



Donald Insall Associates
Chartered Architects and Historic Building Consultants

Stourport

Conservation Area No. 1 Appraisal and Management Recommendations

For Wyre Forest District Council



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Contents

Executive Summary	1
1. Introduction	2
2. Stourport in Context	6
3. Historic Interest	9
4. Spatial Analysis of the Conservation Area	25
5. Character and Appearance	36
6. Key Characteristics of the Conservation Area	57
7. Issues, Risks and Opportunities	59
8. Summary of Significance and Management Recommendations	66
9. Conclusions and Next Steps	77
Appendix I: Gazetteer of Buildings in the Conservation Area	78
Appendix II. Shopfront Gazetteer	94
Appendix III: Listed Buildings in the Area	97
Appendix IV. Extracts from the Wyre Forest District Local Plan	99

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Executive Summary

The two conservation areas which together cover the Georgian town of Stourport, known as Conservation Areas 1 and 2, were designated in 1971 and reviewed in 1991. In accordance with the Planning (Listed Building and Conservation Areas) Act 1990 it is appropriate and necessary to take stock of the significance of these areas and to propose action; to preserve or enhance their special architectural and historic interest. That is the aim of this document.

Stourport is a town with a fascinating history. It is rightly perceived as an important historic place, which contributes much to our understanding of the way in which canals changed 18th century society; the town is greater than the sum of its parts and is of national importance. Conservation area no.1 comprises the southern part of Stourport from the river northwards to the south side of York Street. This is the area which contains the Georgian development around the canals and the canal basins. It extends from the bridge and Bridge Street in the west to the riverside factories in the southeast and Lichfield Street in the northeast. It also includes the south bank of the river.

This document analyses the history, character and appearance of the area, and articulates what makes them special. It goes on to identify threats and opportunities to their significance, and proposes a number of actions which could prevent further erosion of that significance, and reverse harmful changes that have already occurred.

The next step is to find out what people think of this analysis and the proposals to protect and extend the conservation area and to get agreement on the best ways of protecting what makes it special.

1. Introduction

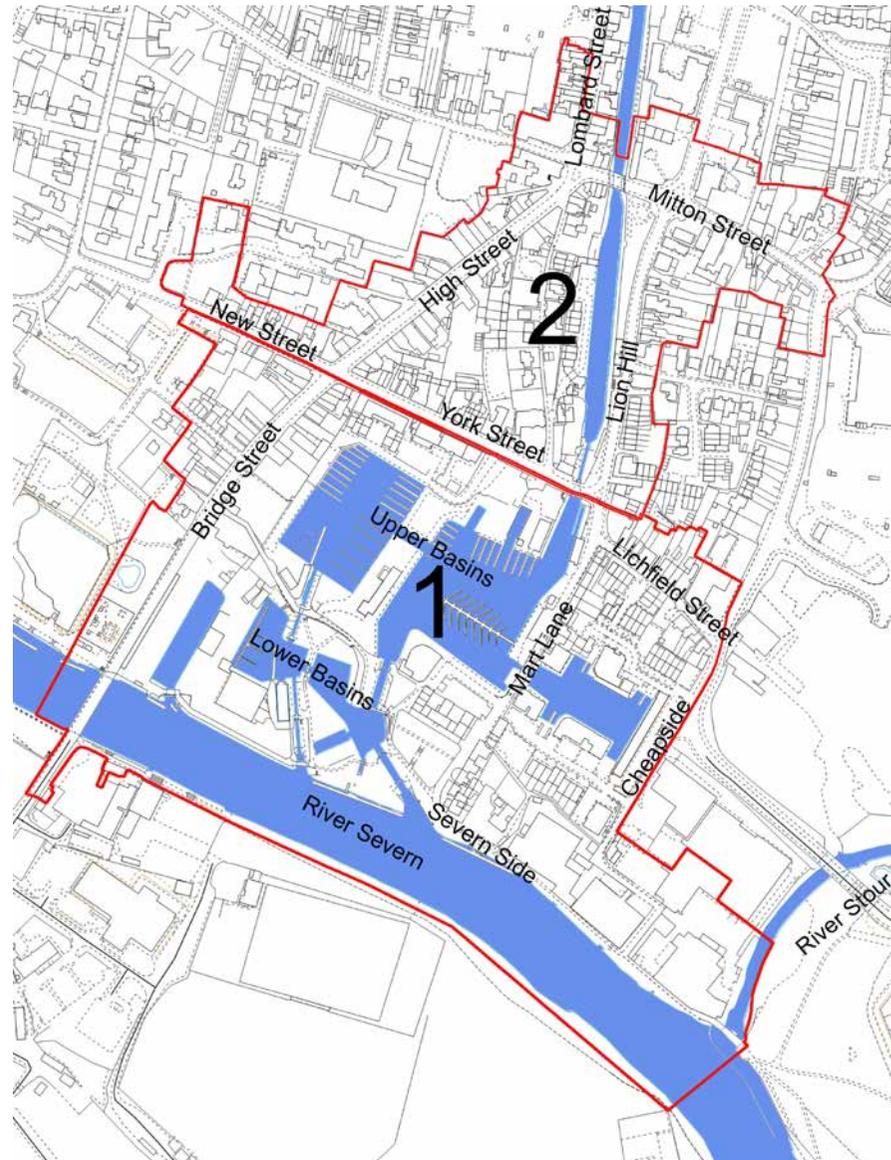
1.1 Purpose and Scope of the Report

Donald Insall Associates were appointed by Wyre Forest District Council, to undertake a review of the two Stourport Conservation Areas. The aim of the project is to study and assess the existing conservation areas to understand and articulate what makes them special, consider whether their existing boundaries are appropriate, and to produce a robust appraisal document which will guide the future management, maintenance and development of the area.

The aim of the report is to establish:

- What is the historic and architectural interest of the area?
- How is this interest experienced through the character and appearance of the area?
- What elements need to be protected and preserved?
- Where are the opportunities for enhancement or improvement?
- What are the issues which threaten the area's special interest?

This report deals with Conservation Area No. 1 only. [Plates 1.1 and 1.2].



1.1 Conservation Areas Nos. 1 and 2



1.2 View across the Upper Old Basin towards York Street. The Clock Warehouse is on the left. The former Iron Warehouse is on the right.

1.2 Defining Conservation Areas

Conservation areas are 'areas of special architectural or historic interest' and are 'designated heritage assets'. Any proposals for change or development must be assessed in terms of the effect they might have on the significance of the area, or the part of the area affected by the proposals.

This report uses the terms 'special interest' and 'significance' which essentially have the same meaning with respect to the attributes of the conservation area and listed buildings.

1.3 Summary of Related Legislation, Policy and Guidance

The provisions for conservation area designation and management are set out in the following legislation, government planning policy and guidance.

1.3.1 Legislation

The Planning (Listed Buildings and Conservation Areas) Act 1990 requires:

- Local planning authorities to determine areas where it is desirable to preserve and enhance, and designate them as conservation areas (section 69 [1])
- Local planning authorities to review their past activities in this area, including existing conservation areas, and to add more conservation areas (section 69 [2])
- Local planning authorities to formulate and publish proposals for the preservation and enhancement of conservation areas and consult the public in the

area in question, taking account of views expressed (section 71 [1 and 2])

- In the exercise by local planning authorities of planning functions within the conservation area 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area' (section 72 [1])

The Town and Country Planning Act 1990 refers to the:

- Offence of failing to obtain planning permission for demolition of unlisted, etc, buildings in conservation areas in England (section 196D)

1.3.2 Government Policy and Guidance

The National Planning Policy Framework sets out the approach to be taken with respect to conservation areas. It states:

- When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest. (Paragraph 197)
- When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. (Paragraph 205)
- Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or

destruction, or from development within its setting), should require clear and convincing justification. (Paragraph 206)

- Local planning authorities to look for opportunities for new development within conservation areas ... to enhance or better reveal their significance. (Paragraph 212)
- Not all elements of a Conservation Area ... will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area ... should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the Conservation Area ... as a whole. (Paragraph 213).

The National Planning Policy Guidance offers the following advice with respect to conservation areas:

How can the possibility of harm to conservation areas be assessed?
Paragraph 207 of the National Planning Policy Framework is the starting point. An unlisted building that makes a positive contribution to a conservation area is individually of lesser importance than a listed building. If the building is important or integral to the character or appearance of the conservation area then its proposed demolition is more likely to amount to substantial harm to the conservation area, engaging the tests in paragraph 201 of the National Planning Policy Framework. Loss of a building within a conservation area may alternatively amount to less than substantial harm

under paragraph 196 [now 202]. However, the justification for a building's proposed demolition will still need to be proportionate to its relative significance and its contribution to the significance of the conservation area as a whole. The same principles apply in respect of other elements which make a positive contribution to the significance of the conservation area, such as open spaces.

Do local planning authorities need to review conservation areas?

Local planning authorities must review their conservation areas from time to time (section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990). A conservation area appraisal can be used to help local planning authorities develop a management plan and plan-making bodies to develop appropriate policies for local and neighbourhood plans. A good appraisal will consider what features make a positive or negative contribution to the significance of the conservation area, thereby identifying opportunities for beneficial change or the need for planning protection.

Is an application for planning permission required to carry out works to an unlisted building in a conservation area?

Planning permission is required for the demolition of certain unlisted buildings in conservation areas (known as 'relevant demolition'). Generally, the requirement for planning permission for other works to unlisted buildings in a conservation area is the same as it is for any building outside a conservation area, although some permitted development rights are more restricted in conservation areas.

Demolishing an unlisted building in a conservation area, without first obtaining planning permission where it is needed, is an offence under section 196D of the Town and Country Planning Act 1990.

1.3.3 Local Plan Policies

The Wyre Forest District Local Plan policies with respect to heritage assets are set out in Appendix IV.

1.4 Method Statement

a. Review of existing information

A large body of research was already in existence with respect to the historic and architectural interest of the conservation area, including previous designation information and appraisals provided by Wyre Forest District Council. The book published by English Heritage entitled 'Stourport-on-Severn: Pioneering Town of the Canal Age' (2007) is a very useful summary of the history of the town and has been used to inform this appraisal.

b. Information Gathering: Site survey and research
Site visits have been made by Donald Insall Associates to undertake recording and analysis. Buildings and sites were viewed from the public realm and were not inspected internally.

c. Community Engagement

A key aim of conservation area appraisal is to understand and articulate what the local community value about the area. This document is a starting point for discussion. It is important to understand what the

relevant community stakeholders think and what their views are on the value of townscape features, issues and opportunities.

d. Assessment of Special Interest of the Conservation Area

The assessment of special interest has been undertaken in accordance with the legislative and national planning policy requirements, and based on Historic England's guidance, in particular, Historic England's Advice Note 1 (Second Edition) – Conservation Area Designation, Appraisal and Management which provides guidance on conservation area appraisal, designation and management.

2. Stourport in Context

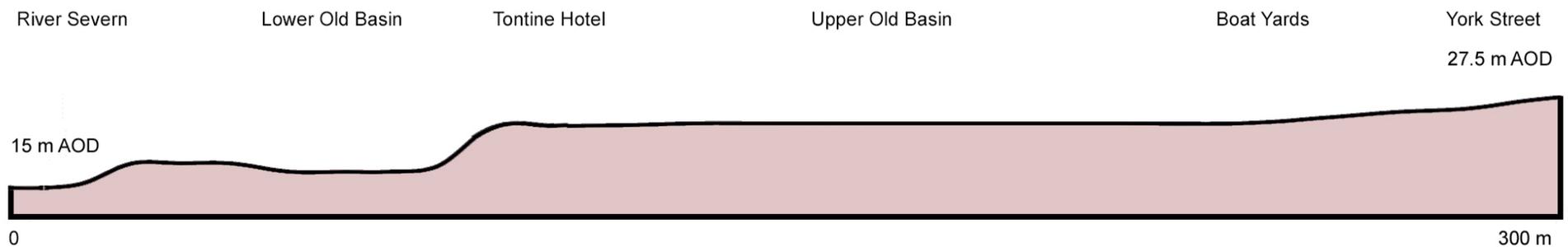
2.1 Location

Stourport is located five kilometres to the south of Kidderminster in the West Midlands, on the north bank of the River Severn just to the west of the River Stour which runs south from Kidderminster. The town was built around the canal development in the late 18th century. The southern part of the town, which lies within conservation area no.1 comprises the canal and basins north of the River Severn, and the warehouses and houses around them. The northern part of the Georgian town is included in conservation area no.2. (See Plate 1.1).

2.2 Topography

The southern part of the conservation area lies within the flood plain of the River Severn. The land slopes up to the north, so that the upper basins are approximately nine metres above the River Severn. The land continues to slope gently up to the north. The High Street / New Street / York Street junction is approximately 12.5 metres above the river. The land continues to rise northwards so that the north end of High Street is about 15 metres above the river (in conservation area no. 2). The land also slopes down from the east side of the town to the River Stour which lies 300 metres or so to the east of the Upper Old Basin.

The creation of the basins, locks and docks in the 18th and 19th centuries altered the topography of the north bank of the River Severn. The excavation of the basins created large amounts of spoil which was used to raise and level the land above the river, creating two areas of relatively flat land around the upper and lower basins. The upper basins are approximately nine metres above the River Severn and so are not affected by flooding. At the north end of the upper basins the ground slopes up to York Street, supported by revetments which remain in place. **[Plate 2.1]**.



2.1 A section north to south (left) through the basins

2.3 Immediate Setting

The northern part of the conservation area adjoins the southern part of the town centre which forms the core of conservation area no. 2. The town centre dates to the early 19th century, about 25-30 years after the original development of the upper basins. To the east of the conservation area is the River Stour, with modern residential suburbs of around the Worcester Road (A4025) on the east side of the river. On the west side of the Stour is a very recent housing development which is currently under construction on the former 'Carpets of Worth' site (in 2023). **[Plate 2.2]**. At the north end of this is a large supermarket (Tesco) and its surface car park.

There is less development in other directions. To the west are open green spaces along the flood plain of the River Severn, which are largely free of development except for buildings related to outdoor recreation.

[Plate 2.3]. On the north side of this area is the Stourport Town Council building along with the Library and Coroner's Court, accessed from Martin's Way.

