable housing, a hotel, restaurants and pubs.

### Land uses

It is considered that redevelopment consisting of a mix of uses will enable the area to complement and assimilate more closely with the tourism potential of the basins and town centre. It is important to ensure that the proposed uses are compatible with surrounding uses. Where residential development is proposed, the opportunity exists to achieve a relatively high density of between 50 to 70 dwellings per hectare with 30% affordable housing

where this could enhance the town's physical form without detriment to the amenity of neighbouring residents and occupiers. Any redevelopment proposals involving the former vinegar works should be for uses that will complement the new housing development to the north of the site. It is envisaged that the mix here will also be one of predominantly residential properties with small-scale offices and workshops interspersed.

### Local Character and Built Heritage

The document sets out six key character objectives: safeguard and enhance the conservation area; reflect the character of the basin and the compact urban form; enhance the adjoining River Stour and Severn; enrich local character by providing links to the past and achieve tight knit urban character through courtyards, spaces, link walls and ginnells.

### Design

The design section outlines the critical need for high quality design including landscaping and infrastructure, materials and built form. It is also suggested that existing buildings are reused, whilst emphasising that design innovation can take place within this historic context. The design of new development offers considerable potential for moving further towards sustainable living. The section sets out seven design objectives: create a legible network with existing features; create a logical and successful layout; promote energy efficiency, recycling and sustainable drainage; ensure high quality landscape and optimum security; and provide public and private spaces.

### Access and Movement

The location of the site on the periphery of the town centre enables redevelopment to play a key part in improving movement. The development should: reduce through traffic in the town centre; enhance legibility and safety for cyclists and pedestrians; maximise the recreation potential of the natural corridor of the River Stour; enhance pedestrian permeability through the site in order to satisfy the general east-west desire line to the town centre; create well-landscaped infrastructure, which provides appropriate mitigation, security, views, vistas and a sense of arrival; enable the provision of direct public transport access to the redevelopment area and ensure that car parking and the provision of infrastructure for cyclists, pedestrians and public transport is integrated.

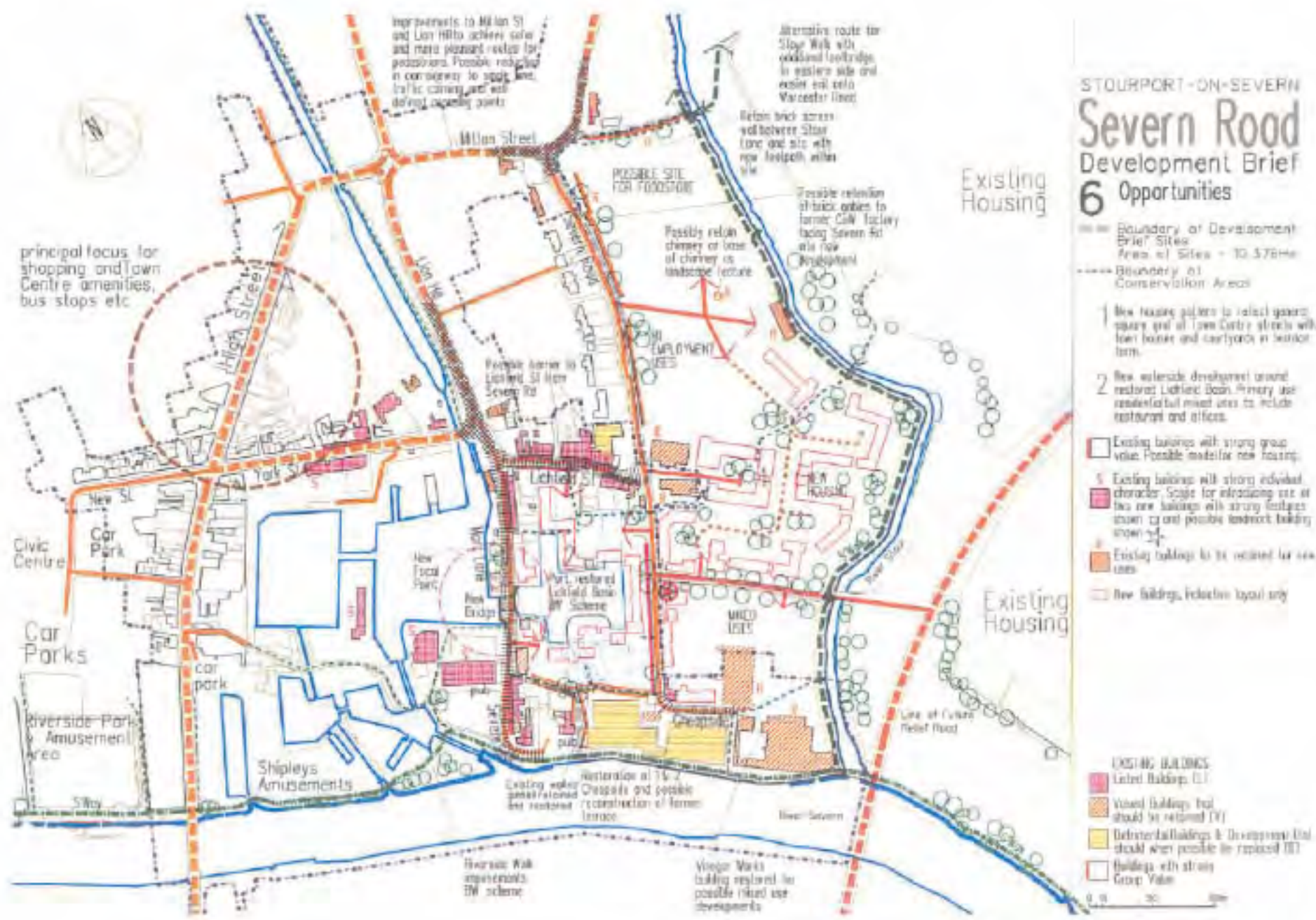


FIGURE 2.2 | DEVELOPMENT OPPORTUNITIES TAKEN FROM SEVERN ROAD DEVELOPMENT BRIEF

## Character Appraisal for Stourport-on-Severn No.1 Conservation Area (2015)

The Conservation Area is 16.9 hectares in extent and comprises a group of canal basins, and associated environments including buildings that date primarily from the late eighteenth and nineteenth centuries. Together they form the southern part of the historic core of the Town.

Stourport-on-Severn Conservation Area No. 1 covers part of the 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 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 the design and layout of further development.

The document makes several references to the Cheapside area and the vinegar works which is the oldest in the country. Other mentions refer to the site's development; use; historic street pattern and movement; views into the site; pattern and density of building; types of buildings; style of buildings; size of buildings; morphology; materials and construction; landmarks, focal points and special features; and ground surfaces and tranquil and active areas.

Cheapside is also highlighted as an area that would benefit from enhancement, a description is provided below:

### Areas that would benefit from enhancement

Car park between Nos. 1 & 2, Cheapside; and the former vinegar works, Cheapside. This is the site of a former group of early nineteenth century three storey terraced houses that were arranged continuous with Nos. 1 & 2 in a straight line, at the back of the pavement and facing the street. With the recent closure of the adjoining vinegar works, the opportunity exists to reinstate this terrace. In addition to the enhancement of specific locations referred to above, the character of the Area would benefit from having various tarmacadam surfaces and

concrete kerbs replaced with more sympathetic materials; together with the installation of more sympathetic lampposts. A number of buildings would benefit from the reinstatement of more sympathetic shop fronts, and first and second floor windows; particularly in Bridge Street.

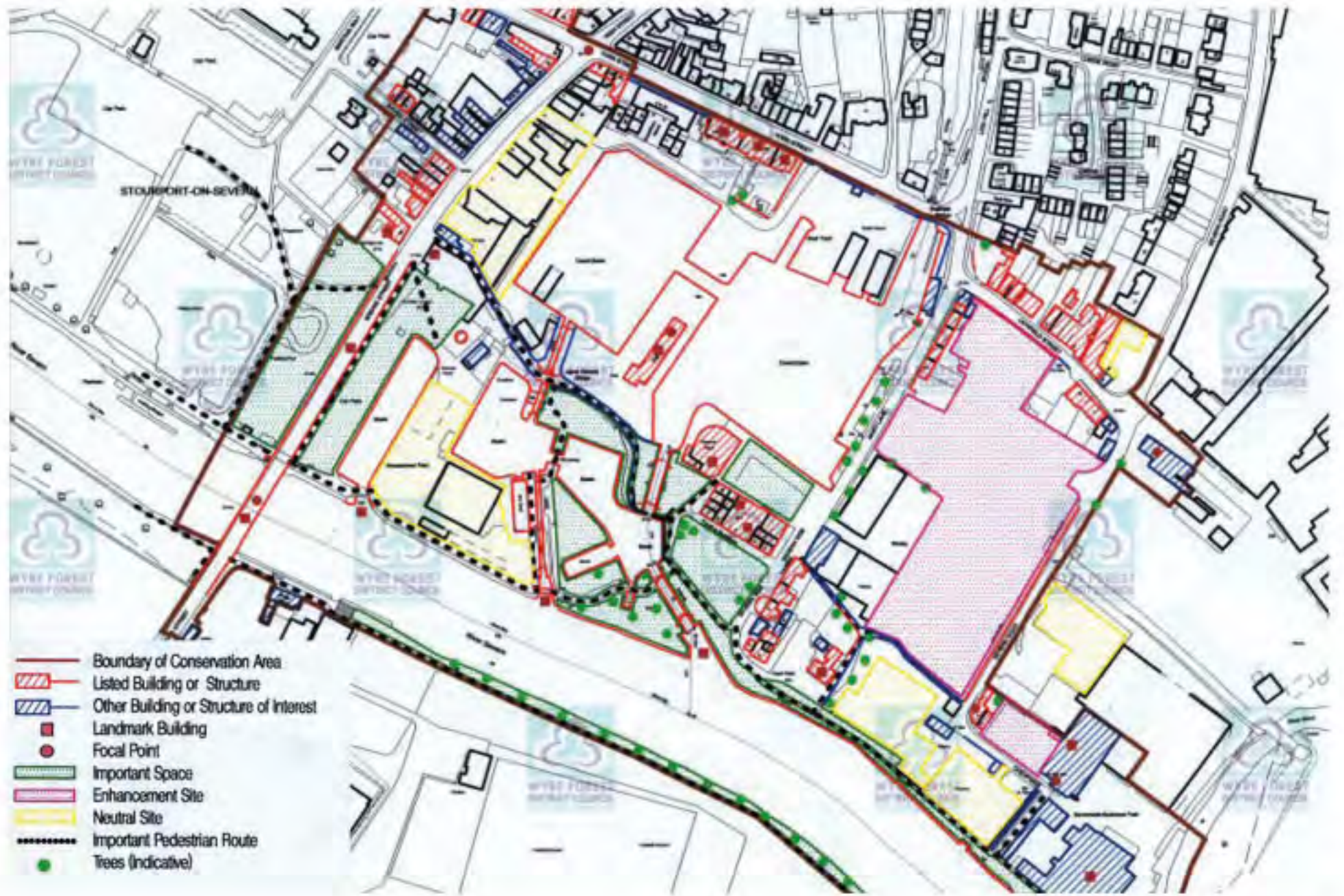


FIGURE 2.3 | CONSERVATION AREA CHARACTER APPRAISAL

## Design Guidance Supplementary Planning Document (2015)

This SPD provides detailed advice on Wyre Forest District Council's expectations for the delivery of high quality development. The document sets out three objectives:

### 1. Securing High Quality Design

High quality design is inherent in creating great places to live work and play. Design quality contributes to how people perceive places and their enjoyment of the place. Truly sustainable places will be developed with high quality design at their heart; all development types have competing social economic and environmental considerations, whether this is attracting new businesses, building new neighbourhoods, or regenerating the canal infrastructure. High quality

development should:

- be reflected through an understanding of the local context
- create well connected places that are easy to move around
- be visually attractive
- create safe and accessible development
- enhance the neighbourhood or surroundings
- be fit for purpose
- be sustainable

### 2. Creating and Reinforcing Local Distinctiveness

Areas will have an existing character that is determined by the qualities of the existing buildings and landscape. Where this is strong, new

development should respond to the existing qualities and ensure that the proposal presents a positive addition to the streetscape or landscape.