The southern boundary of the conservation area runs along the tree lined south bank of the River Severn. Beyond this are the large open fields of the sports ground. This area has a semi-rural character. **[Plate 2.4]**.



2.2 New housing east of Lichfield Street and Severn Road



2.3 *The south bank of the Severn opposite the Tontine Hotel*



2.4 *View west from the bridge*

3. Historic Interest

3.1 Brief History of Stourport-on-Severn

Stourport is one of four canal towns which owe their existence to a canal, the other three being Runcorn, Ellesmere Port and Goole; however, Stourport was the pioneer of the canal town and, in 1800, was the largest and most developed. Whereas the other three towns continued to develop into the late 19th century, as a result of access to estuaries providing international trade, Stourport's lack of later investment has resulted in it retaining its canal town identity.¹

3.1.1 The Area before the Canal

The canal town of Stourport grew up around the small village of Lower Mitton, located to the south of Kidderminster, at the confluence of the Rivers Severn and Stour. Before the arrival of the canal, the village had only a scattering of houses along the main roads from Worcester, and to Kidderminster and Bewdley, with no cohesive settlement centre. The village had a bridge over the River Stour, where the road from Worcester entered the village, and the road to Bewdley crossed the River Severn over an established bridging point. [Plate 3.1]

Local wooden sailing vessels, known as Severn trows, sailed past the village carrying iron, coal, goods and produce on the River Severn, one of the most important transport routes in the 18th century. Little remains of the houses of the village, apart from a 17th century timber-framed house, but there was once a forge and mill utilizing the power of the River Stour. A track from the village led to Price's Wharf on the bank of the River Severn, to a ferry



3.1 Lower Mitton before the canal (Staffordshire Record Office D3186-8-1-21)

which once carried people across the river; here there was once an old ferry house, as well as the Angel Inn which survives today (likely formerly the Stourmouth Inn).²

1 English Heritage, *Stourport-on-Severn: Pioneer Town of the Canal Age* (Swindon, 2007)

2 Ibid.

3.1.2 The Arrival of the Canal

The quiet village of Lower Mitton was to change with the construction of the Staffordshire and Worcestershire Canal, with large basins created next to the River Severn, and the establishment of the new town of Stourport. The canal was one of the earliest to be built in the second half of the 18th century, the period of inland navigation construction, and was created with the intention to provide the Black Country industries with access to sources of supply as well as markets for their products. Transport costs were significantly reduced when sending goods by water rather than by road.

Construction of the canal began in 1766 by the Staffordshire and Worcestershire Canal Company, under the leading canal engineer of the day, James Brindley – it involved constructing 43 locks over the 46-mile chosen route between the Trent and Mersey Canal at Great Haywood, and the River Severn at Stourmouth. The southern half of the canal opened for business in April 1771, with wharfs and warehouses having been completed, and this new terminus on the River Severn was referred to as Stourport. The terminus enabled the trans-shipment of goods between the Severn trows that navigated the river, and the narrowboats that navigated the canal, by providing the necessary basins and wharfs to offload or take-on cargo.

In 1768, the canal company purchased the land for the terminus near the confluence of the River Severn and the River Stour, upstream from the old ferry crossing and away from the village of Lower Mitton. The first purchase was two fields, a total of seven acres, for a

basin. The canal company also purchased land near the River Severn for making bricks, and in order to erect a water-powered engine to supply the basin.

The Upper Old Basin, the central largest basin, is two acres in size and was the first canal basin to be constructed. It is considered to be one of the greatest achievements of the Canal Age, and, at the time, provided the up-to-date facilities necessary for a transport interchange. The Upper Old Basin was connected to the Old Lower Basin at the south west, which gave access to the River Severn. The design for the basin reflected the anticipated traffic, with the principal bulk cargoes being Staffordshire coal, timber from the Wyre Forest, and iron from the Forest of Dean. Manufactured goods being trans-shipped included Black Country iron goods, Staffordshire glass, and Lancashire textiles, with locally-grown agricultural produce travelling to industrial towns of the Black Country.

The generous size of the wharfs around the Upper Old Basin offered storage for goods which could be stacked in the open air, like coal. For more valuable goods, warehousing was provided in the form of the Long Room, a two-storey warehouse alongside the water on the east side of the basin, which had waterside loading hoists. The Long Room was one of the earliest canal warehouses in England; it was demolished in the 1950s. **[Plate 3.2]**

On the south side of the basin were two warehouses set back from the water, a long single-storey shed (which later became two storeys, but has since been demolished) and the Iron Warehouse. The Iron Warehouse, with a distinctive rounded corner, was built by 1771 and is likely to be the earliest surviving canal warehouse in the country. The British Waterways' offices are now attached to the Iron Warehouse – this building is 19th century in date but incorporates an earlier lock-keeper's house.

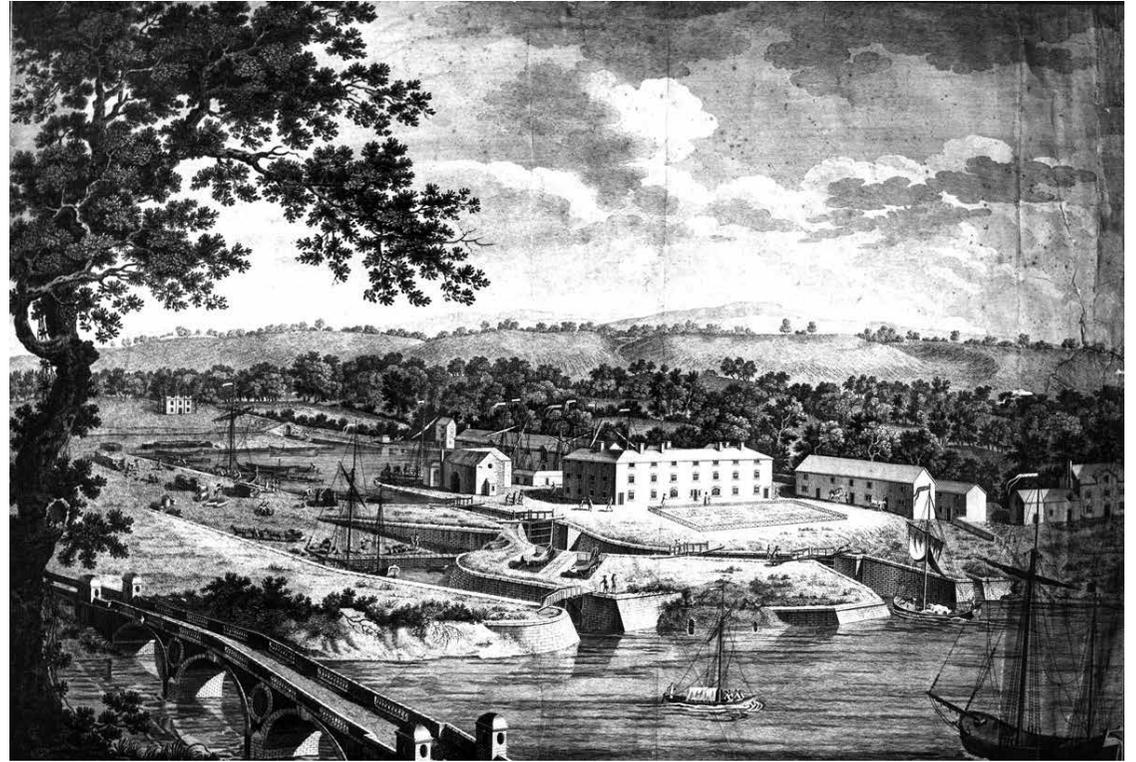
The Tontine, and its adjacent stable range, were constructed to the south of the Iron Warehouse, by the canal company, and were in use by 1773. The building was designed with a hotel, or inn, at the centre – originally The Areley Inn, later The Stourport Inn – and four houses at the end wings. The hotel provided accommodation for the river and canal travellers, as well as for wealthy visitors and merchants; it was also the meeting place for the canal company shareholders and committee. The Tontine provided much-needed housing before the development of the town.

A new bridge over the River Severn was constructed by the canal company and opened in 1775. The new bridge – along with the Upper Old Basin, associated warehouses, and the Tontine – can be seen in Sherriff's 1776 view of the canal basin. The image shows trows on the River Severn in the foreground, and both trows and barges in the basin to the rear, as well as goods on the wharfs.³ **[Plate 3.3]**

3 Ibid.



3.2 Long Room Warehouse (L), built c.1772, now demolished (1948) (Historic England Archive)



3.3 Sherriff's view of the canal basin, 1776 (Stourport Town Online)

3.1.3 The Development of the Canal

Following an increase in the volume of traffic travelling through Stourport, the terminus infrastructure soon proved inadequate. A New Lower Basin was constructed in 1776, and a larger New Basin, to the west of the Upper Old Basin, was constructed and operating by 1782. The New Basin was linked to the Upper Old Basin, as well as to the River Severn via the New Lower Basin and a set of locks. The new basins are shown on Sherriff's map of Stourport from 1802. Docks for boat building and repair, known as graving docks, as well as dry docks with small warehouses, were cut into the Upper Old Basin on the northern side - one of these warehouses survived until 1996. [Plate 3.4]

The docks area was further extended in the early-19th century, when the canal company constructed the Inner, or Lichfield, Basin. The basin was built with two dry docks at the north, and was connected to the Upper Old Basin by a channel, bridged by Mart Lane. In 1812, a lower basin, known as the Cheapside Basin, was constructed to the south of the Lichfield Basin, and was connected to it by a lock. Smith's 1810 plan of the basins indicates that the Cheapside Basin was part of the original scheme; however, it was infilled in 1865 and developed as a gas works. [Plate 3.5]

Other development in the early-19th century included the construction of three warehouses around the Upper Old Basin. One of these was the Clock Warehouse, located on the wharf between the Upper Old Basin and the New Basin, as well as two warehouses on the eastern side of the Upper Old Basin. In 1802, the canal company also acquired narrow strips of land at each side of the canal, north of the

Upper Old Basin. The eastern side was used as a timber wharf and yard (and also had a shop and weighing machine), whereas the western side later became a maintenance yard – the two sides were linked by a wooden footbridge.

A short row of buildings was constructed by the canal company on the east side of Mart Lane in the late-18th century. In the early-19th century, these buildings provided accommodation for principal canal carriers, and a lower warehouse, attached to the south end of the terrace, was also used by a principal canal carrier. In 1804, a pumping engine was installed to the south west of the New Basin, as well as the Engine Basin, to the south of this, in 1805. The pumping engine was necessary to supply an adequate amount of water for the new basin additions, and took water from the Severn just below Stourport Bridge.⁴

4 Ibid.

3.1.4 The Decline of the Canal

Despite four decades of expansion for the Staffordshire and Worcestershire Canal Company, dividends peaked in 1815, and, after 1816, there was little investment in Stourport's canal facilities. Competition for the canal came with the opening of the Worcester and Birmingham Canal in 1816, which provided Birmingham with a shorter route to the south west. Following this, the developing national railway system resulted in the canal facilities at Stourport becoming outdated, with the canal mostly only continuing as a carrier of coal until the middle of the 20th century.

3.1.5 Early Development of the Town

Despite the canal company not funding the establishment of a new town, urban development at Stourport was prompted through the construction of important facilities, such as the new bridge over the River Severn. The canal company did, however, partly-fund schools and a new market hall, as well as a police force for the town. The business generated by the canal basins meant that local services were required, and this provided investment opportunities in the form of building development.

The town developed around the nucleus of the canal basins and the Tontine Hotel, with the parish's existing roads contributing to a new street pattern. A new road, Bridge Street, was created, which formed the spine of the new town, crossing the River Severn at the south via the new bridge – the upper part of Bridge Street later became known as High Street. The new bridge was destroyed by a flood in 1794, and was replaced by an iron bridge in 1806. York Street and New Street were

then developed as a second axis, running north-west and south-east through the town. The existing roads of the parish, depicted in green, are delineated from the newly formed streets on Sherriff's 1802 map of Stourport (see Plate 3.4). [Plates 3.6-3.7]

Properties were built on the High Street by 1777, and houses on New Street were likely being built by 1784; expenditure on building materials for constructing properties on Bridge Street built was recorded in 1803. The town was built steadily over the decades following the opening of the canal, around the four main streets, and buildings were constructed of good quality materials in a simple and restrained Georgian style. Brick was the local building material used throughout the town, with bricks produced in the town at small brickyards; originally, locally-made tiles were also used as roofing materials, with Welsh slate later used during the 19th century.

The three-storey terrace was the common building form adopted in the town, and this contributes to the overall uniformity of the town, along with the use of brick as building material. The three-storey terrace, however, was not adopted for the south side of York Street, nor the south-east side of Bridge Street. The town's terraces are comprised of many individual units, and were not built in a single phase by one developer – ragged or straight brickwork joints delineate between these phases.⁵

5 Ibid.



3.6 Stourport's bridge of 1775, destroyed in the flood of 1794 (Thomas Harral, *Picturesque Views of the Severn*, 1824) (History West Midlands)



3.7 Stourport's iron bridge, built in 1806 (1812) (H68XAR (002)) (Alamy)

3.1.6 Facilities for the Town

Soon Stourport acquired important facilities that were key to establishing it as a significant town. The Church of England chapel at Lower Mitton was rebuilt as a larger church in 1790 (demolished in the 1880s). By the 1780s, there were two nonconformist chapels in Stourport, one of which is the Wesleyan Methodist Chapel in Parkes Passage, which also had an adjacent school house and manse.