Where the existing context is weak or negative, it is important that new development seizes the opportunity to improve the quality of the area. Development responding to local distinctiveness should:

- respect the existing qualities of the place that are positive, and look to address those that are perceived as negative
- value the heritage and culture of the local area
- respond to the immediate and wider context
- contribute to creating a sense of place for the local area

### 3. Protecting & Establishing Landscape Character

The built, historic and natural environment informs the landscape character and is an important asset; the qualities of the place as defined through the landscape character help define the sense of place. The setting of the District provides an important backdrop to development. The ease of access to the countryside is a unique asset and ensuring such an opportunity is used to its potential is essential to maintaining and promoting active and healthy lifestyles. Development responding to landscape character should:

- enhance and strengthen the setting and character through new development and landscape gain
- not undermine the quality of the landscape

### **Affordable Housing Supplementary Planning Document (2015)**

The District Council will generally seek to secure affordable housing provision of 30% on sites of ten or more dwellings within Kidderminster and Stourport-on-Severn and 30% on sites of 6 or more dwellings within Bewdley and the rural areas.

Where this level of affordable housing provision is proven to undermine the viability of a development, particularly due to residual land values, then this will be subject to further individual site viability assessment undertaken by the applicant. Where an applicant considers that it is not viable to meet this requirement, it must be demonstrated that the following criteria have been met:

- i. The applicant must provide a full viability assessment which demonstrates that the required level of affordable housing is not viable. The methodology, underlying assumptions and software to be used should be agreed with the District Council in advance.
- ii. Where the District Council considers it necessary to obtain independent advice to validate a viability assessment which has been submitted, the applicant will be required to meet all reasonable costs of doing so.
- iii. The viability assessment should either be presented on a residual land value or profit basis which should be agreed with the District Council in advance.

### **Draft Revised Planning Obligations Supplementary Planning Document (2016)**

The SPD sets out Wyre Forest's approach physical, social and green to securing planning obligations and developer contributions to infrastructure. Contributions can be made to the following:

#### **Physical**

Affordable Housing; and Transport impact mitigation

#### **Social**

Public Open Space, Outdoor Amenity Space and Children's Play Space; Education; Community Facilities; Health; and Emergency Service Infrastructure

#### **Green Infrastructure**

Environmental Requirements in Relation to Air Quality, Noise and Pollution; Historic Environment; Biodiversity and Geodiversity; Flood Alleviation; Public Realm; and Waste/ Recycling





# 3

## Context assessment

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- 2 Planning policy context
- 3 Context assessment**
- 4 Heritage appraisal
- 5 Heritage statement of significance
- 6 Design principles
- 7 Development brief

## 3 Context assessment

### Land use

The site is located on the southern edge of Stourport and within five minutes' walk of a range of amenities.

The land use immediately surrounding the site is industrial and former industrial land to the west and north including the successful regeneration of Lichfield Basin which is now a residential-led mixed-use development. The closest school, Stourport Primary School, is within a few minutes' walk. A number of other schools are situated in Stourport including Stourport-on-Severn High School to the north of the town centre.

There are a number of major supermarkets in Stourport including a Tesco superstore within 400m to the north of the site. There is also a Lidl and a Co-Operative within the town centre as well as other small shops and convenience stores.

Other amenities include a number of places of worship including Stourport Methodist Church; a large number of public houses; Stourport Sports Centre; Stourport Library; healthcare facilities; a small amusement park; sports and social clubs along with many other facilities all located within 800m of the site.

Kidderminster is located approximately 7.5km north-west of the site and provides a diverse range of retail, commercial, educational, community and cultural facilities and amenities.

1. Town centre
2. The Angel public house
3. Residential development at Lichfield Basin



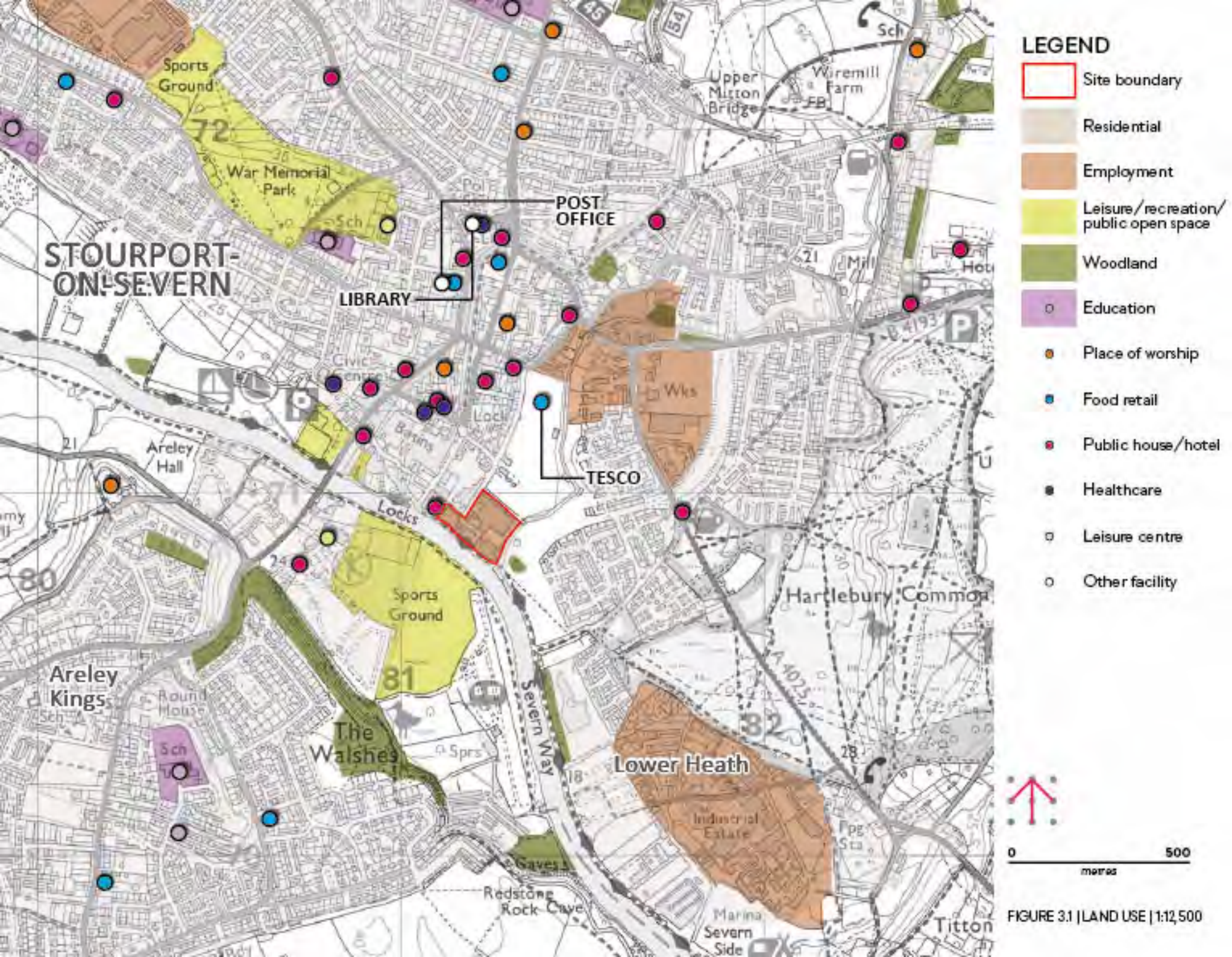


FIGURE 3.1 | LAND USE | 1:12,500

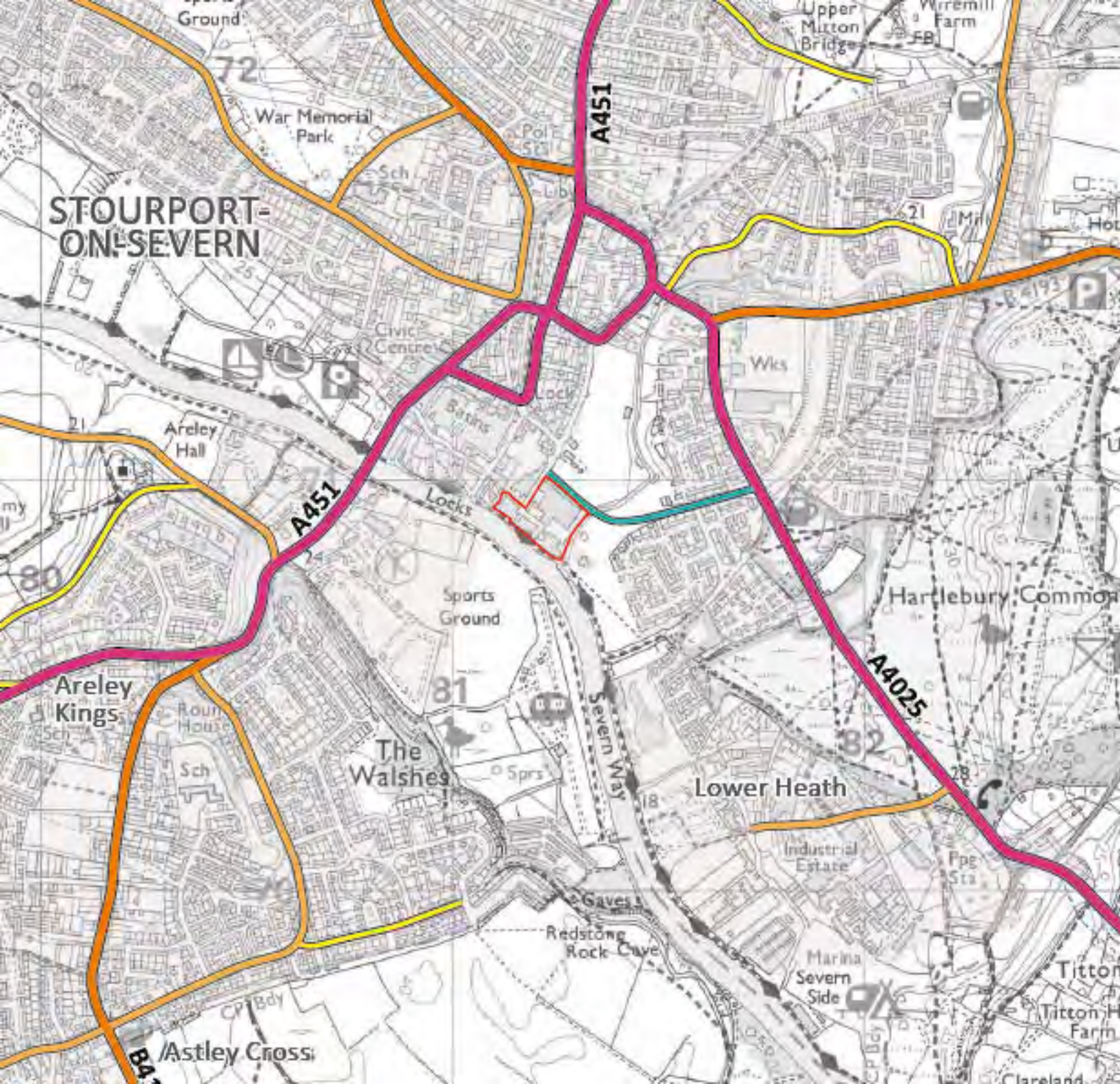
## Movement

Stourport has good vehicular links through a number of main routes connecting the town to the surrounding area. The site is located off Discovery Road, a recently completed route providing a connection onwards to the A4025. From the site via Mart Lane, the A451 provides connections to Kidderminster to the north and Great Witley to the south.

Junction 4a of the M42 is to the east and the M5 which can also be accessed at Junction 5 near Droitwich. Both provide access to the wider motorway network.