A Market Hall was built in 1833, located at the corner of Bridge Street and New Street, and, in 1840, a Town Hall was added as an upper storey. This building partially collapsed in 1973 and was subsequently demolished. By 1815, Stourport had a wide range of shops, and, by 1828, there were numerous bakers, butchers and grocers, as well as milliners, dressmakers and shoe makers. High Street was the main shopping street, but in 1838 the majority of the buildings on the street were recorded as houses. **[Plate 3.8]**

Although little remains of other industrial activities at Stourport, both iron founding and carpet making were located at the town from an early date, with an iron foundry recorded from 1789. From the early-19th century, canal related industries had been established, including boat building and the manufacturing of sailcloth. Vinegar making and tanning were also industries established at this time⁶, with the Vinegar Works, located between the banks of the Stour and the Severn, established in 1798.⁷



3.8 Old Town Hall, built in the 1830s, collapsed 1973 (Worcestershire County Archives and Kidderminster Shuttle)

Before the construction of the canal, there had only been a handful of hostelries at Lower Mitton, including the Stourmouth Inn, later known as the Angel; however, as a result of the increase of traders and purchasers visiting the town following the opening of the canal, greater accommodation and refreshment facilities were required. By the late 1820s, there were 14 establishments recorded across Stourport and Lower Mitton. The Tontine was the largest, but this was closely matched by the Swan Inn, located at the top of the High Street. The Crown Inn and the Bridge Inn, both on Bridge Street, were located at the southern entry point to the town.⁸

6 Ibid.

7 A. Bradford and M. R. Kettle (Ed), *Stourport-On-Severn: A history of the town and the area* (Redditch, 2021), p.43

8 English Heritage, *Stourport-on-Severn*

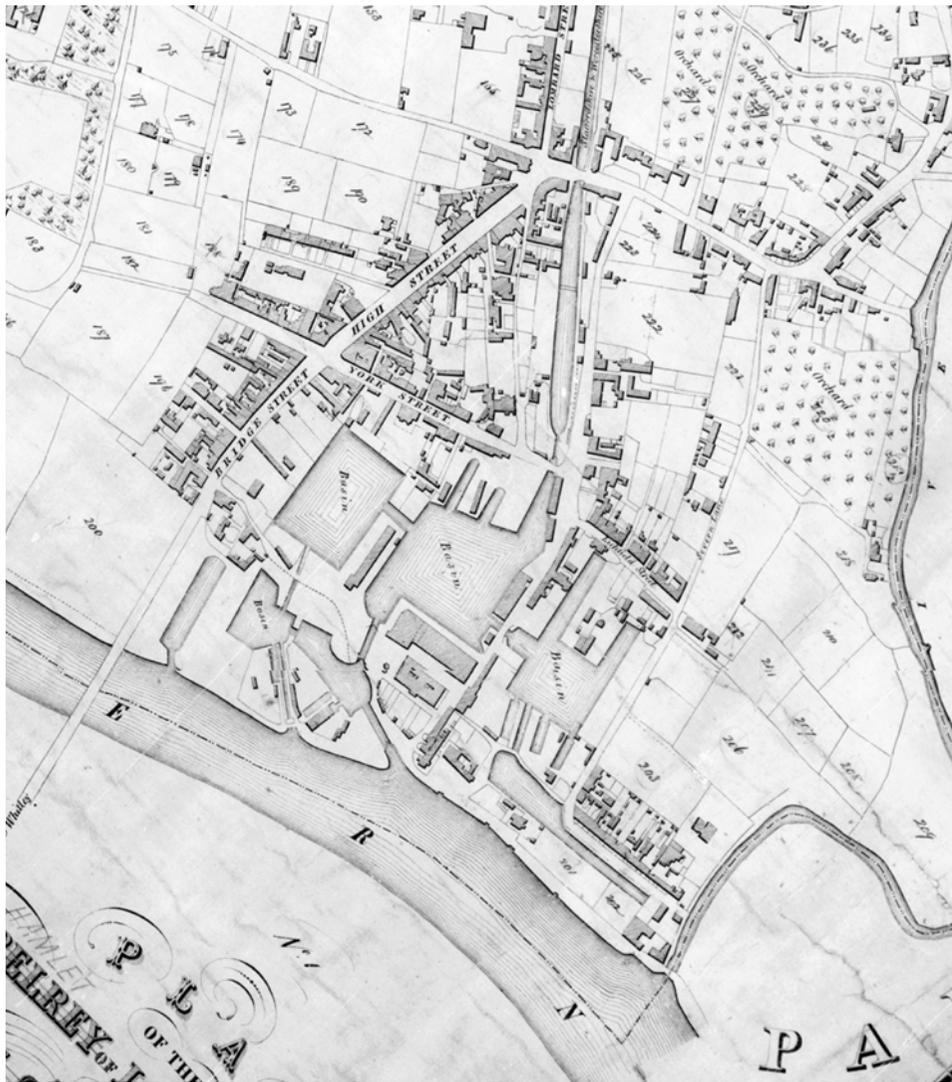
3.1.7 The Town after 1840

Stourport's growth slowed dramatically following the decline in fortunes of the Staffordshire and Worcestershire Canal Company from 1820, with the population of the town falling in the mid-19th century; as a result, the town little expanded in the 50 years following 1840. Large villas – Moor Hall and The Heath – built by wealthy canal carriers occupied the majority of the land at the west of the town, and this land was not available for development. The Baldwin family's iron foundry built housing for workers in the town centre in the mid-late 19th century. A new suburb, Newtown, was also built to the north of the town after 1862, following the arrival of the railway. A new bridge over the River Severn was constructed c.1870, replacing the iron bridge of 1806. **[Plate 3.9]**

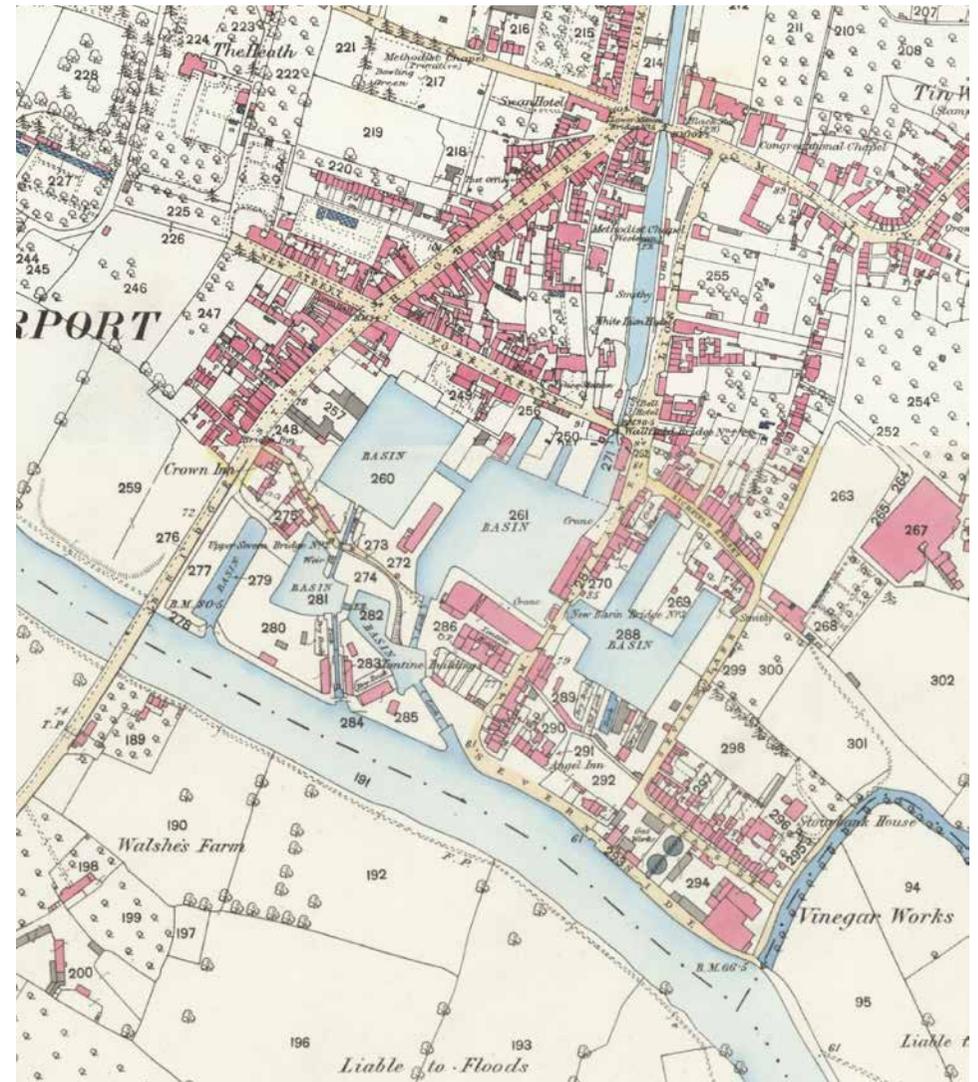
Stourport's established industries of iron founding, carpet production, tanning and engineering works were able to sustain the town, with these businesses forming the core of the local economy in the 20th century. These industries once dominated certain areas of the town, but now only the Vinegar Works substantially remains. The Vinegar Works expanded in 1882, with the brewery rebuilt to three times its former size – the larger works can be seen on the OS map of 1882-83. **[Plate 3.10]**

In 1844, Lower Mitton was formed into a separate ecclesiastical parish, as a result of Stourport's status as a town. The Church of St Michael, built in 1790, was demolished and construction began on a new church, designed by Sir George Gilbert Scott, from 1887; however, the building was not completed to his original designs. The building had no roof by the 1970s, and, in 1980, a new smaller church was built within the ruined walls. Nonconformists dominated the town centre, continuing to build in the latter half of the 19th century – a Primitive Methodist Chapel was built in Lickhill Lane in 1855, a Congregational Chapel in Mitton Street in 1871, and a Baptist Chapel on Minster Road in 1883.⁹

9 Ibid.



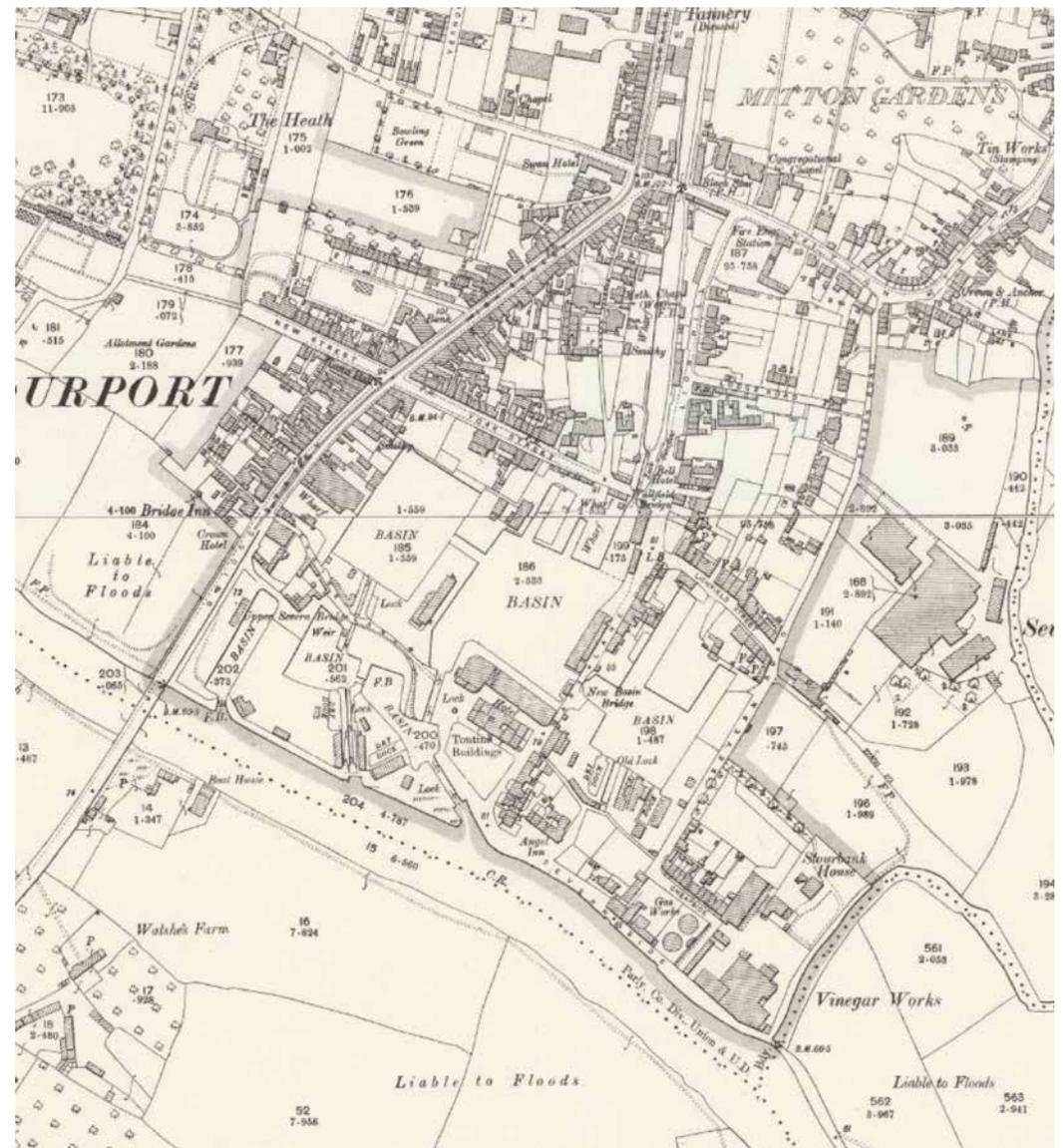
3.9 Stourport tithe map, 1845



3.10 OS map surveyed 1882-3, published 1884 (25 inch)

3.1.8 Stourport as a Tourist Destination

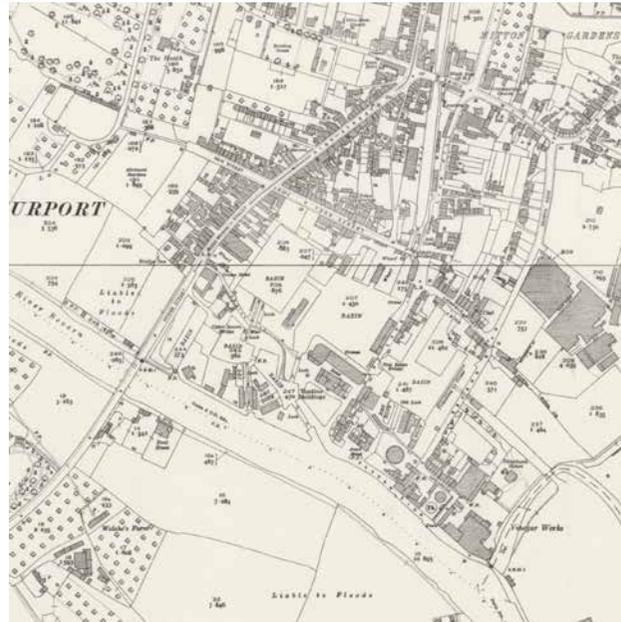
Stourport had been considered a resort and tourist destination as early as 1775, with tourists from Worcester and afar travelling to the town on river boats to view the technologically advanced canal and basins. The assembly rooms at the Tontine and Swan Inn provided social entertainment early on, and the town remained an attractive resort destination. Investment was made in the provision of visitor facilities in the late-19th century, with Stourport Urban District Council creating a riverbank promenade in the 1890s. Electric trams were in operation by 1898, bringing day trippers to the town. Shipley's Fairground, a permanent fairground, was established between the river and canal basins on former canal company land, and a recreational park laid out by the river in the 20th century.¹⁰ [Plate 3.11]



3.1.9 20th Century Development

Stourport saw renewed growth in the 20th century. The town expanded to the west, with inter-war and post-Second World War housing built on land formerly occupied by the large villas of Moor Hall and The Heath, with both these demolished. Council housing was also built on land over the River Severn bridge, on land formerly occupied by Walshes Farm. In 1926, a power station opened by the river, and, in 1929, a new factory was built on Bewdley Road by the Steatite Company, who manufactured porcelain products. In 1963, a new Civic Centre was built for the Urban District Council offices.¹¹ The inner, or Lichfield, Basin was infilled c.1960.¹² [Plates 3.12-13]

The traditional manufacturing industries of Stourport – iron foundry, tannery, carpet making, engineering and vinegar production – all closed in the last decades of the 20th century, and, in 1970, the railway ceased to operate. New housing has been developed on Brownfield sites and, as a result, much of the town's industrial heritage has gone. Leisure use of the canals in more recent times, however, has revitalised the town, and, despite some losses to the canals basins and buildings, Stourport's unique canal heritage continues to draw visitors to the town.¹³



3.12 OS map revised 1925, published 1927 (25 inch)



3.13 View of Stourport from the SW, 1933 (EPW041762) (© Historic England Archive (Aerofilms Collection))

11 Ibid.

12 Brooks and Pevsner, *Worcestershire*, p.615

13 English Heritage, *Stourport-on-Severn*

3.2 Stourport-on-Severn No.1 Conservation Area

Stourport-on-Severn's No.1 Conservation Area covers the southern part of the historic core that developed as a direct result of the Staffordshire and Worcestershire Canal. This area holds great historic value due to the relationship between the town and the canal. It comprises the group of canal basins, and its associated structures, as well as the surrounding environments and streets, with buildings primarily dating from the late-18th - early-19th centuries. The structures built by the Staffordshire and Worcestershire Canal Company are considered to be special features of the area, with these including the canal basins, locks, footbridges, railings and walls, as well as the Tontine and its stabling, the Canal Maintenance building and the terrace housing of Mart Lane.

The historic streets, and their buildings, that form this southern part of the historic core are Bridge Street, Raven Street, New Street, Engine Lane and the south side of York Street at the west, as well as Mart Lane, Lichfield Street, Severn Side, Severn Road (and the enclosed footpath between the two) and Cheapside at the east. The bridge over the River Severn, along with its arched causeway, is also a defining feature of the area. The landmark buildings of this area include the Tontine (and associated stables), the Canal Maintenance Building (and attached cottage), the Clock Warehouse, York House, 19-21 York Street, the Angel Public House, the canal-side crane and former warehouse in Mart Lane, and the former Vinegar Works.¹⁴

14 Wyreforestdc.gov.uk

3.2.1 Development of the Historic Streets and their Buildings

3.2.1.1 Bridge Street

Bridge Street was one of the first new roads created at the establishment of Stourport, and formed the spine of the new town. The southern entry point to the town is at the south of the street, from the bridge over the River Severn, originally built by the Staffordshire and Worcestershire Canal Company by 1775, and later replaced in 1806, with this bridge then replaced in 1870.¹⁵ The 1802 plan of Stourport shows that Bridge Street once extended past the junction with York Street and New Street, with this labelled on later maps as High Street. Raven Street extends to the west from the centre of Bridge Street.

The basins and wharfs are located to the east of the street, with the New Basin at the east, and the Engine Basin at the south east. At the south-west end of the street, to the west of the bridge causeway, there is a recreational park laid out in the 20th century.¹⁶ On the south-east of the street, there is an historic lane which leads to the canal basins, locks and wharfs, and then on to the Tontine, now known as Engine Lane. Immediately opposite this lane, on the west side of the street, there is Coopers Lane – this first appears on the tithe map of 1845.

The 1802 plan shows that there had not been much development on this street by this time, with the plan detailing only two large buildings – the Bridge Inn on the west, which dates to c.1790, and the Crown Inn on

15 English Heritage, *Stourport-on-Severn*

16 Ibid.

the east, which was rebuilt in 1936.¹⁷ These buildings are located at the end of the bridge causeway, and marked the entry point to the town. A fully developed terrace of buildings is shown to the north-west side of Bridge Street by the time of the 1845 tithe map. A further terrace is also shown on the tithe map to the south of Raven Street - these buildings, which include 11-15 Bridge Street, are believed to be late-18th century in date, despite not appearing on the 1802 plan.¹⁸

The east side of Bridge Street was not initially developed, as this provided access to the basins, and there would have been traffic to and from the wharfs via this area. Once the canal basin was no longer used for commercial purposes in the 20th century, this section of Bridge Street was developed with shops.¹⁹ **[Plate 3.14]**

17 Brooks and Pevsner, *Worcestershire*, p.617

18 Historicengland.org.uk

19 Ibid.



Bridge Street, Stourport

Valentine

3.14 Bridge Street, early 20th century
(Historic England Archive)

3.2.1.2 Raven Street

Raven Street first appears on the 1845 tithe map, and is not depicted on the 1802 town plan; however, many of the buildings are listed on the 1801 census.²⁰ The street has had four changes of name over the years - it was originally called Bennett Street, and was later known as White Raven Street, as well as Aylesbury Street and Pudding Bag Lane.²¹ By the time of the 1882-83 OS map, it is referred to as Raven Street. The White Raven public house was located at 9-10 Raven Street, and was operating before 1841; it closed in 1907, with these buildings now private residences.²²

3.2.1.3 New Street

New Street was one of the four new main streets of the new town of Stourport. Houses on the north side were built by 1784, and were built gradually in phases from east to west. The 1802 plan of the town shows a terrace of buildings on the north side of the street, with these labelled as 'Club Houses', suggesting that the houses were built sequentially by a terminating building club; two semi-detached houses appear at the centre of the south side of the street on the 1845 tithe map.²³

New Street originally only extended just beyond the terrace on the north, continuing as a footpath which joined Moorhall Lane. The large villas of The Heath and Moor Hall were located to the north-west of New Street. The Market Hall was built in 1833, on the south side of New Street, at the junction with Bridge Street, and is first depicted on the 1845 tithe map;

20 Unlocking-stourports-past.co.uk

21 Ibid.

22 Ibid.

23 English Heritage, *Stourport-on-Severn*

it was demolished in 1973.²⁴ The town's post office was located in New Street c.1820.²⁵ The 1882-83 OS map shows a public house at the north-east end of New Street - this is the Hope and Anchor, established c.1830, originally called the Crown and Anchor.²⁶

Nos. 2 and 3 on the south side are also Grade II. (The houses on the north side are Grade II listed buildings and form part of conservation area no. 2).

3.2.1.4 Engine Lane

Engine Lane, located on the east side of Bridge Street, to the north of the Crown public house, connects Bridge Street with the canal basins and their adjacent buildings, continuing over a bridge crossing the channel which links the New Basin with the New Lower Basin. Engine Lane first appears on the 1845 tithe map, and could date to c.1806, when the Engine Basin and engine house were constructed.²⁷ The engine house is located on the south side of the lane. On the north side is the former Clock Warehouse (now used by Stourport Yacht Club). The lane then continues on to a bridge over the channel which connects the Upper Old Basin with the Old Lower Basin, before arriving at the Tontine.

3.2.1.5 York Street

York Street provided access to a circuit of roads around the canal basins, and valuable properties were built there with access and proximity to the wharfs. The south side of York Street was never fully residentially developed, as the majority of the land was canal

24 Ibid.

25 Ibid.

26 Unlocking-stourports-past.co.uk

27 English Heritage, *Stourport-on-Severn*

company owned, and used as open wharfs.²⁸ To the west of the south side of the street, there was a terrace which continued around the corner from Bridge Street - this is first shown on the 1845 tithe map.

To the centre of the south side of York Street are two of Stourport's grandest houses, built by wealthy canal carriers, each detached, but fronted directly onto the street and set within their own grounds. The house to the west is York House, built c.1776 by Aaron York, a prominent Wharfinger and boat builder from Bewdley, who moved to Stourport at the time of the building of the canal - York Street was given his name.²⁹ On the 1802 plan, the house to the east is stated as being owned by John Worthington. Cellars of both houses gave direct access to gardens, and then onto the canal wharf.³⁰

3.2.1.6 Mart Lane

The Upper Old Basin, and associated buildings, are located to the west of Mart Lane, with the Lichfield Basin at the east; the road continues as Lion Hill at the north, with Severn Side extending off the road at the south east, and Lichfield Street at the north east. The Tontine and the Canal Maintenance Buildings (originally the Iron Warehouse) and Lock Cottage are located at the south end of Mart Lane, on the west side. On the south-east side of Mart Lane is the former Tontine stables, which dates to the late-18th century.

28 Ibid.

29 Ibid.

30 Ibid.

An archway to the north of the stables leads to a brick-walled path, which travels past what was once the dry docks south of the Lichfield basin, and once connected Mart Lane to the Cheapside Basin; the path then connected to Severn Lane at the east. On the north-east side of Mart Lane, there is a terrace of houses built by the canal company c.1800, and, connected to these at the south, a further terrace built c.1820.³¹ Opposite the terraces, there is an early-19th century building, known as Joynson's Warehouse.³²

3.2.1.7 Lichfield Street

Lichfield Street connects Mart Lane with Severn Lane, and, on the 1802 plan of Stourport, is referred to as an extension of Severn Lane. Lichfield Street was in existence before the town, as indicated on the 1802 plan.³³ On the north side of the street, on the Mart Lane side, there is a terrace of houses, 1-4 Lichfield Street, built c.1800.³⁴ It is possible that 2-4 Lichfield Street were built by the canal company.³⁵ 1 Lichfield Street is shown on the 1802 plan.

To the east of this terrace, there is another, 5-8 Lichfield Street, dating to c.1800 - there is a 19th-century addition to 8 Lichfield Street. 5-8 Lichfield Street appear on the 1802 plan. Attached to 8 is 9 Lichfield Street, which was built c.1820. Opposite these buildings, on the south side of the road, there are sandstone walls, dating to c.1812, which once enclosed the Lichfield Basin. On the south side of

31 Historicengland.org.uk

32 English Heritage, *Stourport-on-Severn*

33 Worcestershire.gov.uk

34 Historicengland.org.uk

35 Brooks and Pevsner, *Worcestershire*, p.616

the street, on the Severn Lane side, there is another terrace of buildings, built c.1800, which are depicted on the 1802 plan.³⁶

3.2.1.8 Severn Side

Severn Side begins at the south end of Mart Lane and extends eastwards, where it once connected to a road along the bank of the River Stour, and then Cheapside and Severn Lane. The road now only extends as far as the Angel Inn, continuing further to the east as a towpath. 1 Severn Side is attached to the Tontine stables at the north, and the cottages 2 and 3 Severn Side at the south, all of which are late-18th century in date. 4 Severn Side is built against the back wing of 5 Severn Side, which is part of a terrace, along with 6-9, which face the Angel Inn. 1-9 Severn Side appear on the 1802 plan of Stourport.

To the east of these buildings is the Angel Inn, which dates from the mid-18th century, it most likely being formerly known as the Stourmouth Inn. The towpath, now known as Severn Way, then carries on along the river, with the walls of the former gas works to the north; it then reaches the former Vinegar Works, established in 1798 but rebuilt after a fire in 1882.³⁷

3.2.1.9 Cheapside

The road at the east end of Lichfield Street extends to Lower Mitton Street at the north, and to Cheapside at the south; the 1802 plan labels the whole of the street as Prices Lane, likely after Peter Price, who owned land to the south of Lichfield Street, east of Mart Lane. By the time of the 1845 tithe map, the road

36 Historicengland.org.uk

37 Brooks and Pevsner, *Worcestershire*, p.616

is referred to as Severn Lane. The section of the road south of Lichfield Street is now known as Cheapside, whereas the northern part is referred to as Severn Road. The full length of the road is green on the 1802 plan, suggesting it was in existence before the town was established.

A long terrace of houses is shown on the 1802 plan, on the north side of the eastern projection of Severn lane, labelled as Cheapside on the 1882-83 OS map; however, the east side of the terrace had disappeared by the time of the 1900 OS map, with the expansion of the Vinegar Works - the remainder was demolished after the 1925 OS map. Now only 1-2 Cheapside, on the corner of Severn Lane, remain.