1. High Street
2. Discovery Road
3. Cheapside





**LEGEND**

-  Site boundary
-  A road
-  B road
-  Local road
-  Minor road
-  Discovery Road



FIGURE 3.2 | MOVEMENT | 1:12,500

### **Pedestrian and public transport**

The site is well served by public transport. There are a number of bus stops within close proximity to the site which service a number of routes including:

3 - Kidderminster - Areley Kings

X3 - Kidderminster - Redditch

15 - Kidderminster - Wilden

294 - Kidderminster - Worcester

295 - Kidderminster - Worcester

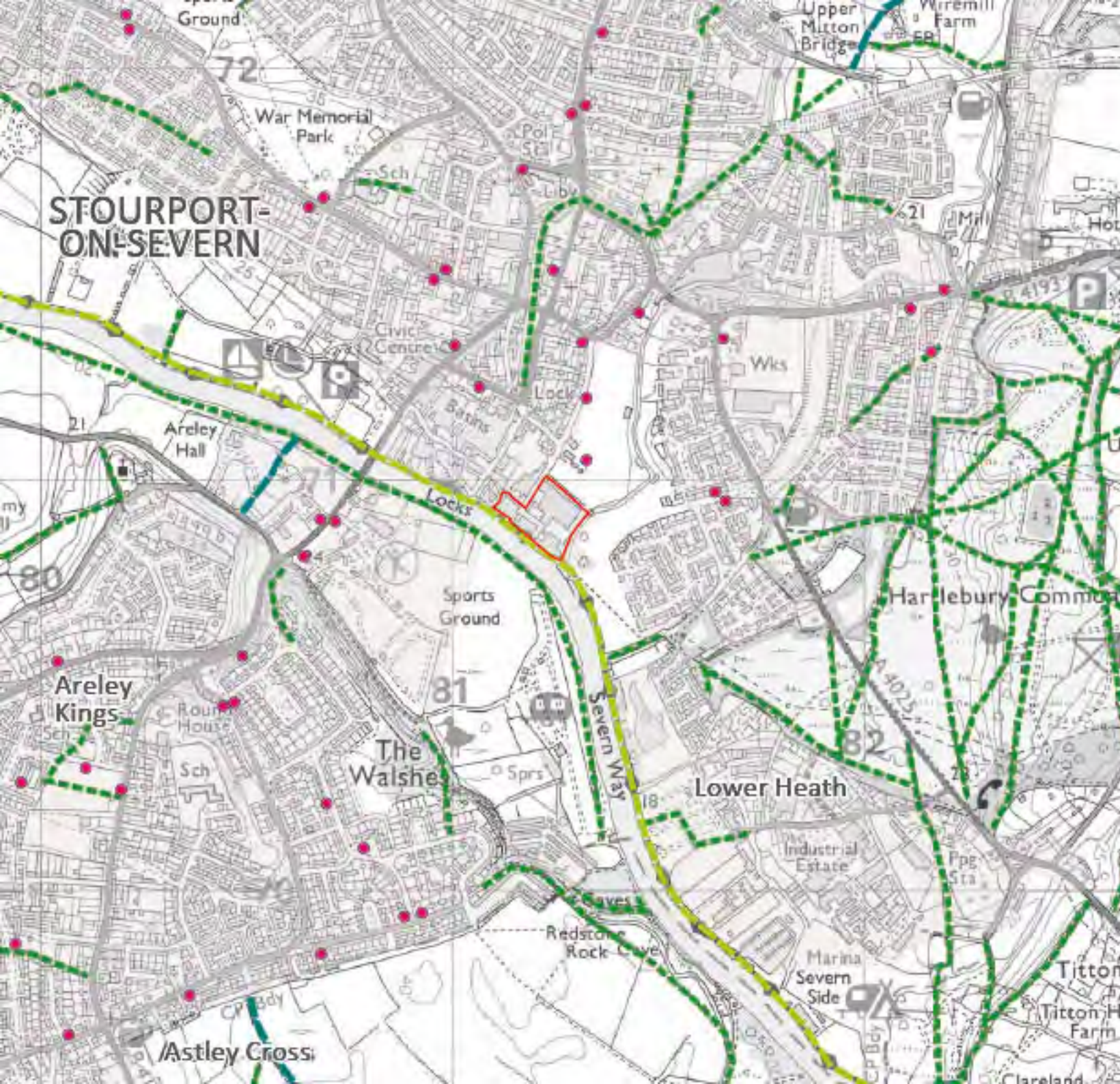
These services mainly run on an hourly basis.

The closest train station to the site is located in Hartlebury, approximately 5km to the east. This station provides onward travel to Stratford upon Avon, Worcester and Kidderminster. Kidderminster is the nearest large railway station and provides services nationwide.

There is a national trail public right of way which runs along the southern edge of the site following the River Severn. This links to a wider network of public footpaths and bridleways throughout the surrounding context.

1. Bus stop, High Street
2. Kidderminster train station
3. PRoW along River Severn





**LEGEND**

-  Site boundary
-  Footpath
-  Bridleway
-  National trail
-  Bus stop

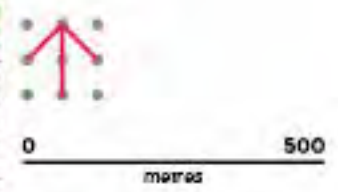


FIGURE 3.3 | PEDESTRIAN AND PUBLIC TRANSPORT MOVEMENT | 1:12,500

## Heritage assets

There is one statutory designated listed building within the site boundary, the grade II listed 1 and 2 Cheapside. The pair of houses are three storey and the last remaining dwellings of a long terrace which ran along the road. The building is brick with plain tiled roof and divided into two unequal units which curve around the street corner. It is thought the building dates back to 1806 and was built in association with the New Basin. There are a number of other buildings of heritage significance within the site including the former vinegar works.

There are a large number of listed buildings within the immediate context of the site. The closest is the grade II listed The Angel, a former inn now a public house located to the immediate

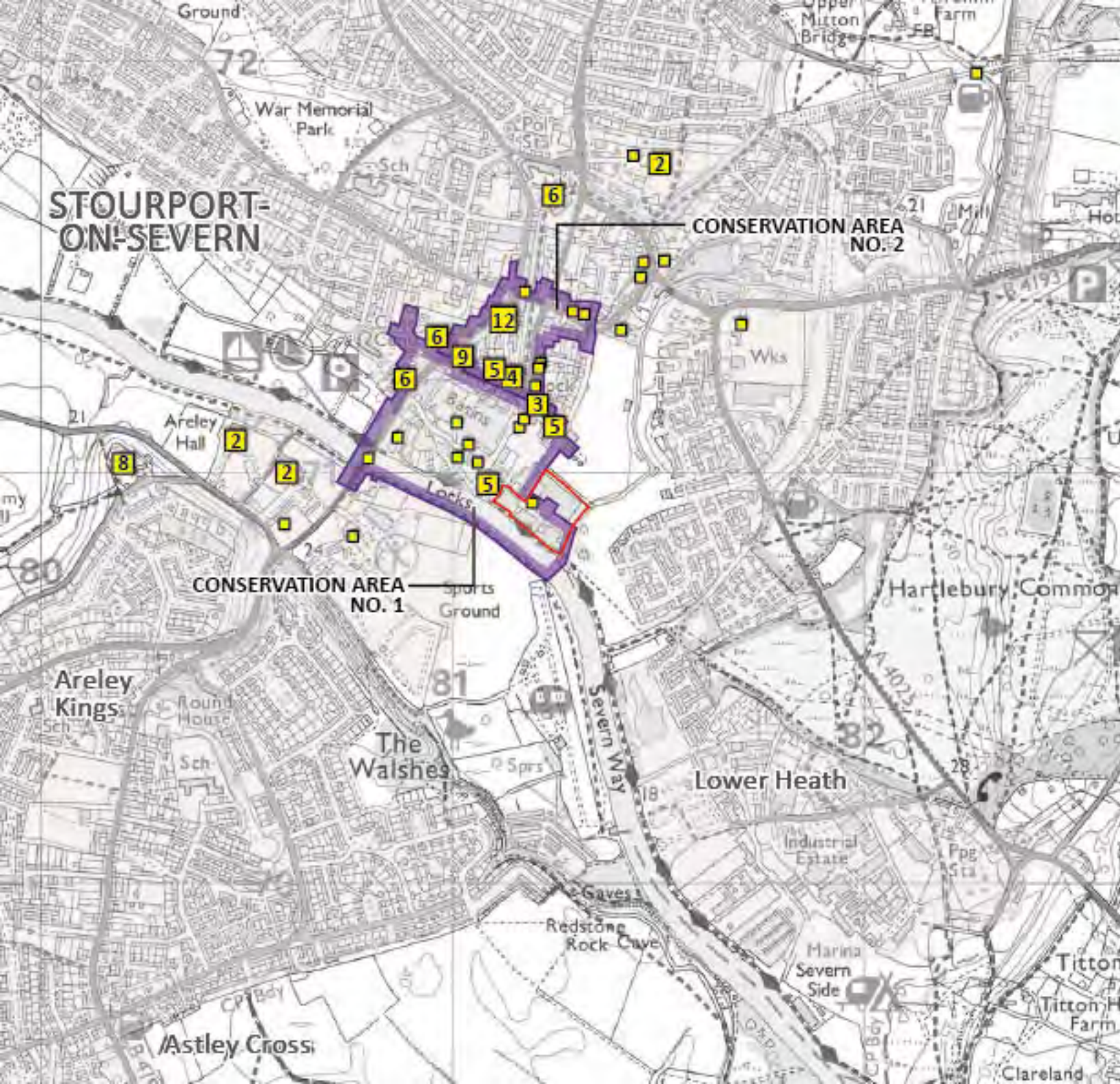
west of the site. It was estimated to have been built in the late 17th century, and extended during the late 18th century as Stourport grew. Like 1 and 2 Cheapside, it is brick with Welsh slate roof, three storeys with three bays and a central doorway.

Part of the site is located within Stourport-on-Severn Conservation Area No. 1. The 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 together form the southern part of the historic core of the Town. This comprises the River Severn and its edges; Cheapside; Lichfield Street; York Street; New Street and the three basins north of the river.





1. Bus stop, High Street
2. Kidderminster train station
3. PRow along River Severn







**LEGEND**

-  Site boundary
-  Cluster of listed buildings
-  Listed building
-  Conservation area

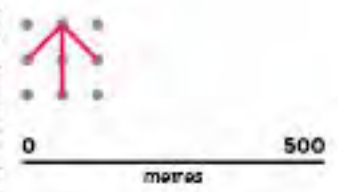


FIGURE 3.A | HERITAGE | 1:12,500

## Landscape

The site is located on the southern edge of a town centre. The context includes residential and commercial development, main vehicular routes and river channels and banks.