3.3 Bibliography

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Wyreforestdc.gov.uk

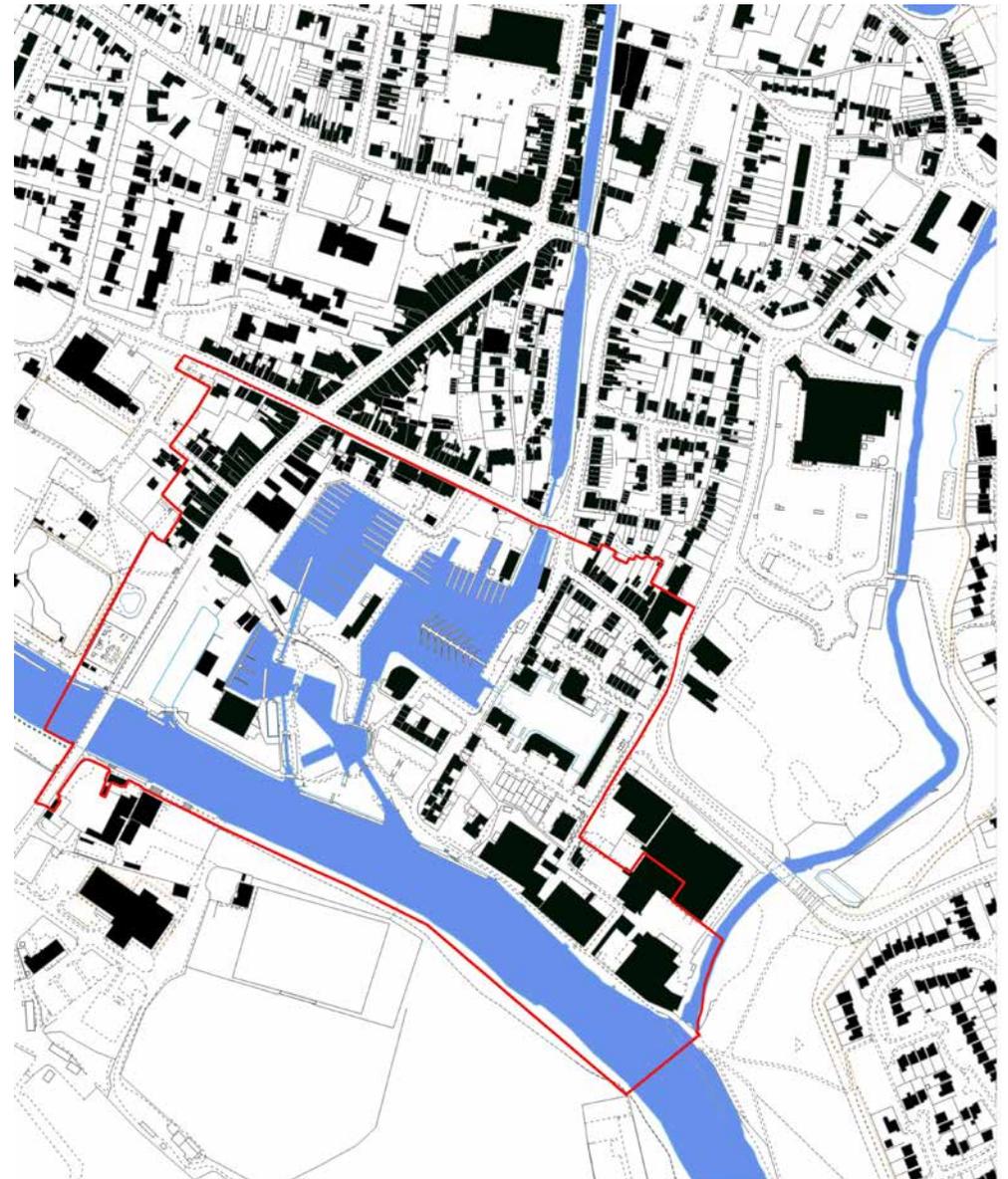
4. Spatial Analysis of the Conservation Area

4.1 Spatial Analysis

The morphology of the area is illustrated in the figure-ground plan, showing buildings and spaces, in plate 4.1. The principal spatial characteristics are:

- The openness of the basins and the riverside
- The surrounding Georgian development on Bridge Street, York Street and Mart Lane
- The Georgian buildings on the edge of the basins
- The Georgian housing in Severn Side
- The large industrial buildings in the Cheapside area, along the north bank of the River Severn
- The new housing development east of Mart Lane, south of Lichfield Street, around the Lichfield Basin
- The open spaces along the river, outside the conservation area, to the west and south.

(Note: The new development currently under construction on Severn Road to the east of the conservation area is not shown in Plate 4.1).



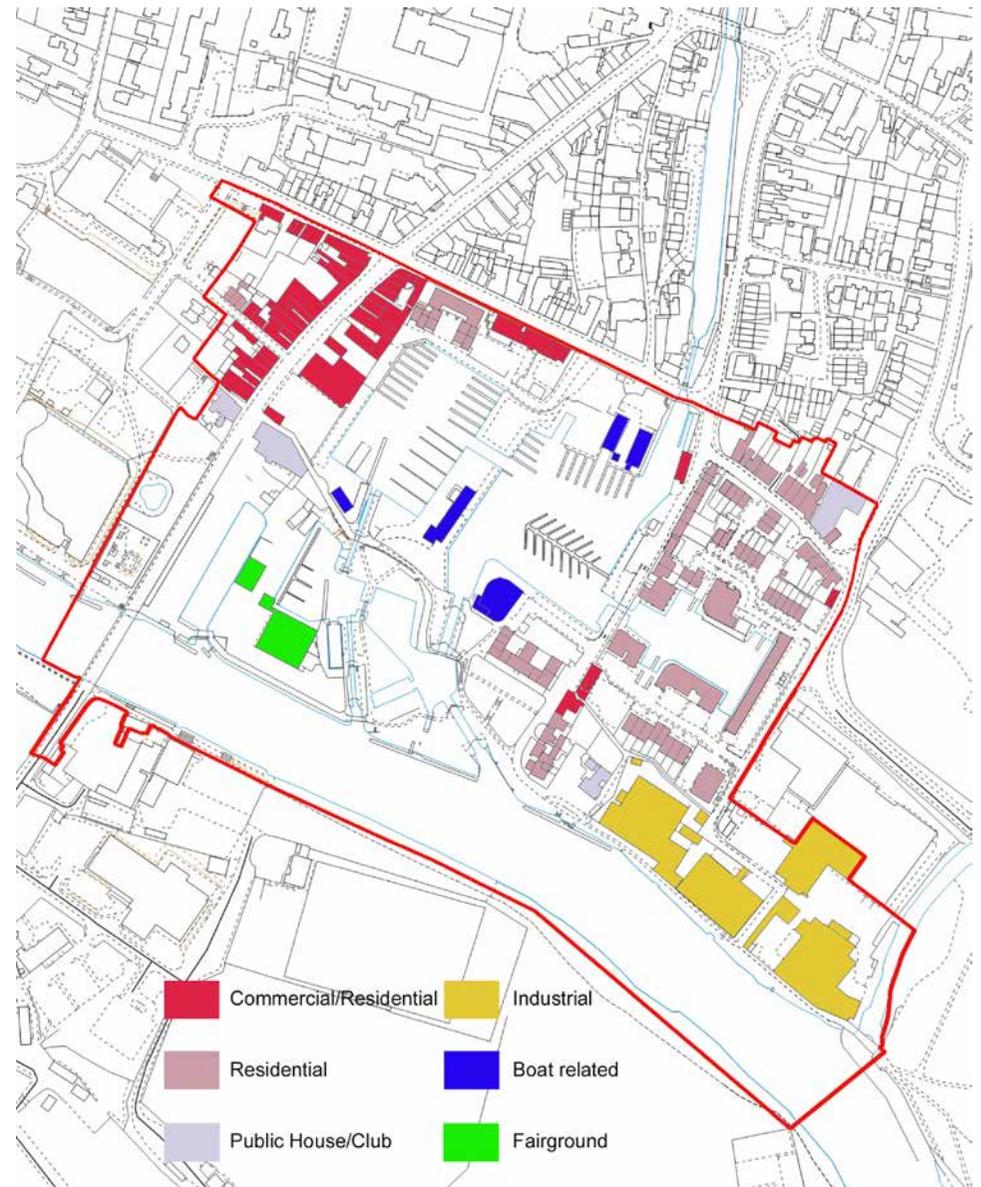
4.1 Figure-ground map of the conservation area

4.2 Land Uses

The conservation area comprises a mix of uses including leisure, boat-related, residential, light industrial or warehousing, retail, eating and drinking, and car parking. **[Plate 4.2]**. The basins feature boat repair and hire businesses, and canal boat moorings. The Stourport Yacht Club occupies the Clock Warehouse between the Upper Old Basin and the New Basin. The riverside areas include the fairground on the east side of the bridge and children's play area to the west of the bridge.

The streets on the west and north side of the basins, Bridge Street, York Street and New Street, are commercial streets, with shops, public houses, cafes and restaurants at ground floor level (mainly on Bridge Street) and some residential uses on upper floors. The east side of the conservation area is a largely residential area comprising Georgian terraces and modern development around the Lichfield Basin (circa 2006). The exception to this is the industrial area in the southeast corner of the conservation area on the north bank of the River Severn, the site of the Vinegar Factory and a number of modern warehouses.

The main car parks are on the west side of the town, south of the council offices (the civic centre) on Martins Way. There is a smaller car park at the west end of Raven Street. These are just to the west of the conservation area. In the conservation area there is a car park on the west side of the Engine Basin, east of the bridge, and one further north, on the east side of Bridge Street. There is also a small car park on the north side of the Tontine Hotel.



4.2 Land uses in the conservation area

4.3 Movement patterns

The basins have a significant impact on movement within the conservation area. The main streets are Bridge Street to the west, New Street and York Street to the north, and Mart Lane to the east. The busiest traffic streets are Bridge Street and York Street. Mart Lane is a cul-de-sac and is for local traffic only. The quality of Bridge Street and York Street, and to a lesser extent New Street is diminished by the through traffic. Lichfield Street is a residential street which runs from Mart Lane to Cheapside. It is not a busy traffic route. Waterfront Views is another cul-de-sac which provides access to the parking at the rear of properties on the south side of York Street. **[Plate 4.3]**.

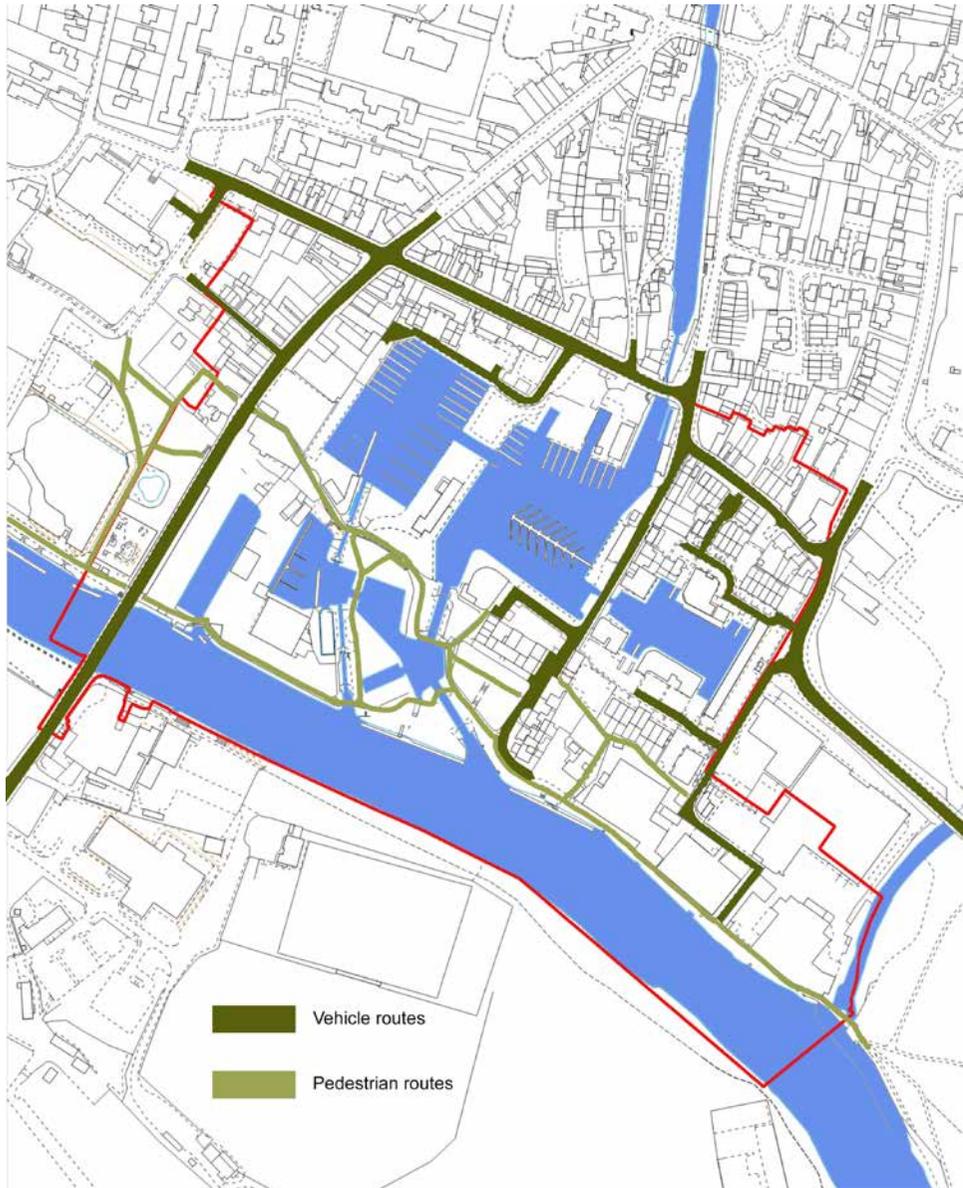
There is also private vehicular access, Waters Edge, to the new residential development around the Lichfield Basin, and to the development on the south side of Lichfield Street, Larch Way, both of which are accessed from the west side of the northern end of Cheapside.

There are a number of pedestrian routes through the conservation area which are important in terms of movement patterns and also historically. Engine Lane links Bridge Street to the basins where there is a network of walkways across the green spaces adjacent to the lower basin, the Tontine Hotel and the River Severn. Along the river bank is a walkway which extends from west of the bridge and links to the south end of Severn Side and the west end of Severn Way. This continues along the river's edge, beyond the eastern end of the conservation area to cross the

River Stour and continues south eastwards. Cheapside joins Severn Way on the west side of the former vinegar factory.

On the east side of Mart Lane there is another pedestrian route which runs east wards to join up with Cheapside. This is an historic route which ran along the north side of the former Cheapside Basin, which was replaced by the gas works in the 19th century, both of which no longer exist. There is a path which runs down to the river from the middle of this route, on the east side of the Angel Public House.

On the south side of the River Severn is a path which runs along the river bank, on the north side of the open playing fields, outside the conservation area.