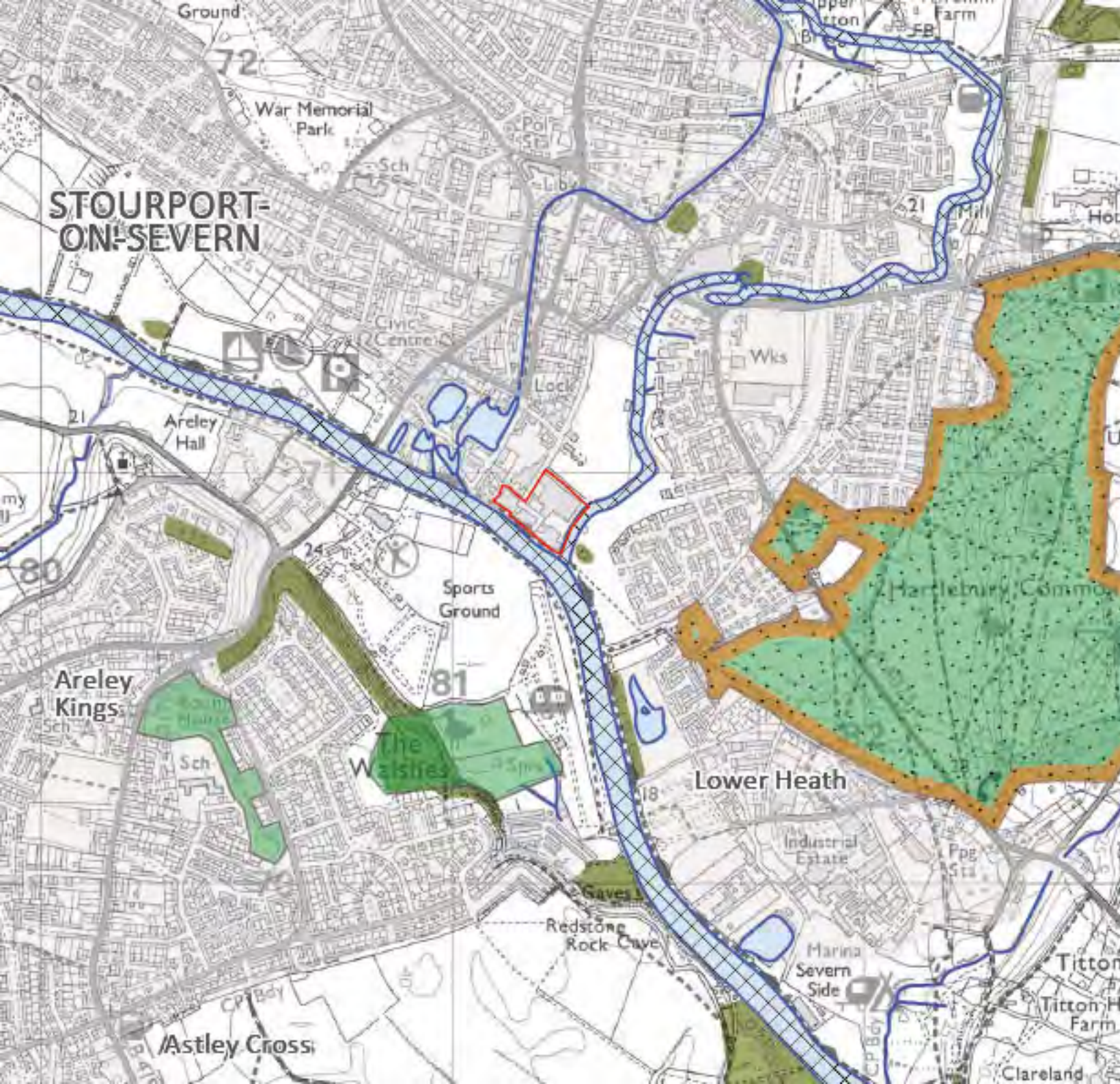
The site is located within an industrial area of the town, close to a number of canal basins from which Stourport grew. These connect with the River Severn to the south, as well as further waterways to the north. The River Stour runs to the immediate east of the site and joins the River Severn at the south-east corner of the site. Beyond the River Stour is an area of floodplain. Both the River Severn and the River Stour are local wildlife sites.

Hartlebury Common is located to the east. It is a large common land, local nature reserve; SSSI and woodland within the surrounding context. It can be accessed by public right of way to the east. Two further local nature reserves are located to the south, these are The Walshes and Round House both of which are located south of the river.

There are further areas of woodland dispersed around the local area.

1. Bus stop, High Street
2. Kidderminster train station
3. PRoW along River Severn





- LEGEND**
- Site boundary
  - Built up area
  - Woodland
  - SSSI
  - Common land
  - Local wildlife site
  - Local nature reserve
  - Watercourse
  - Waterbody



FIGURE 3.5 | HERITAGE | 1:12,500

### Built character

The local area around the site is diverse in character, with some older properties located around the canal basins dating from the late 17th century, together with some post-war and recent housing development. This includes a range of dwelling types from terraced properties to large warehouse units.

Materials are largely a mix of red brick with slate, side gable roofs. Lichfield Basin residential scheme replicates the historic character of the area through the use of red brick and slate roofs, as well as the re-opening of the historic basin. Within the historic core of the town, properties largely front onto the pavement and are typically three storeys in height. The majority of dwellings towards the periphery are set back from the road,

allowing parking on plot and often a large front garden.

### Density

Consideration has been given to the residential typologies surrounding the site to help inform the proposed development. There is some variety in local morphology, with corresponding variance in density from high density modern apartment blocks to the north of the site at Lichfield Basin (A); medium-high density terrace properties along High Street within the core of the town (B) as well as lower density detached and semi-detached dwellings on Golden Drive Road (C).





### **Building heights**

Consideration has been given to the different building heights surrounding the site to help inform the proposed development. Typically within this area of the town centre, buildings are two to four storeys with many industrial buildings having a larger footprint.

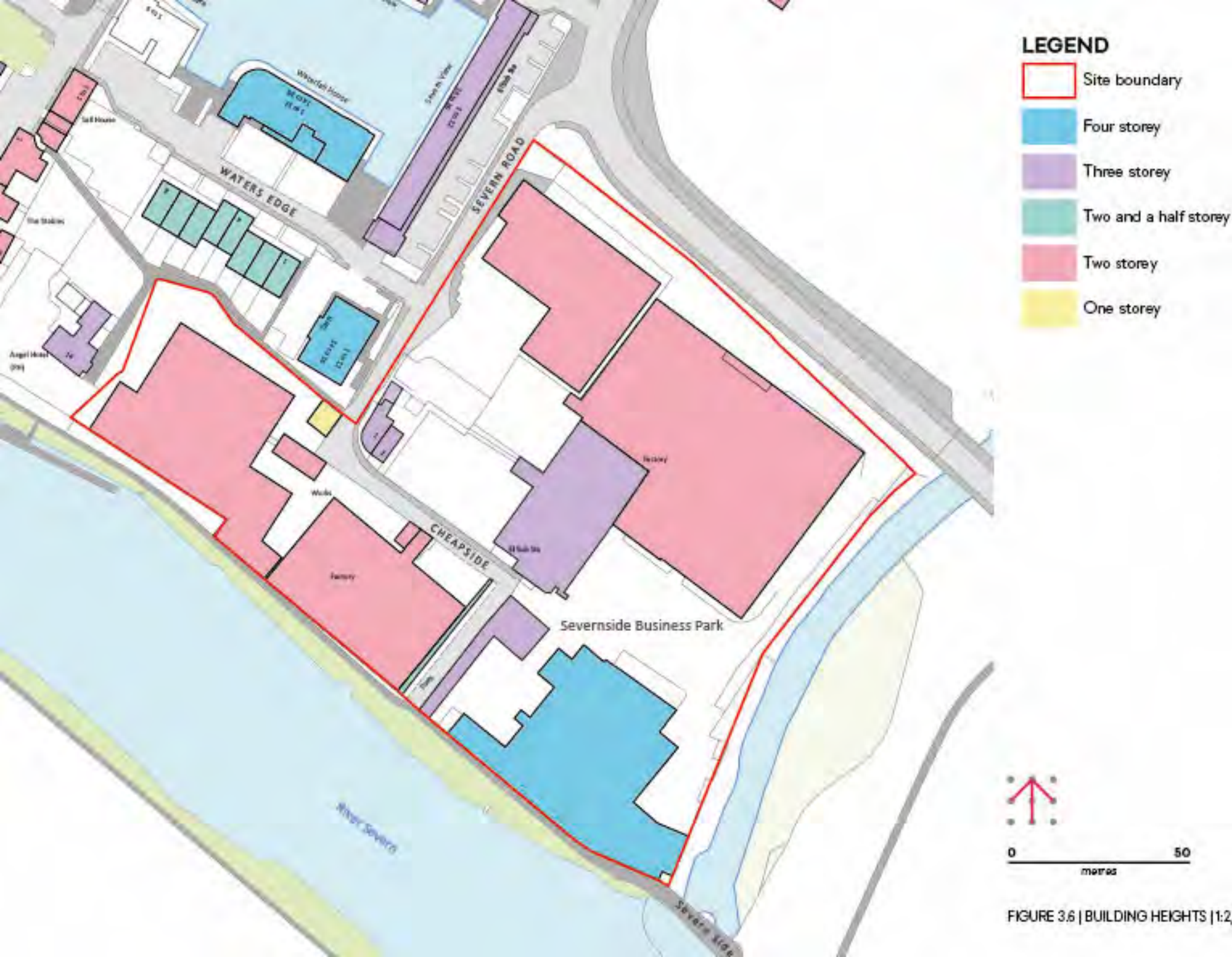


FIGURE 3.6 | BUILDING HEIGHTS | 1:2,500





# 4

## Heritage appraisal

- 1 Introduction
- 2 Planning policy context
- 3 Context assessment
- 4 Heritage appraisal**
- 5 Heritage statement of significance
- 6 Design principles
- 7 Development brief

## 4 Heritage appraisal

### Historic development




This section outlines the development of the site over time. It also provides contextual information regarding the development of Stourport-on-Severn at each stage. Each map shows pre-existing buildings, new buildings constructed in that period and demolished buildings. Analysing the development of the site over time has enabled us to consider the significance and sensitivity of the current buildings on the site.

Stourport owes its origins to the development of the Staffordshire and Worcester Canal. Formerly Lower Mitton, the hamlet expanded to support the canal and in doing so became the town of Stourport-on-Severn in 1771 (Wyre Forest District Council, 2015). The construction of the railway in 1852 led to the

decline of the town's canal industries (Stourport Civic Society, 2010). Other industries grew around the town, supported by residential development. In the 21st century, Stourport-on-Severn is developing as a popular tourist destination, driven by its key heritage assets.

The site originally developed from a row of terraced properties along Cheapside. Cheapside basin was opened in 1812, and then filled in again in 1864 for Stourport Gas Works (Stourport Civic Society, 2006). The vinegar works was established on the site in 1798, lasting over 100 years before its closure in the year 2000. In its latter years, the site has continued to be a place for industry, with many different users occupying factories and warehouses.

### LEGEND

-  Site boundary (2.2ha)
-  New building
-  Existing building
-  Demolished building



### Pre-1770

#### Site

- + Development already recorded on site
- + Construction of terraces along Cheapside
- + Scattering of buildings along the River Severn

### Stourport-on-Severn

- + Construction of Staffordshire and Worcester Canal to link River Severn and River Trent in 1770 under the guidance of James Brindley effectively establishes Stourport on the site of Lower Mitton



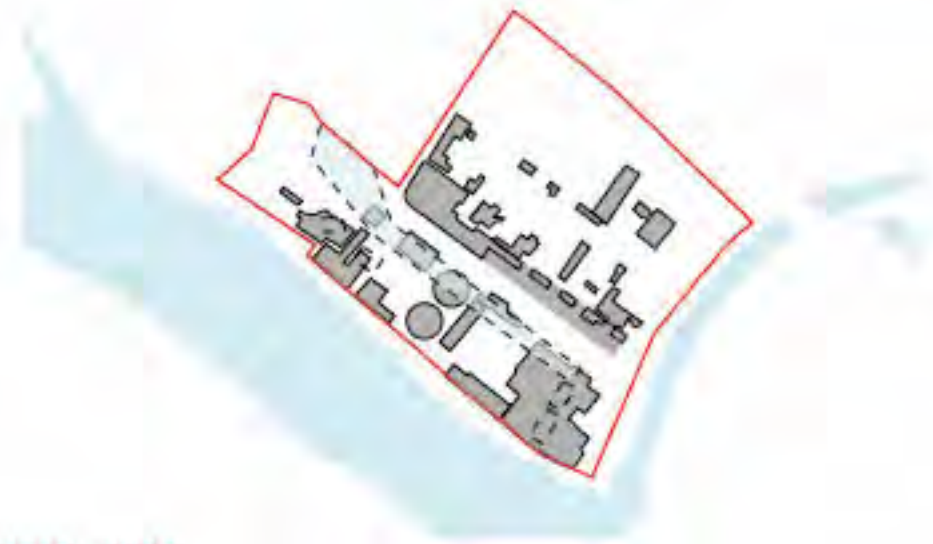
### 1770 - 1810

#### Site

- Construction of Cheapside Basin
- Construction of one new building
- First demolition on site