4.3 Movement patterns

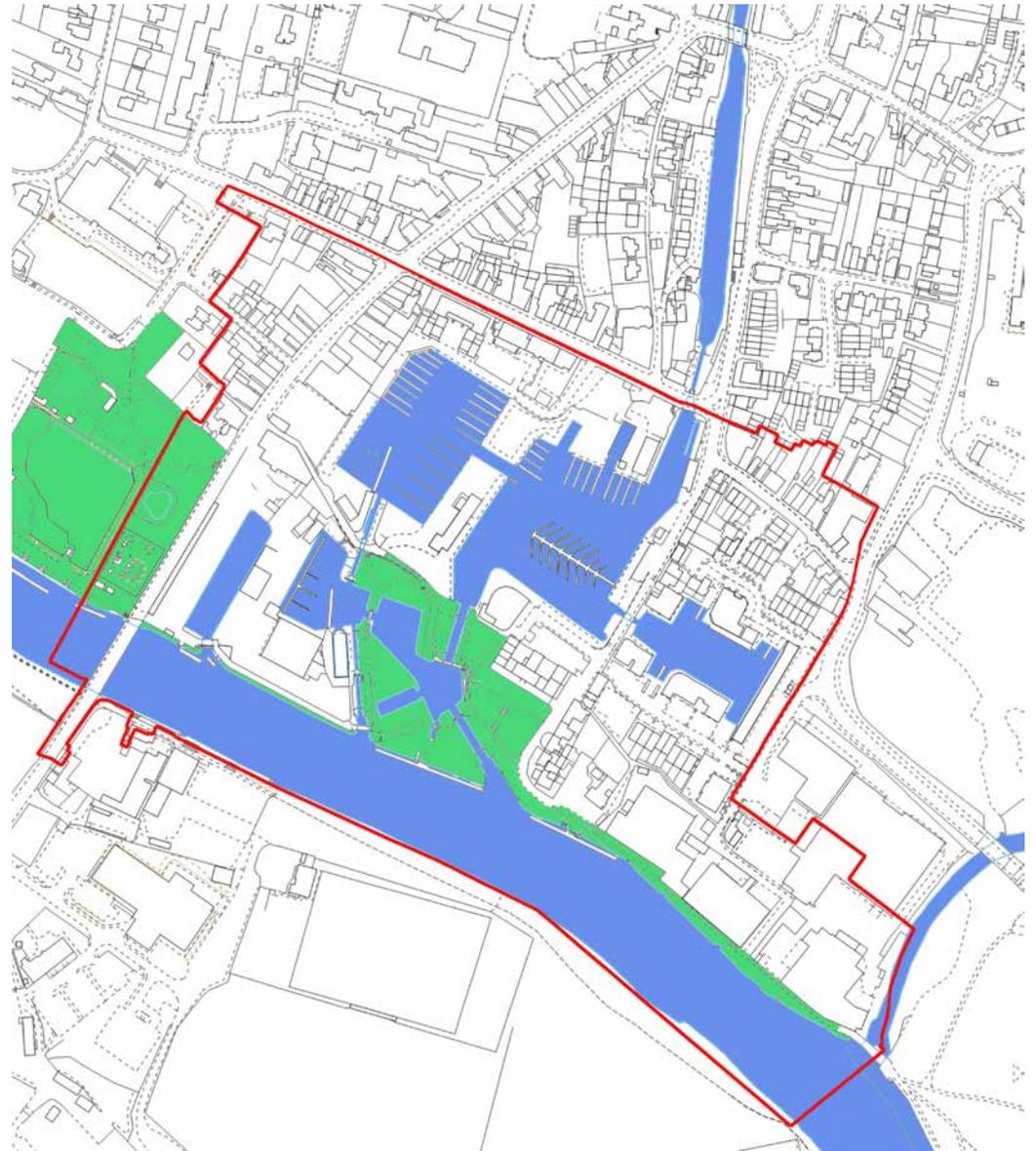
4.4 Important Green and Natural Spaces

The area benefits from many mature trees, green spaces and natural areas, primarily adjacent to the river and these give the area a green, semi-rural setting, in contrast to the town to the north. These are shown in Plate 4.4.

Key features and spaces include:

- The gardens west of the bridge, including the children's playground
- The grassy spaces in the lower basin area and south of the Tontine Hotel
- The open water of the upper basins, including Lichfield Basin to the east of Mart Lane
- The riverside walk on the north bank of the Severn (Severn Way)

There are relatively few trees in the conservation area, and most of these date from the post-war period. They are primarily located in the area in front of the Tontine Hotel and around the lower basins, along both banks of the River Severn and River Stour, and on the east side of the Angel public house on Severn Side. There are no street trees in Bridge Street, New Street, York Street or Lichfield Street.



4.4 Green space and water

4.5 Views and Landmarks

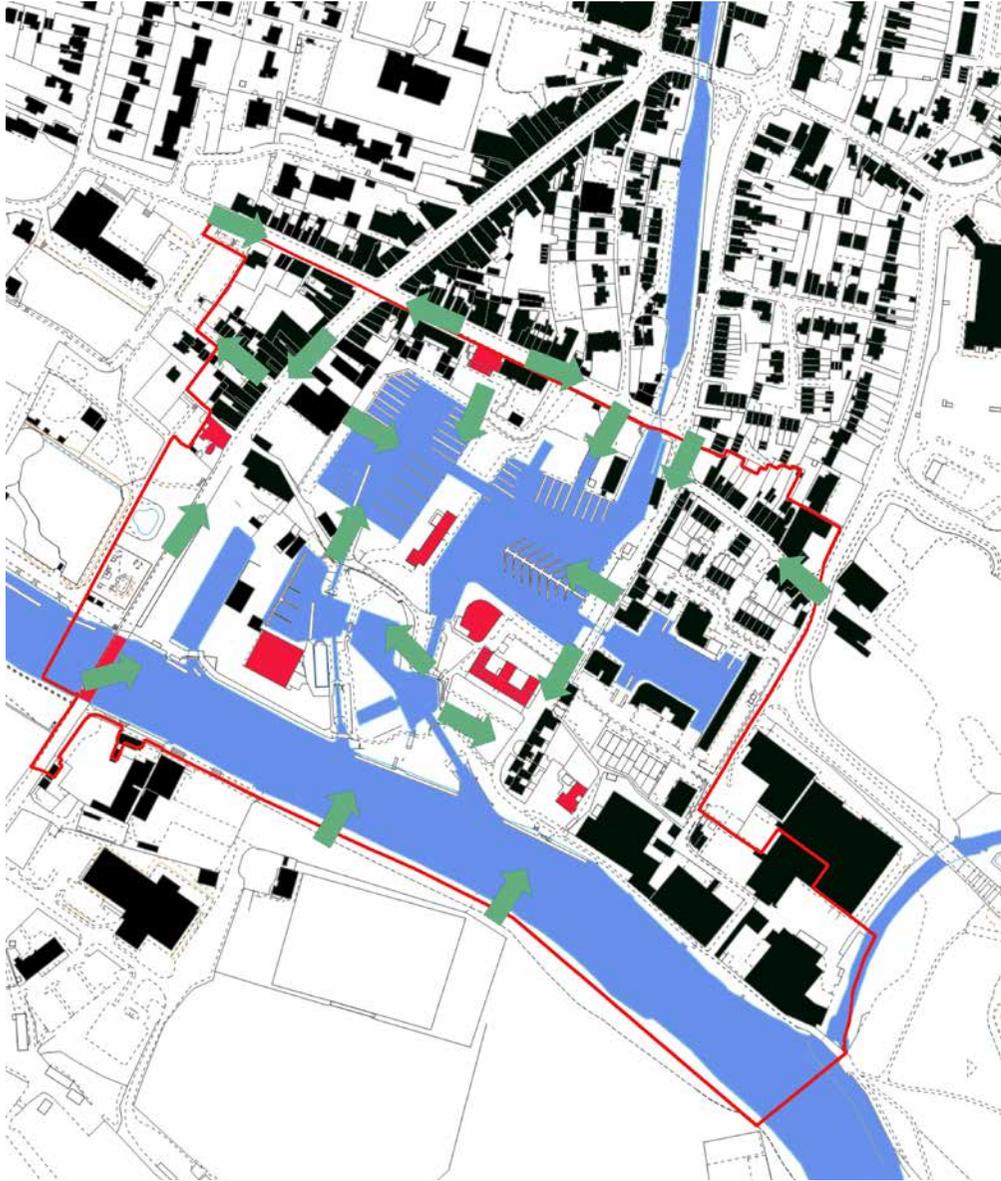
Attractive and interesting views form a significant component of the areas special interest. Because of its generally low lying and open nature the area around the river and the basins means that there are a great number of views across the area. These are illustrated in Plate 4.5. This is not an exhaustive selection of views but is indicative of those which are important.

- From the south side of the Severn looking north
- From the Bridge – looking north along Bridge Street
- From the Bridge –looking north across the fairground and the basins
- From the Bridge – looking east and west along the Severn
- Bridge Street looking north towards High Street
- York Street and New Street – looking east and west
- Views in all directions across the upper basins to the river and to Bridge Street / York Street and Mart Lane
- From the east end of York Street looking south, along Mart Lane and over the basins
- Lichfield Street – looking east and west
- Views in all directions from the bridge on Mart Lane
- Views along the riverside – looking east and west

Key landmarks in these views include:

- Stourport bridge and the causeways
- The Tontine Hotel
- The basin buildings including the Clock Warehouse and former Iron Warehouse/Canal Maintenance Building
- York House on York Street
- The Bridge Inn on Bridge Street
- The Angel Inn on Severn Side
- The Vinegar Factory

Plates 4.6 to 4.10 show some of the important views and landmarks in the conservation area.



4.5 Views and Landmarks



4.6 View across the Lower Basins towards the fairground



4.9 View eastwards from the west end of New Street



4.7 View from the west side of the New Basin. Mart Lane terraces (left). Clock Warehouse (right)



4.8 View of the Basins from the bridge. Left to right - Bridge Street, York House, Clock Warehouse, Iron Warehouse, Tontine Hotel



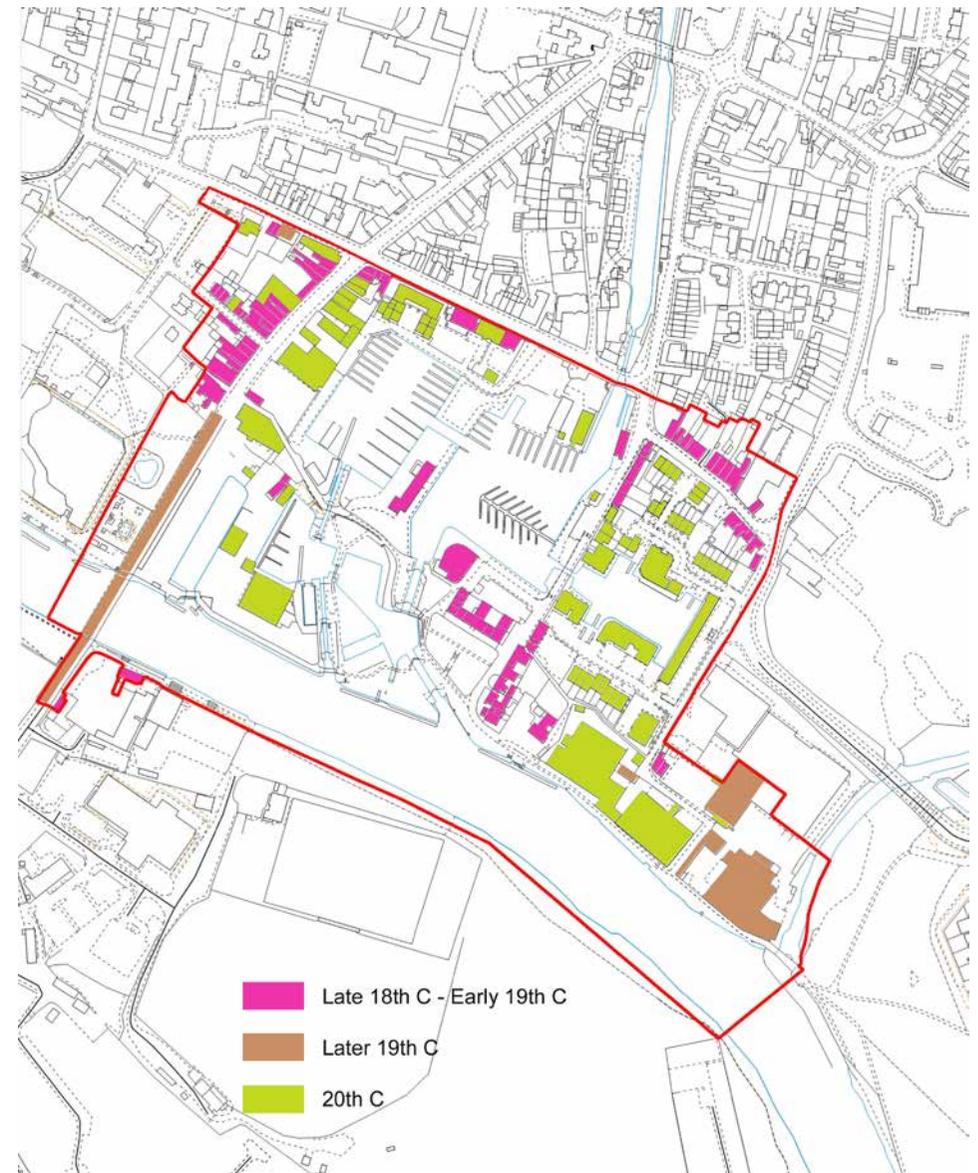
4.10 View of the Vinegar factory from the river

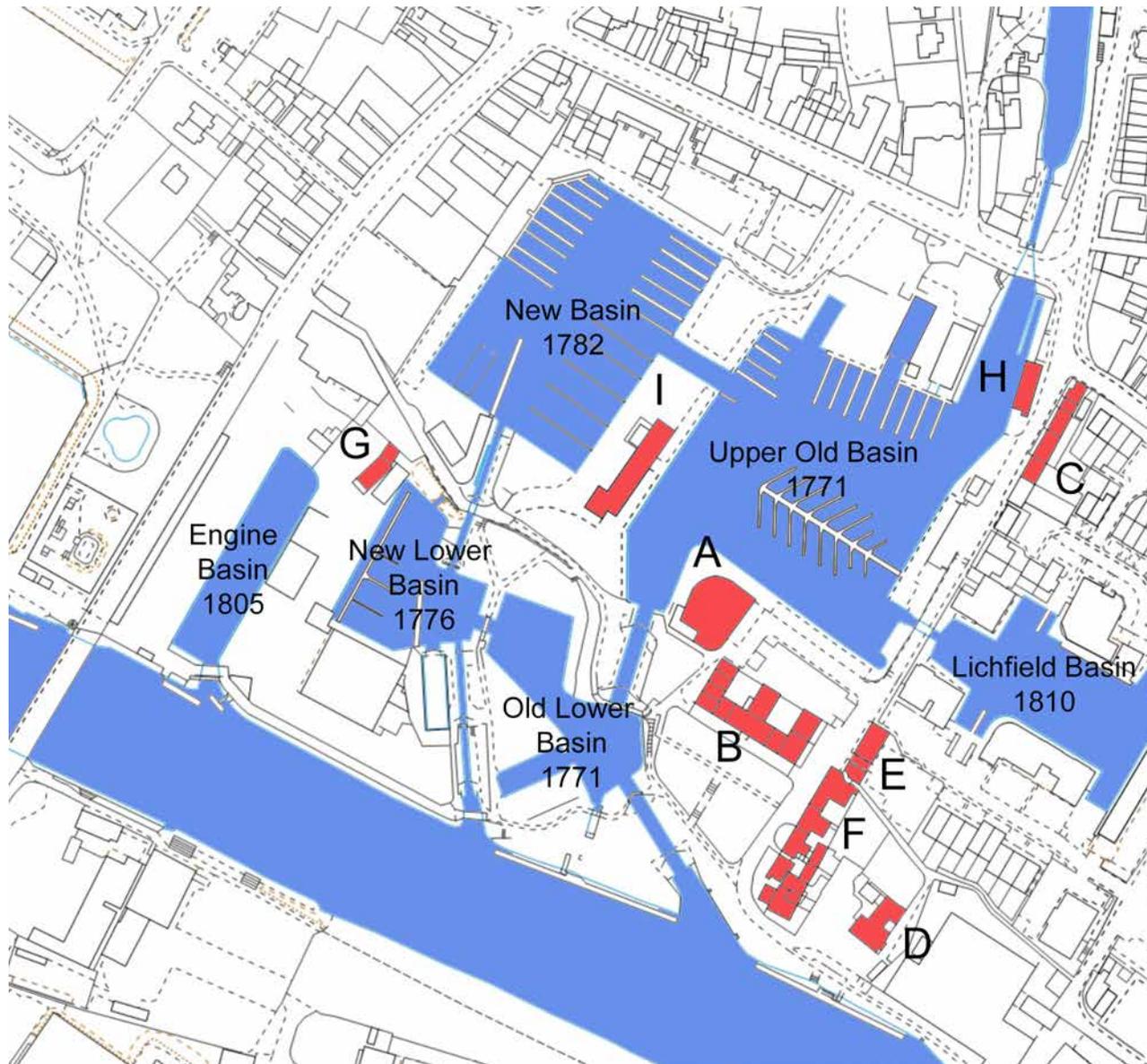
4.6 Dates of Buildings

Many of the buildings in the conservation area date from the early phases of the development of the town. There is a remarkable survival of late 18th century and early 19th century buildings, many of which are listed. The survival of so many original Georgian buildings is part of what makes Stourport such an important historic town.

The earliest development dates from the 1770's and includes the Upper Old Basin, the Tontine Hotel, the Iron Warehouse (Maintenance Building and Lock Keepers Cottage) and York House on York Street. The Bridge Inn at the north end of the bridge was built circa 1790 and Bridge Street, Raven Street, New Street, 19-21 York Street, Mart Lane, the Tontine Hotel stables and Lichfield Street were all built circa 1800. The Clock Warehouse and Severn Side were developed slightly later in the 1820's.³⁸

There are relatively few Victorian or early 20th century buildings, except for the industrial riverside development. There are later 20th century residential and replacement industrial buildings in the eastern part of the conservation area, east of Mart Lane and along the riverside. There are a small number of post-war buildings in Bridge Street (especially on the east side), New Street and York Street. The dates of the buildings are summarised in plates 4.11 and 4.12.





Key

- A. Former Iron Warehouse (1771)
- B. Tontine Hotel (1773)
- C. Mart Lane Houses (early 19th C)
- D. Angel Inn (18th C)
- E. Warehouses (18th C)
- F. Stabling and Lock-keepers Cottage (late 18th C)
- G. Engine House (1805)
- H. Joynson's Warehouse (early 19th C)
- I. Clock Warehouse (early 19th C)

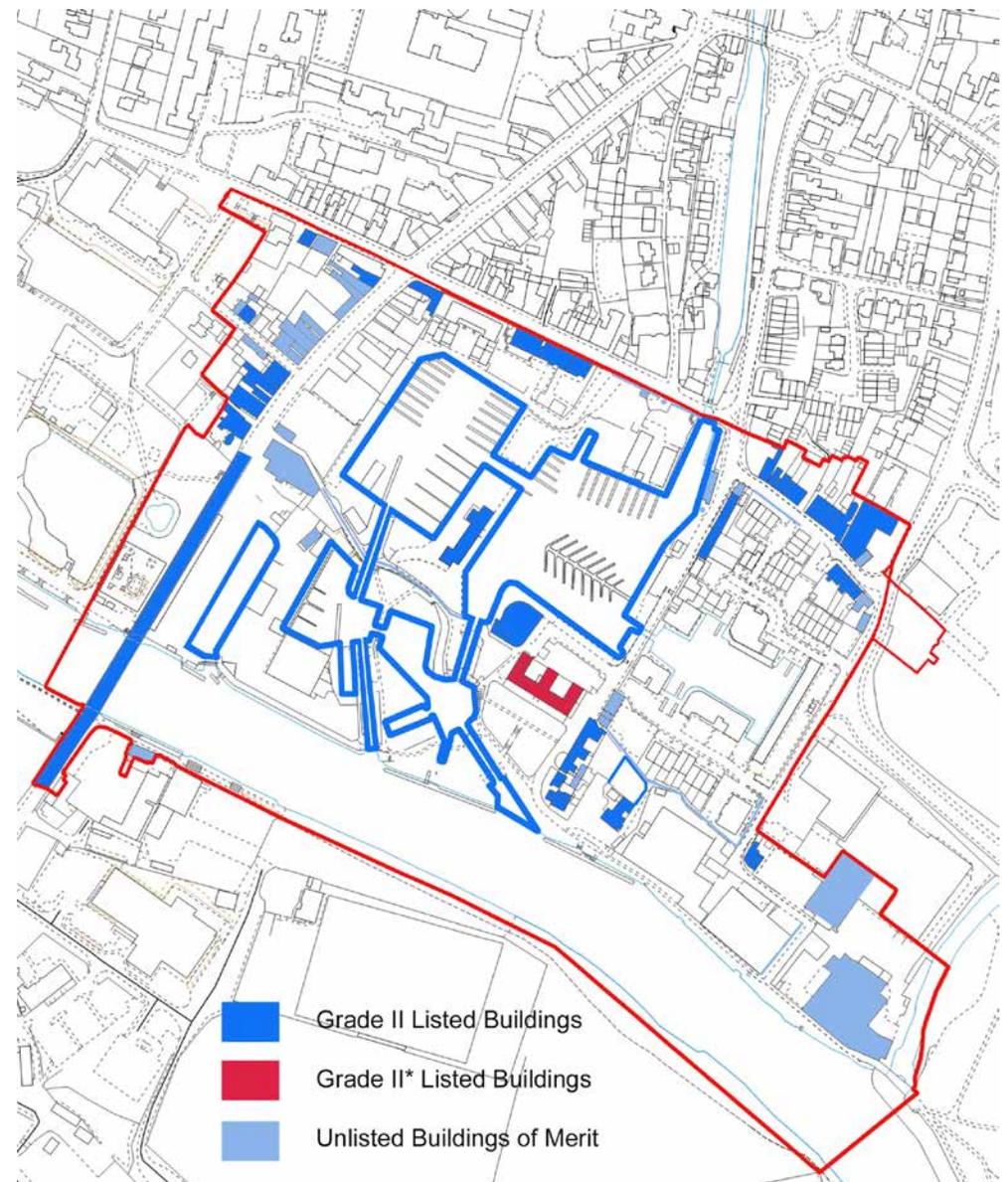
4.12 *The dates of the basins and adjacent buildings*

4.7 Heritage Assets - Listed Buildings and Unlisted Buildings of Merit

There are a large number of listed buildings and unlisted buildings of merit in the conservation area, including the basins, buildings and walls [Plate 4.13]. Unlisted building of merit are non-designated heritage assets which make a positive contribution to the character and appearance of the conservation area. The majority of these buildings are Georgian, from the 1770s to the 1820s. There is a strong presumption that these buildings, whether listed or unlisted, are retained, in order to preserve and enhance the character and appearance of the conservation area.

It should be noted that if a building is not highlighted as an unlisted building of merit that does not necessarily mean that it is of no merit in conservation area terms. There remains potential for further buildings of merit to be identified and the significance of any building should be reviewed in the future if necessary.

See Appendix III for a table of listed buildings in the conservation area, with links to the Historic England website for the list descriptions.



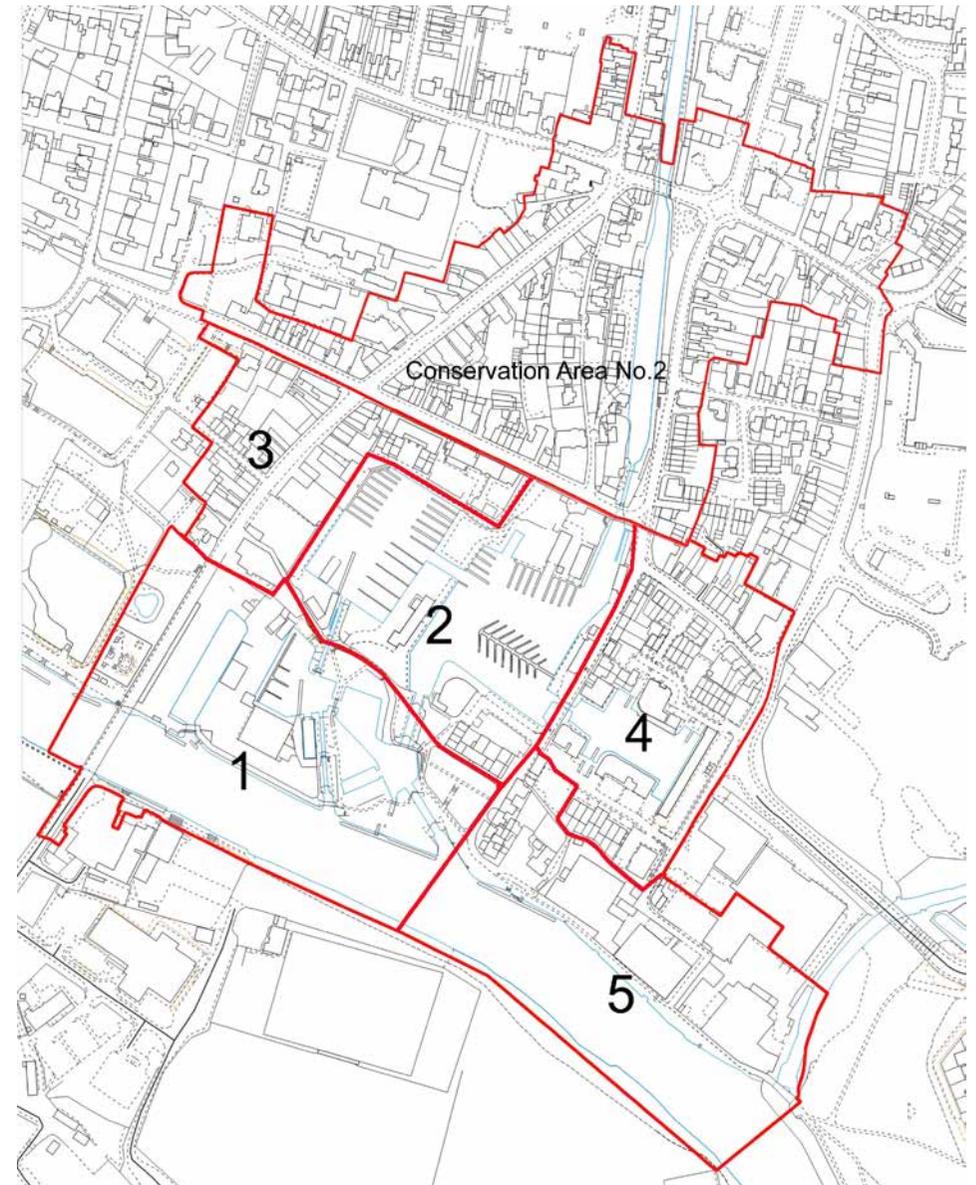
4.13 Listed Buildings and Unlisted Buildings of Merit

5. Character and Appearance

This section describes the character and appearance of the area as it appears today. The conservation area can be divided into a number of sub-areas. **[Plate 5.1]**. The following areas are based on location and historical development.

1. The Riverside and Lower Basins, including the bridge and the fairground
2. The Upper Basins
3. Bridge Street, New Street and York Street
4. Lichfield Street and Mart Lane
5. Severn Side, Severn Way and Cheapside

The buildings in the areas are described in more detail in Appendix I.