#### Stourport-on-Severn

- Stourport narrow boat locks and Clock basin in 1781 (Stourport Civic Society, 2010)
- Engine house and basin commissioned and Lichfield basin opened in 1806 (Stourport Civic Society, 2010)



### 1810 - 1883

#### Site

- Large expansion of industrial activity within the site
- Further construction of buildings along Cheapside including No. 1 and 2, as well as development of buildings along the site boundary including two circular gas storage tanks in association with the Gas Works now located on the site
- The vinegar works was built in the south-western corner of the site
- Demolition of smaller buildings

#### Stourport-on-Severn

- Infill development along main routes, large houses for canal managers and other facilities to support trade (Wyre Forest District Council, 2015)
- Construction of iron cast bridge over River Severn in 1775, current iron bridge built in 1870 (Kidderminster Shuttle, 2010)
- Train station built in 1852 led to the decline of the dockyards (Stourport Civic Society, 2010)



## 1883 - 1902

### Site

- Construction of large warehouse unit behind buildings fronting onto Cheapside
- Construction of additional smaller units on the site
- Demolition of several buildings fronting onto Cheapside

### Stourport-on-Severn

- Development of tanning, founding, carpet marking and vinegar production which formed Stourport's principal industries (Stourport Civic Society, 2010)



## 1902 - 1927

### Site

- Addition of large circular gas storage unit towards the western boundary
- Further infilling of buildings at the rear of Cheapside
- Smaller buildings constructed on southern edge
- Stourbank House becomes prisoner of war camp

### Stourport-on-Severn

- Opening of Stourport Power Station in 1927 (Stourport Civic Society, 2010)



## 1927 - 1954

### Site

- Concentration of new buildings towards the western edge
- Larger units constructed north of Cheapside
- Continued demolition of buildings fronting onto Cheapside

### Stourport-on-Severn

- Commercial use of the canal ceased, up until this point it had been used to transport coal to Stourport-on-Severn power station, rail now the preferred option (Stourport Civic Society, 2010)
- Power station enlarged after World War II (Stourport Civic Society, 2010)
- Sarsons take over vinegar works in 1954 (Stourport Civic Society, 2006)



## 1954 - 1989

### Site


- Construction of two large industrial units on the southern boundary
- Large amount of demolition of buildings built before 1954 to the north
- Demolition of large building on Cheapside leaving only large rectangular warehouse building remaining

### Stourport-on-Severn

- Staffordshire and Worcester Canal designated as cruise-way for pleasure purposes (Stourport Civic Society, 2010)
- Last passenger service of railway line in 1970 (Stourport Civic Society, 2010)
- Vinegar works taken over by Nestle in 1979 (Stourport Civic Society, 2010)
- Power station closed in 1984 (Stourport Civic Society, 2010)



**LEGEND**

-  Site boundary (2.2ha)
-  New building
-  Existing building
-  Demolished building

**1989 - 1994**

**Site**

- Construction of very large industrial units in the north of the site

**Stourport-on-Severn**

- Further residential development



**1994 - 2015**

**Site**

- Demolition of building fronting onto Cheapside

**Stourport-on-Severn**

- Development of Lichfield Basin residential scheme in 2008
- Work by British Waterways to increase potential heritage tourism

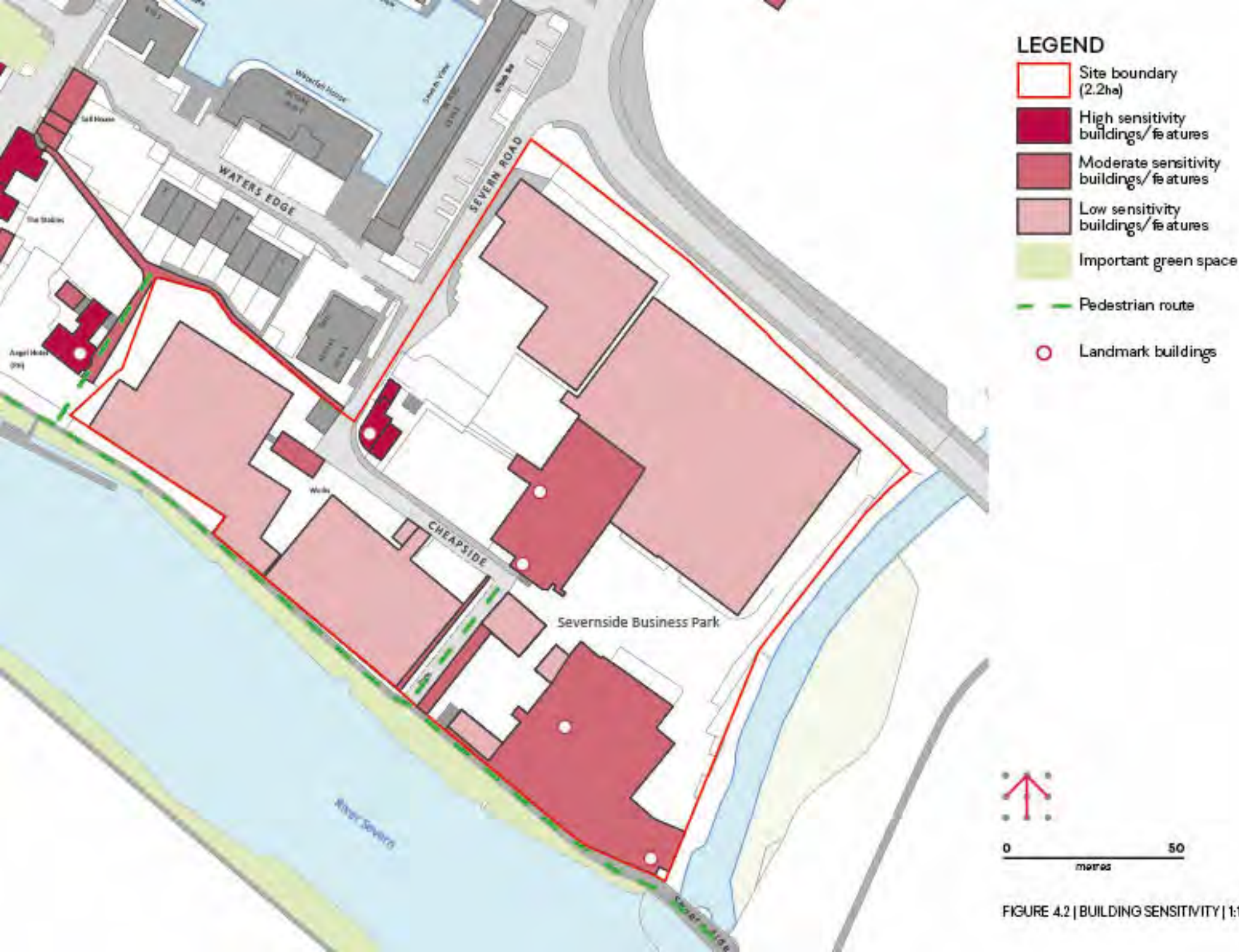


FIGURE 4.2 | BUILDING SENSITIVITY | 1:1250

## Gazetteer

This section offers a full photographic survey of the external environment within the site, including buildings and landscape features, together with the immediate surrounding context.

Photographs of the internal character of two of the key existing buildings are shown on the subsequent pages.

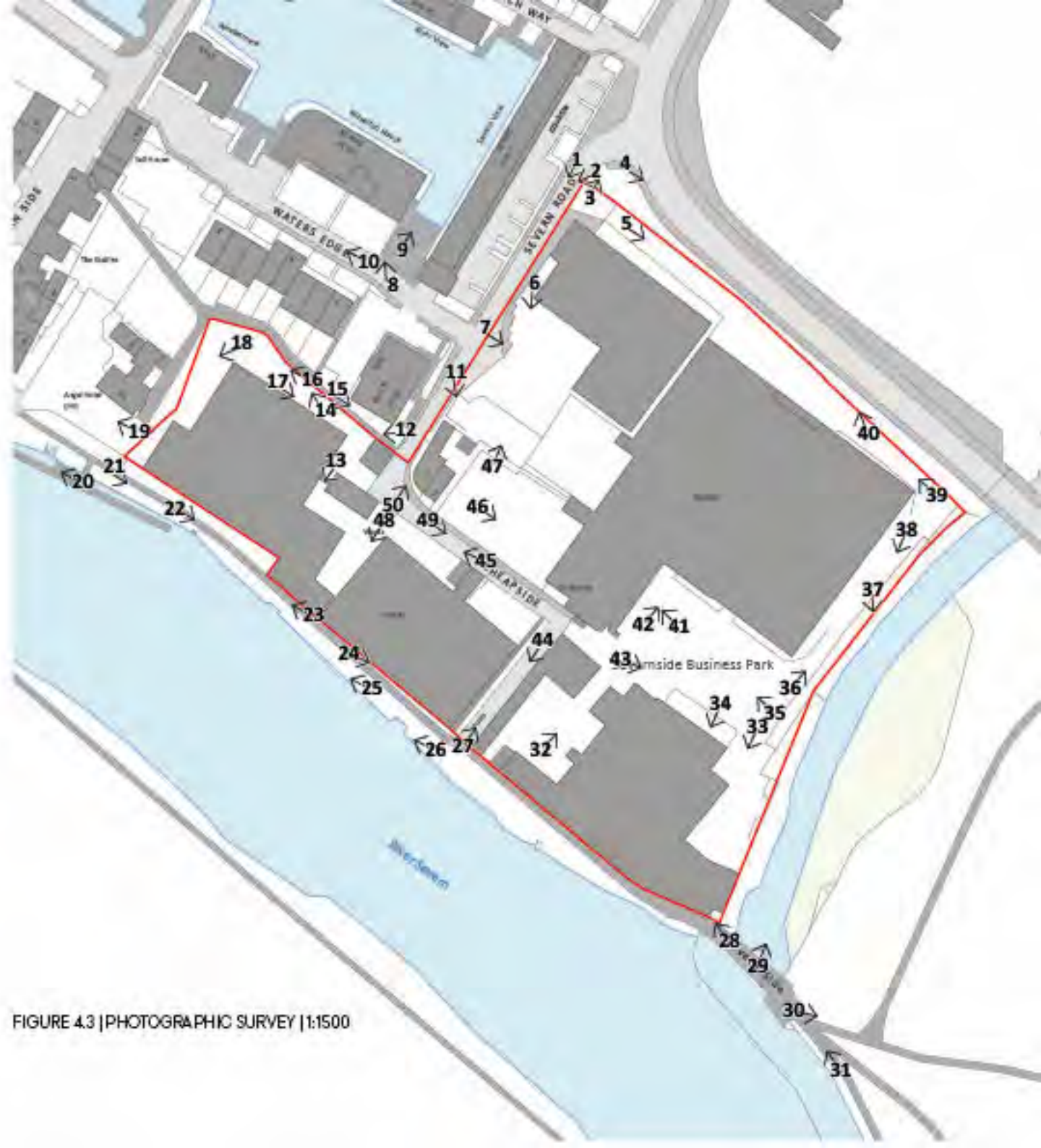


FIGURE 4.3 | PHOTOGRAPHIC SURVEY | 1:1500





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### Gazetteer: existing buildings

Photographs of the internal character of two of the key existing buildings are shown on the subsequent pages.

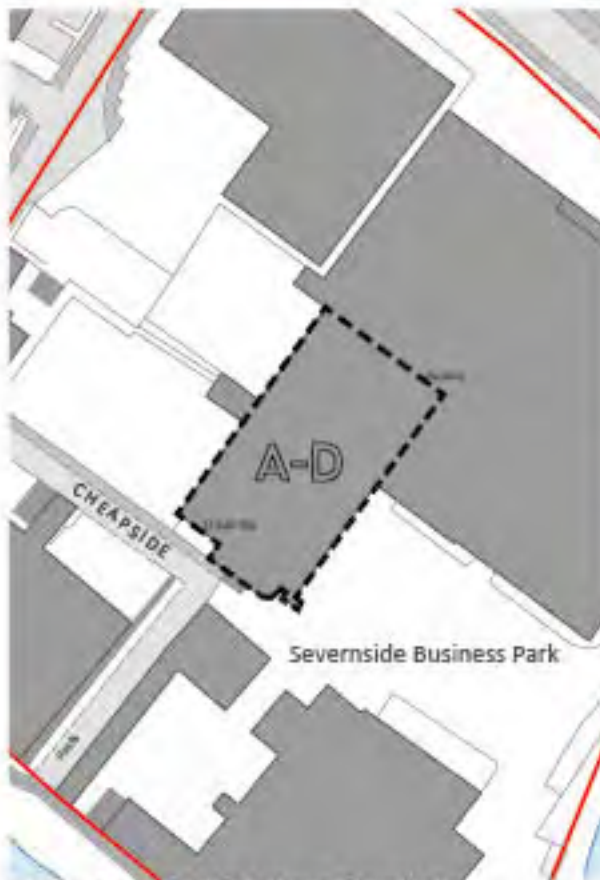


FIGURE 4.4 | PHOTOGRAPHIC SURVEY | 1:1250



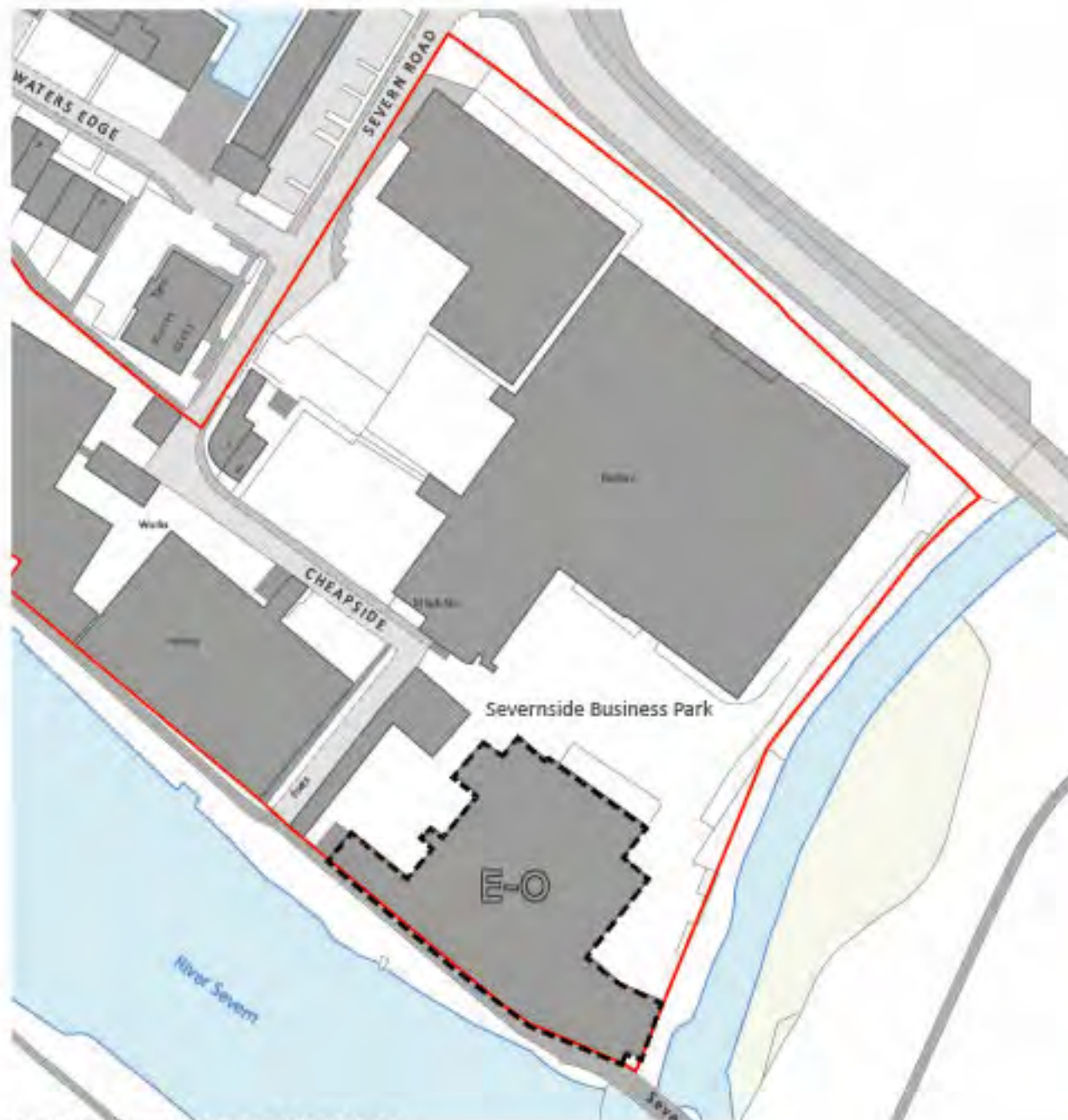


FIGURE 4.5 | PHOTOGRAPHIC SURVEY | 1:1250



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### Measured survey

A detailed survey of the site has been undertaken of the internal character of the site buildings in order to establish a strategy for retention and redevelopment of the site.



### GROUND FLOOR

### FIRST FLOOR

FIGURE 4.6 | BUILDING SURVEY FLOOR PLANS | NTS



**SECOND FLOOR**



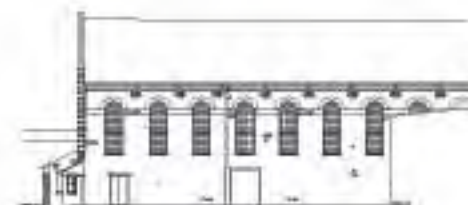
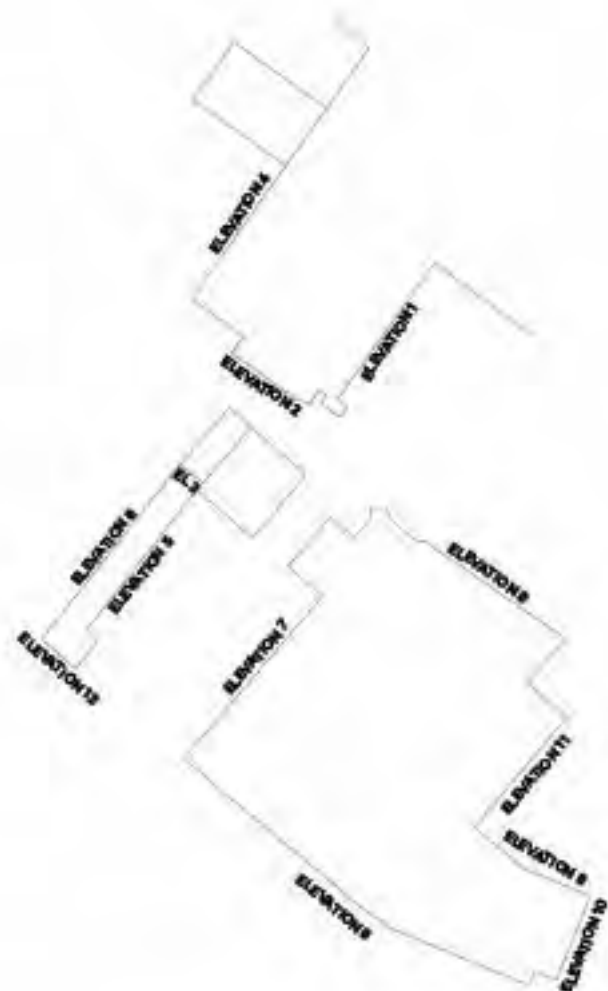
**THIRD FLOOR**



**FOURTH FLOOR**

## Elevations

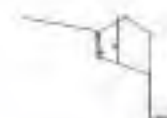
The elevations show the architectural detailing and changing storey heights across the key existing buildings on the site. This will help form a better understanding for their reuse.



ELEVATION 1



ELEVATION 2



ELEVATION 3



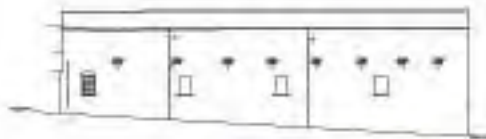
ELEVATION 4



**ELEVATION 5**



**ELEVATION 8**



**ELEVATION 6**



**ELEVATION 9**



**ELEVATION 7**



**ELEVATION 10**



**ELEVATION 11**



**ELEVATION 12**

**FIGURE 47 | BUILDING ELEVATIONS | NTS**

## CONSTRAINTS

- Need to respond sensitively of heritage assets including statutory listed buildings
- Duty to preserve and enhance conservation area
- Preserve key views into the site including from the public rights of way along the Severn and from the road bridge over the Severn
- Respect residential boundaries of nearby developments
- Mitigate the risk of flooding
- Poor vehicular access to the site
- Existing low quality buildings on the site

## OPPORTUNITIES

- Creation of a place of high quality, mixed use destination for Stourport
- Retention and reuse of heritage assets with high significance to Stourport
- Replacement of low quality buildings which are detrimental to the conservation area
- Provision of new green space and soft landscape spaces to provide amenity space that complements and adds to the local environment
- Improved pedestrian connections through the site
- Create well connected and hierarchical movement routes through the site
- Create positive river frontage and maintain views into the site
- Potential to create 'Stour Walk' along the River Stour

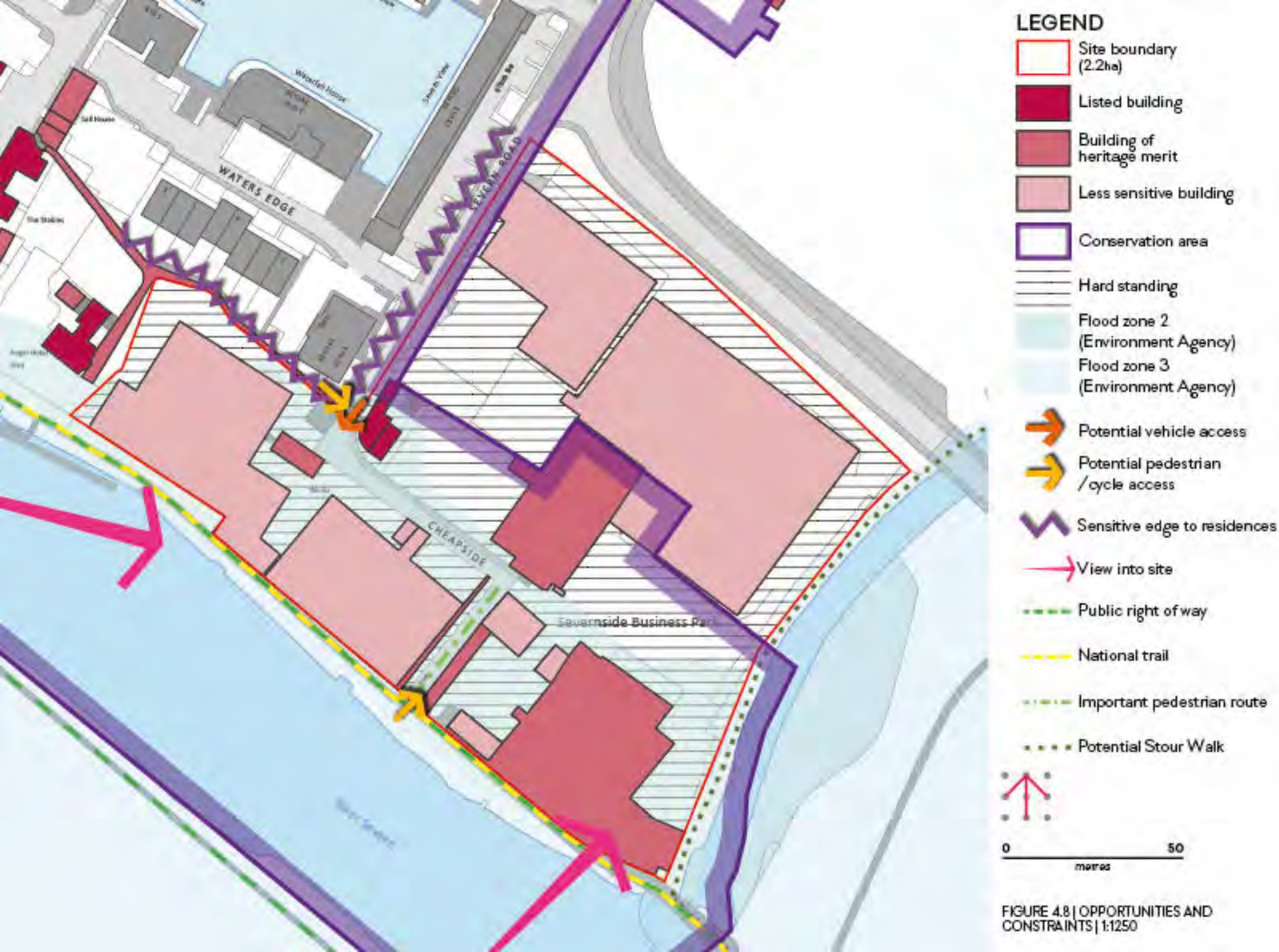


FIGURE 4.8 | OPPORTUNITIES AND CONSTRAINTS | 1:1250





# 5

## Heritage statement of significance

- 1 Introduction
- 2 Planning policy context
- 3 Context assessment
- 4 Heritage appraisal
- 5 Heritage statement of significance**
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- 7 Development brief

# 5 Heritage statement of significance

## Introduction

Given the historic context of the site, it has been vital to carry out a comprehensive analysis of the site and wider setting including the grade II listed canal basins, locks and wharves. This is achieved through a statement of significance. To structure this analysis, we have utilised Historic England's Conservation Principles, namely:

**Evidential value:** the potential of a place to yield evidence about past human activity;

**Historical value:** the ways in which past people, events and aspects of life can be connected through a place to the present - it tends to be illustrative or associative;

**Aesthetic value:** the ways in which people draw sensory and intellectual stimulation from a place; and

**Communal value:** the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.

## Evidential value:

The following sites are recorded on the historic environment for Worcestershire:

**1 and 2 Cheapside:** grade II listed building which are the last remaining of a longer terrace block. Thought to have been built in association with the New Basin, 1896 - 1810.

**Vinegar Works:** monument number SO 87 SW 19 on HE Pastscape, three storey building has had several

owners including Holbrooks, Sarsons and Nestle and dates back to the 19th century. It is the oldest vinegar brewery in the country which once housed the largest vinegar vats in the world.

**Side paths to Cheapside:** tall brick walls enclose the path which leads from the Angel public house towards the site. The position of the former entrance of the Cheapside Basin is marked along the pathway. The route first appears on maps in 1835.

**Lane to Vinegar Factory:** gap in factory facade along tow-path reveals blue brick pathway leading to Vinegar factory entrance. Path was used to transfer goods from boat to cart. Estimated construction in the early 20th century.

**Walls to Old Gas Works:** boundary walls of old gas works fronting onto public right of way along River Severn.

Canal basins, locks and wharves outside of the site boundary provide evidence of previous industrial uses and transport innovation within town. As such there is a clearly a rich and varied evidential value associated within the site and its context.

## Historical Value:

The site has historic value this is intrinsically connected with that of Stourport itself. It was first developed in the 18th century in line with the birth of evolution of Lower Mitton in the town of Stourport on Severn. The site is a true palimpsest showcasing the various phases of history including:

**Cheapside basin:** The site is the

former location of the Cheapside Basin is estimated to have been built in 1812 but was in-filled in the 1830s when Stourport Gas Works was constructed on the site. There was a plan to link the Lichfield Basin, and Cheapside Basin to the river via a third river lock but this never materialised.

Stourport Gas, Coal and Coke Co Ltd: works constructed on the site in 1865, extending over the whole Cheapside Basin site in 1875. It ceased to exist by 1961.

Historic environment records show that Stourbank House was used as a prisoner of war camp during the Second World War, housing Italian prisoners of war.

Nearby grade II listed canal basins, locks and wharves were designed by

master canal engineer James Brindley.

There is clearly significant historic interest associated with the site and as such, it can be assessed to have a high historic value.

### **Aesthetic value:**

Vinegar Works: key landmark building along the River Severn attracting views.

1 and 2 Cheapside: grade II listed building with curving frontage leading around Cheapside. Small scale and massing conveys form of development.

Warehouse: the building has double height windows, is three storeys in height and red brick with blue brick detailing.

Walls: similarly the above, internal and external brick walls are a key feature of the site and allude to its industrial past.

The well preserved grade II listed canal basins, locks and wharves provide visual interest to the townscape through a range of materials and features.

Views into site: the bridge crossing the River Severn, the public right of way, which runs along the southern boundary and the path from Angel Pub are all locations of key views into the site. The site currently shows its industrial character and this should be maintained.

There is a varied character to the site and context which results in a moderate aesthetic value. Redevelopment has the potential to

significantly enhance this.

### **Communal value:**

Prisoner of War Camp at the now demolished Stour Bank house has led to Italian settlers in the local area. The Italian community still has a strong presence within Stourport.

People that have worked on the site: the site has great communal value for those who used to work within the site at one of its many uses.

Canal basins, locks and wharves are publicly accessible to local residents and visitors to Stourport and provide a destination within the town centre. As such, the site and its context has a moderate level of communal value.



# 6

## Design principles

- 1 Introduction
- 2 Planning policy context
- 3 Context assessment
- 4 Heritage appraisal
- 5 Heritage statement of significance
- 6 Design principles**
- 7 Development brief

## 6 Design principles

The detailed understanding gained from the contextual analysis and site assessment process has enabled the generation of four design principles to inform the development of the site.

### 1. Vibrant, mixed-use development

The proposed scheme should create a vibrant development that provides a range of uses, which will enhance the surrounding environment and contribute positively to the local economy. Residential accommodation should be provided at a density appropriate to the town centre location, whilst other uses should be provided that allow a diverse range of people to access the site at different times of the day.

### 2. Respect local heritage

The site is a palimpsest with hundreds of years of residential and industrial history contained within its boundaries. As such, it is highly significant in the local area, with tangible history embedded within its street network, its built fabric and the intangible heritage of its industrial past. The scheme for the site should aim to capture this in a thoughtful manner that retains and incorporates the best of the existing and adds a further layer of history to the built environment allowing the story of the site to continue. This can be achieved through the retention of the existing street network, respecting building lines and retaining the most significant existing buildings within the site. The built elements of the scheme should demonstrate the highest quality of architectural design and materiality

that fits the character of the local environment, in terms of its material and colour palette, its elements of detailing, roof profiles, building lines, methods of enclosure, fenestration and through incorporating car parking in a manner which minimises its impact on the wider scheme.

### 3. Views, landmarks and nodes

The site is the subject of a number of key views from sensitive receptors in the surrounding area. The current buildings create a dense, urban fabric which captures the eye from public rights of way along the River Severn and across the bridge. The views terminate at key landmark buildings and arrival and destination nodes. The impact on these views should be considered as part of the design development process.

### 4. Public realm

The site has the potential to create a new area of public realm, which will provide a different type of environment to the wider setting. This should include a high quality designed public squares, which will allow space to enjoy the retained and new buildings in a new landscape setting. Elsewhere in the site, the public realm of the streetscene will be designed to promote pedestrian priority and slow vehicle speeds.

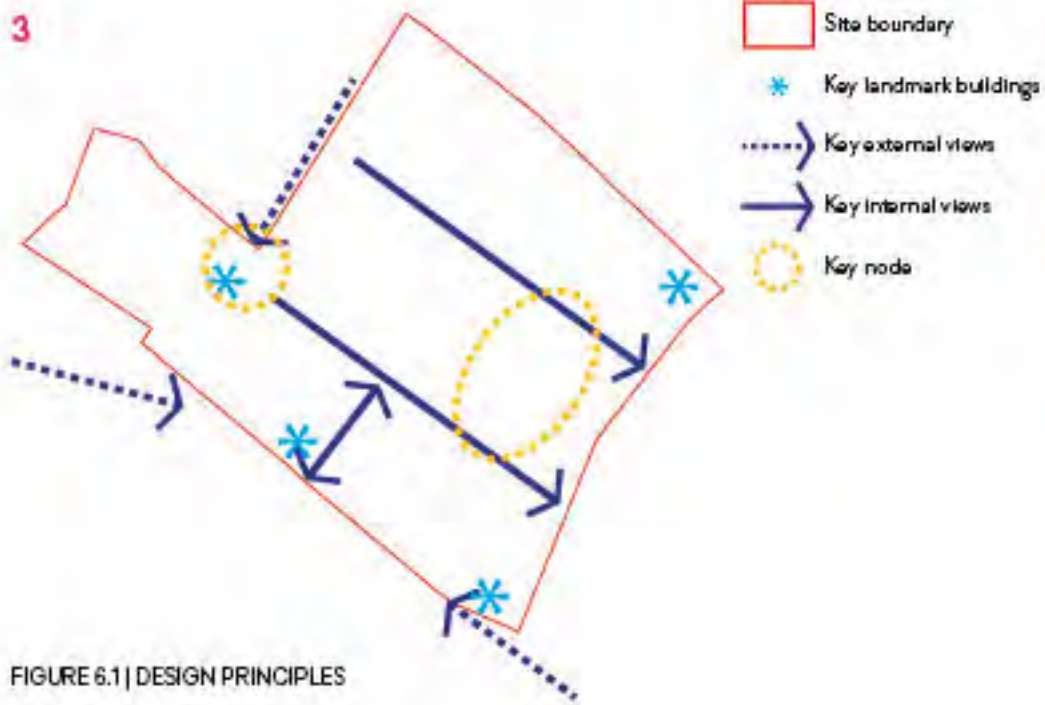
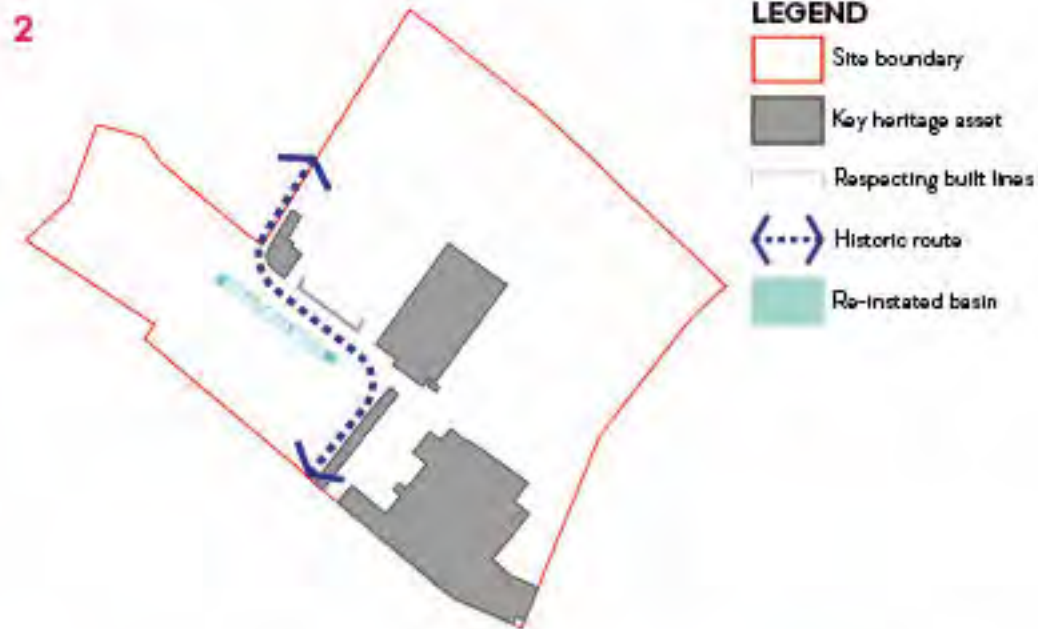


FIGURE 6.1 | DESIGN PRINCIPLES





# 7

## Development brief

- 1 Introduction
- 2 Planning policy context
- 3 Context assessment
- 4 Heritage appraisal
- 5 Heritage statement of significance
- 6 Design principles
- 7 **Development brief**

## Development framework

A concept masterplan has been undertaken to translate the identified opportunities into a framework for development. The key features of development are:

### Layout principles

- The layout of the site has been designed to make efficient use of the land whilst ensuring that high standards of urban design are created and the local historic morphological character is reflected. This has been achieved through the creation of a series of secure perimeter blocks with existing building lines preserved.
- The surrounding area and the potential visual impact of the scheme has been an important determinant of the site's layout. This is reflected in the retention of existing built features such as the exterior wall along the River Severn.

- Public and private spaces within the development framework have been clearly distinguished, with development designed in perimeter blocks to create a strong sense of enclosure and space. Perimeters have been defined with active uses on the ground floor in the form of habitable windows and front doors.

- The perimeter block layout also ensures that a permeable movement network is created within the site. This is achieved through a varied hierarchy of routes including residential streets and private shared surface drives which promote pedestrian priority whilst still ensuring the creation of connected streets.

### Built development:

- Built form within the site provides the opportunity to create a broad range of uses and residential house types and size.

- The accommodation of a variety of uses promotes the creation of a diverse, sustainable community and allows the site to make a significant contribution to local housing need.

- Retention of key heritage assets as identified by the sensitivity analysis allows the proposed design to preserve and enhance the historic significance of the site.

- The proposed development provides the opportunity to create a well-connected street hierarchy with perimeter block development overlooking new public open space and streets.

- The positioning of built form ensures that key views towards the site are maintained, including from the A451 bridge over the River Severn.

- The materials and colour palette of the buildings and roofing materials should reflect the character of Stourport and Cheapside.

### Public realm:

- The masterplan proposes the creation of a central open space overlooked by surrounding development.

- The central open space has the opportunity to provide a focal point for the development with mixed use functions including shops and cafés fronting onto it.

- The proposed route hierarchy offers two distinct street character types including the provision of shared surface to encourage pedestrian priority as well as a main access route from the entrance of the site on Cheapside.

- The implementation of a historically appropriate material palette will add to the street character.



### LEGEND

-  Site boundary (2.2ha)
-  Proposed residential area (2.1ha)
-  Public open space (0.09ha)
-  Potential vehicle access
-  Potential pedestrian/cycle access
-  Primary route
-  Shared surface
-  Footpath link
-  Public right of way



FIGURE 6.1 | DEVELOPMENT FRAMEWORK | 1:1250

## Illustrative masterplan options

Two illustrative masterplan options have been undertaken to demonstrate how the guiding principles of the development framework could be achieved through an indicative layout and housing mix.

## Option 1

### Strengths

- Respects and enhances historic street layout
- Re-use of key heritage assets within the site
- Creation of enclosed green space located in the immediate setting of key heritage assets
- Acknowledgement of location of the former Cheapside Basin
- Route hierarchy ensures easy vehicle and pedestrian movement through the site
- Significant quantum of development delivers efficient use of land

### Weaknesses

- Significant level of car parking at street level could impact detrimentally on the character of the scheme
- Predominantly apartment blocks; may result in a less diverse resident split
- No public access along River Stour

Schedule			
#	Type	Units	Size
1	Apartments	12	840sqm
2	Townhouses	3	
3	Apartments	12	840sqm
4	Townhouses	3	
5	Apartments	14	960sqm
6	Apartments	19	1320sqm
7	Apartments	13	912sqm
8	Mixed use	22 @2st.	1536
9	Townhouses	5	
10	Townhouses	5	
11	Townhouses	3	
12	Townhouses	2	
13	Apartments	12	840sqm
14	Apartments	26	1848sqm
15	Apartments	40	2822sqm
16	Townhouses	5	
17	Apartments	32	3600sqm
TOTAL @ 70sqm per apt.		228 units (103dph)	



### LEGEND

- Site boundary (2.2ha)
- Proposed dwellings (2.1ha)
- Public open space (0.09ha)
- Shared surface
- Proposed car parking
- Proposed vehicular route
- Partially reinstalled basin
- Retained buildings
- New development on site of original buildings
- Potential vehicle access
- Potential pedestrian/cycle access



FIGURE 6.2 | ILLUSTRATIVE MASTERPLAN: OPTION 1 | 1:1250

## Option 2

### Strengths

- Respects and enhances historic street layout
- Reuse of key heritage assets within the site
- Creation of enclosed green space located in the immediate setting of key heritage assets
- Clear route hierarchy
- Increased number of townhouses

### Weaknesses

- Challenging to accommodate parking requirements within dense development
- No public access along River Stour

Schedule			
#	Type	Units	Size
1	Townhouses	7	
2	Townhouses	3	
3	Townhouses	7	
4	Townhouses	3	
5	Apartments	14	960sqm
6	Apartments	19	1320sqm
7	Apartments	13	912sqm
8	Mixed use	22 @2st.	1536sqm
9	Townhouses	5	
10	Townhouses	5	
11	Townhouses	2	
12	Townhouses	2	
13	Townhouses	4	
14	Townhouses	4	
15	Townhouses	8	
16	Townhouses	9	
17	Apartments	30	2088sqm
18	Townhouses	5	
19	Apartments	32	3600sqm
TOTAL @ 70sqm per apt.		193 units (87dph)	



### LEGEND

- Site boundary (2.2ha)
- Proposed dwellings (2.1ha)
- Public open space (0.09ha)
- Shared surface
- Proposed car parking
- Proposed vehicular route
- Partially reinstalled basin
- Retained buildings
- New development on site of original buildings
- ➔ Potential vehicle access
- ➔ Potential pedestrian/cycle access



FIGURE 6.3 | ILLUSTRATIVE MASTERPLAN: OPTION 2 | 1:1250

## Comparison of options

The two options presents different strengths and weaknesses. Both options respect and enhance the site's heritage assets as well as reflect a thorough understanding of the site's importance to Stourport as set out in the Wyre Forest District Core Strategy (2015). The following comparison uses headings set out in the Severn Road Development Brief (2001):

### Land uses

Option 1 achieves a higher quantum of development, potentially delivering 228 units (103dph), however it achieves this through fewer residential typologies, namely apartment blocks. Option 2 proposes more townhouses but still achieves 193 dwellings (87dph) which is over the required density for the site. Both options

propose strategically located offices and shops to enliven key locations within the site and achieve a mixed-use development.

### Local character and built heritage

Both option retain key heritage assets which is imperative in achieving the objectives set out in the development brief. Option 1 has stronger visible links to the site's heritage through landscape design which reflects the location of the former Cheapside basin, whereas Option 2 creates a terraced street along Cheapside, which was identified as a potential enhancement in the Character Appraisal (Stourport-on-Severn No. 1 Conservation Area, 2015).

### Design

Option 1 and Option 2 both propose high quality design including

consideration of landscaping and infrastructure, materials and built form. Each layout creates a new legible framework with clear delineations between high quality public and private spaces. The key variation relates to the balance of apartments to terraced houses. Either option could be articulated in an acceptable way, subject to quality of design.

### Access and movement

A largely similar route network is proposed for both sites, creating a legible and safe environment for both pedestrians and cyclists within the site, as well as adequate car parking. The network is also well landscaped providing appropriate vistas and key senses of arrival and importance. Option 2 arguably creates a more consistent enclosure of streets through its continuity of terraced frontages.

## Vinegar Works

The Vinegar Works building is a key aspect of the masterplan. Figure 6.4 indicates an option for internal division on the ground floor which shows:

1. Single aspect office at the front of the building
2. Area for car parking behind the office, accessed from the eastern service area
3. Self contained residential building accessed from eastern service area
4. The remaining ground floor area is subdivided for residential apartments
5. Potential for lightwell to ensure daylight for in-facing aspect of apartments given the depth of the floor plan





**LEGEND**




-  Site boundary (2.2ha)
-  Residential apartments
-  Potential single aspect office
-  Potential ground floor car park
-  Self-contained residential apartment building



FIGURE 6.4 | VINEGAR WORKS | 1:500

## Precedents

There are many examples of completed high quality schemes that have reflected the core principles of this design brief on other sites around the country and internationally.

Notable examples pictured adjacent include Granary Square, a mixed use development in Kings Cross in London, which reutilised a diverse range of heritage buildings, with high quality, contemporary architecture in their setting and a rich and engaging public realm.

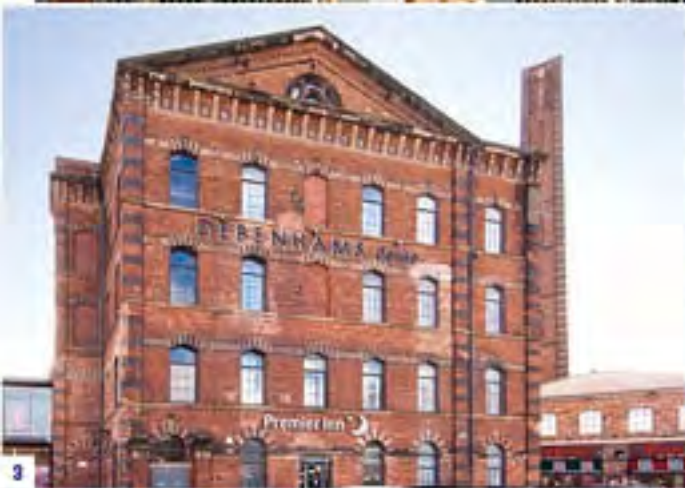
Slingfield Mill, a historic landmark located in nearby Kidderminster, has also been redeveloped to provide new retail and leisure opportunities. The riverside path was improved in conjunction with the scheme improving access.

Accordia, Cambridge and Godson Street, Islington both successfully show modern adaptations to a traditional terrace typology and its close relationship to the street.

A former riverside coal mill has been converted into a studio, workshop and exhibition space.



1. Granary Square
2. Modern terrace housing in Islington respecting building line
3. Slingfield Mill, Kidderminster
4. Converted riverside Coal mill near Prague
5. Granary Square
6. Riverside path leading to Slingfield Mill
7. Princesshay, Exeter



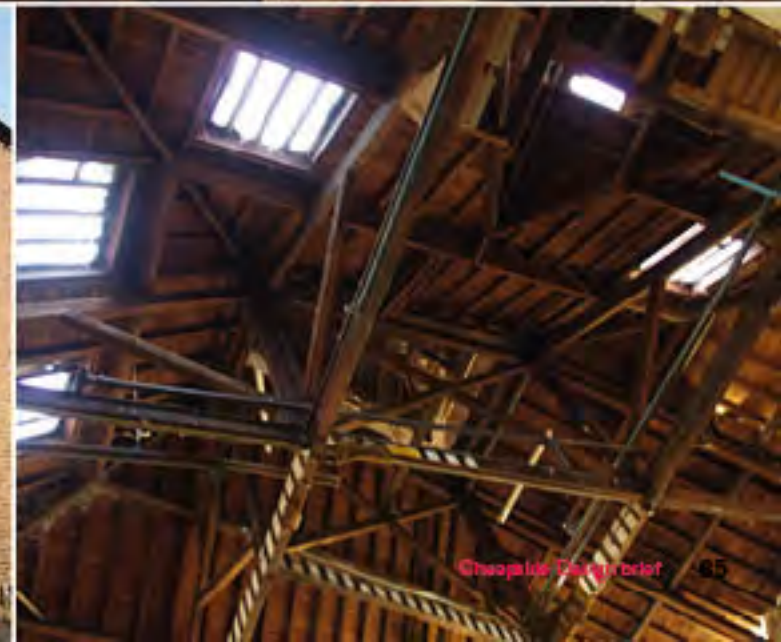


## Conclusion

The site has enormous potential for redevelopment. This development brief sets the parameters for a more detailed architectural design for a final scheme proposal. The brief identifies key design principles that should be followed to protect the unique character of the site.

This document has demonstrated that the quantum of development proposed for the site can be comfortably accommodated in line with national policy and guidance together with local policy.

The proposal would create a high quality mixed-use development in a sustainable and logical location where new residents would assist in supporting existing services within Stourport.





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