5.1 The CA divided into Sub Areas

5.1 Character Area 1: The Riverside and Lower Basins

This area encompasses the lower level of the canal basins, along the riverside. It is however quite varied. Key features (from west to east) include:

1. The green public open space, including children's play areas, west of the bridge
2. The bridge and causeways
3. The Engine Basin (east side of the bridge)
4. The former Engine House (northeast of the Engine Basin)
5. Engine Lane
6. The fairground
7. The lower basins and their locks and the surrounding green public open space

5.1.1 Stourport Bridge

The bridge is a key feature of the western part of the conservation area; a gateway to the southern part of Stourport. It also links the riverside walks on the north and south banks of the River Sever which are both within the conservation area. The land to the west is largely green open space and used for public recreation. The bridge and the causeway on the north side dominates views from the west. On the south side of the bridge is a large freestanding building probably of 18th century origin. **[Plate 5.2].**



5.2 The south end of the Stourport bridge

5.1.2 The East Side of the Bridge and the Lower Basins

On the east side of the bridge is another open space west of the Engine Basin, which is used for car parking. Again, the bridge and causeway are dominant features of this area. On the east side of the basin is the fairground which occupies the land between the Engine Basin and the New Lower Basin, south of the Engine House. It has a considerable impact on the character and appearance of this part of the conservation area. It is highly visible in views from the surrounding basins and from the bridge. **[Plate 5.3].**

To the east of the fairground are the New Lower Basin, the dry dock (with its curved metal 20th century roof) and the Old Lower Basin. There are channels from the River Severn with locks linking the New Lower Basin to the New Basin and the River Severn, and the Old Lower Basin to the Upper Old Basin and to the River Severn. The original eastern locks are wider than the later locks to the west. The area is an open green space, with railings and walls around the basins. There is a pontoon on the river bank which retains its stone wharf wall south of the Old Lower Basin. The basins and the features associated with them are of high significance in the conservation area. **[Plate 5.4].**



5.3 Engine Basin - Looking north. The fairground is on the right

5.4. The Old Lower Basin - View westwards. The dry dock is on the right

5.2 Character Area 2: The Upper Basins

This area includes the three large basin and the Georgian buildings associated with the basins around them. Key features include:

1. The basins – Upper Old Basin, the New Basin to the west and Lichfield Basin to the east
2. The former Iron Warehouse – the Canal Maintenance Building and Lock Keepers Cottage (west of the Tontine Hotel)
3. The Clock Warehouse
4. The Tontine Hotel
5. The Joynson's Warehouse on the west side of the north end of Mart Lane
6. The bridge over the canal at the east end of York Street (late 20th century)

5.2.1 The Upper Basins and their Buildings

This is the core of the conservation area and of great significance. The historic buildings were built by the Staffordshire and Worcestershire Canal Company from the 1770's to circa 1800. The basins and the historic warehouse buildings are listed Grade II. The Tontine Hotel is Grade II*. The Clock Warehouse (now Stourport Yacht Club) and the former Iron Warehouse (Canal Maintenance Building and Lock Keepers Cottage) on the west side of the Tontine Hotel are key buildings in the area, highly visible from around the upper basins. **[Plate 5.5]**.



5.5 Upper Old Basin - The Clock Warehouse (early 19C)

5.2.2 The Tontine Hotel

The Tontine Hotel was built in 1772 possibly to the designs of Thomas Dadford. It provided lodgings and premises for the Staffordshire and Worcestershire Canal Company. The list description states 'commercial buildings of pre 1840 date are uncommon: this is an exceptionally rare building, being a very early purpose built lodgings house with a strong canal connection. The special interest principally consists of its historical rarity; its association with the canal context; its architectural form; the survival of its original plan-form and interior fixtures'.

5.2.3 The Canal Maintenance Building

The Canal Maintenance Building was formerly an iron warehouse built at a similar time to the Tontine Hotel. It is possibly the earliest surviving canal warehouse building in the country.³⁹ It was extended in the early 19th century, with offices and a lock-keepers cottage. The building has distinctive rounded corners, which are unique in the conservation area.



5.6 The Tontine Hotel seen from the riverside to the south west

39 English Heritage, *Stourport-on-Severn: Pioneer Town of the Canal Age* (Swindon, 2007)

5.3 Character Area 3: Bridge Street, New Street and York Street

This area is highly commercial, with a mixture of shops, restaurants/cafes, offices and residential uses. It comprises the late 18th century terraced houses to the north and northwest of the basins. These have survived quite well on the west side of Bridge Street, in New Street and in part on the south side of York Street.

This area comprises:

1. Bridge Street
2. Coopers Lane
3. Raven Street
4. New Street (South side)
5. York Street

Bridge Street

Bridge Street runs approximately north-south, from the south end of the High Street to the bridge. The east side comprises mainly modern buildings of no interest, and car parking. This area was undeveloped in the late 18th century and early 19th century and the houses on the west side of the street had a view of the basins. The main interest lies on the west side with two terraces of mainly Georgian houses (built circa 1800). At the south end of these is the Bridge Inn public house. The terraces climb the hill northwards. The houses are a mix of heights and widths. Most have slightly projecting eaves but a few buildings have brick parapets. The roofscape comprises a mix of gable ends and hipped ends. Most of the shopfronts are modern, but there

are some older shopfronts which are of interest. Many historic sash windows and some entrances have survived. [Plates 5.7 and 5.8].

Coopers Lane

This is a narrow road on the north side of the Bridge Inn. On the south side is the blank wall of the rear wing of the pub. There is a blank wall on the north side too, with a very large and ugly duct at the rear of no. 11 Bridge Street.

Raven Street

On the south side of the street is a Georgian building, part single part two storey with unpainted brick facades. The facade has been altered with the replacement of window openings with garage doors at the east end. It is in poor condition but is of interest. On the north side is a mixed terrace with two listed Georgian houses at the west end and a post war building of little interest at the east end.

New Street (South Side)

New Street is an important and highly attractive early street. There are two Georgian houses at the west end of the south side, built circa 1800, and to the east of these, a Victorian building with an attractive shopfront. The eastern end of the south side comprises a large modern block (which replaced the Town Hall) in a loosely Georgian style which detracts slightly from the rest of the street. So too does the post-war building at the west end of the street, which is set back from the building line. (The north side of the street is in conservation area no. 2). [Plate 5.9].

York Street

Conservation Area No. 1 includes the buildings on the south side; the north side of the street is in conservation area no.2. York House (1780s) is the largest Georgian house in the conservation area and is highly visible landmark in views from the south. Nos. 19 and 20 are two impressive Georgian houses to the east. The north façade of the modern Waterfront Views towards the west does not address the street and detracts from the character of York Street. [Plate 5.10].



5.7 Bridge Street - Nos. 11 to 15 (c1800)



5.8 Bridge Street - East side. Nos. 6 and 7



5.10 York House, York Street. One of the largest and oldest houses in the conservation area



5.9 View westwards along the south side of New Street

5.4 Character Area 4: Lichfield Street and Mart Lane

This is an almost wholly residential area. The exception to this is the guest house at no.8, at the east end of Lichfield Street. Key features include:

1. Lichfield Street – the terraced houses on the north side
2. Lichfield Street – the terraced houses on the southeast side, including the Warehouse at 10 Severn Road
3. The listed walls on the south side
4. Mart Lane - the terraced houses on the east side of the north end
5. The new development east of Mart Lane and south of Lichfield Street – around the recreated Lichfield Basin (late 20th century)

Lichfield Street

The west end of the north side of Lichfield Street comprises a mixture of Georgian three storey houses, circa 1800, of different designs. No.1 has an attractive shopfront with two bow windows. Nos. 2 and 3 are a symmetrical pair, again with bow shopfront windows. No. 4 is a large three bay house. Nos. 5 to 8 are a uniform three storey terrace, with attractive pedimented door surrounds. At the east end are two two-storey houses, which are the remains of a longer terrace. These are part of the Stourport Royal British Legion Club, with its car park on the east side. All houses are listed Grade II except for no.10, which is unlisted. **[Plate 5.11].**

On the south side of the street, at the east end is a terrace of two and three bay two-storey houses from the early 19th century. These have been altered, with modern windows, except for no.18. Nos. 16, 17 and 18 are listed Grade II.

To the west of no.18 there is a listed stone wall, four and a half courses high. This is an important historic boundary wall of the Lichfield Basin area. This stops opposite no. 4 Lichfield Street. The wall continues as a brick wall laid in English garden wall bond. Behind the wall is the new development known as Larch Way. The buildings are two and three storeys high, design in a traditional manner with sash windows, rendered lintels, and brick dentil course at eaves level. At the eastern end of the street (at the rear of 1 Mart Lane) is a small two storey light industrial building from the 19th century, which has been converted to a house. **[Plate 5.12].**

Mart Lane

Mart Lane is on the east side of the Upper Old Basin and comprises a mixture of Georgian and modern houses on its east side. The west side of the street is largely open, with a 19th century warehouse at the north end. The new but traditional bridge over the channel to the reconstructed Lichfield Basin is an important feature. The modern buildings on Mart Lane have been carefully designed to relate to the listed buildings adjacent. **[Plate 5.13].**

The larger blocks around the Lichfield Basin are contemporary in design and do not reflect the character of the Georgian terraces adjacent.



5.11 Lichfield Street - North side from the east



5.12 Houses in Larch Way on the south side of Lichfield Street



5.13 Early 19C terraces in Mart Lane

5.5 Character Area 5: Severn Side, Severn Way and Cheapside

This is a residential and industrial area. The key features of this area include:

1. Severn Side – the Georgian houses
2. The Angel Inn public house
3. The factories/warehouses along the river and on Cheapside
4. The alleyway which links Mart Lane in the west to Cheapside in the east

Severn Side

On the east side of Severn Side, adjacent to the Tontine Hotel, is a 19th century warehouse, the original 18th century stable block for the hotel and, to the south, a terrace of late Georgian houses, of varying designs, set back behind small front gardens, which are unusual in the conservation area. At the southern end is a large three storey Georgian house (no.5), which is part of a terrace of three houses (nos. 5, 6 and 7) on the terrace which faces east. With the exception of the warehouse and nos. 8 and 9 Severn Side the buildings are listed Grade II. This is a very picturesque part of the conservation area. **[Plate 5.14].**

The Angel Inn (14 Severn Side) is a local landmark, highly visible from the River Severn. According to Historic England it is probably substantially of the mid 18th century, though extended in the later 18th century with the growth of Stourport as a new town.⁴⁰ The public footpath (Severn Way) runs along the river bank in front of the pub garden. **[Plate 5.15].**

Cheapside

To the east of Severn Side the public footpath (Severn Way) continues along the riverbank. Here there are large warehouses/factories which partially occupy the site of the Cheapside Basin (1812) which was infilled in the 19th century and the gas works was built. There are high brick walls along the path. The large 19th century buildings in Cheapside are very different to any others in the conservation area. The Vinegar Factory building on Cheapside has semi-circular window openings in buff coloured brickwork, with decorative band coursing. The large roofs are slate covered. The windows are metal. Other parts of the original factory survive to the east of the site. There are several modern warehouse buildings here which are not of interest. **[Plate 5.16].**

The only houses remaining on Cheapside are the remains of an early 19th century terrace comprising nos. 1 and 2 Cheapside. These are listed Grade II but are in poor condition and can be regarded as buildings at risk. To the east of the houses is a large open service/parking area with ugly modern security railings on the street frontage. The historic brick wall on the south side of this part of Cheapside is of interest. (This area is the subject of a design brief for redevelopment).

40 <https://historicengland.org.uk/listing/the-list/list-entry/1209475?section=official-list-entry>



5.14 Houses on the east side of Sevenside adjacent to the Tontine Hotel



5.15 The Angel Public House, Sevenside



5.16 Part of the Vinegar Factory on Cheapside

5.6 Positive Aspects of the Conservation Area

5.6.1 The Basins

The basins and locks are a key part of the significance of the conservation area. They remain largely unchanged since they were built. Although they have been repaired over the years, original historic fabric, brickwork and stone walls survive.

5.6.2 Georgian buildings

The Georgian buildings include the warehouses and houses which were all built within a relatively short period, approximately 1770 to 1820. The houses share some common architectural features which include the following:

- Generally three storeys
- Range of widths – two to four bays
- Shallow plans. Many terraced houses are only one room deep
- Continuous terraces, generally without front areas or front gardens
- Facades have passageway entrances leading to the rear (for example, Bridge Street and New Street)
- At the rear are a variety of out-buildings and extensions of various ages
- Brick facades – generally in English or Flemish bonds, with flush, narrow lime mortar pointing
- Bricks – warm red-orange to red-brown
- Regularly spaced fenestration; vertically proportioned, or square, openings
- White painted timber sash windows; some flush with the facades, others recessed

- Georgian sashes usually have six or eight panes. Top (second) floor windows may have three or four panes. (Georgian sashes do not feature horns)
- Window headers of various brick or render (stucco) designs – flat or segmental
- Projecting stone window cills
- Classical framed door cases in a variety of designs, including pediments, entablatures, with rectangular or semi-circular fanlights
- There is relatively little external metalwork. Some houses in Lichfield Street have balconettes at first floor level
- Shallow pitched roofs (30 – 40 degrees) either covered with slates or plain tiles. Ridges are parallel to the street facades
- Roofs are not inhabited. There are few dormer windows
- Brick dentil courses (or modillion cornices) at eaves level
- Brick chimney stacks (often on the party walls at ridge level)
- Water goods – traditionally cast iron

Some of the important characteristics of the Georgian house facades are illustrated in plates 5.17 to 5.23.



5.17 *The Tontine Hotel. Front facade*



5.18 *Mart Lane*



5.19 Bridge Street. No.13



5.20 Raven Street



5.21 Raven Street entrance to no. 15 Bridge Street



5.22 No. 13 Bridge Street. Entrance to house and passageway (left)



5.23 No.1 Lichfield Street. Symmetrical early 19C shopfront

5.6.3 Front Gardens

The houses in Bridge Street, New Street and York Street do not have front areas. Their entrances are straight off the street and there are many examples of the steps up to the front doors being on the pavement.

East of the Upper Old Basin there are houses with small front gardens. At the north end of Mart Lane the terraced houses have small gardens enclosed by painted timber picket fences of traditional design. On Severn Side there are brick walls to front gardens, some with traditional railings. The gates are traditional timber picket style.

5.6.4 Boundary Walls

There are historic boundary walls in a variety of materials, including sandstone and brick. These have brick or stone copings, often semi-circular in shape. The walls are associated with the development of the basins and are of high significance. The key walls are as follows:

- The brick walls on the north side of Engine Lane
- The brick walls of the alleyway from Mart Lane to Cheapside
- The stone walls on the west side of Cheapside (east of the Lichfield Basin development)
- The stone walls on the south side of Lichfield Street (north of Larch Way)
- The brick walls on the south side of York Street north of the Upper Old Basin (Grade II)
- The brick walls around the former gas works site and the Vinegar Factory on the north side of the riverside walk (Severn Way) (Grade II)

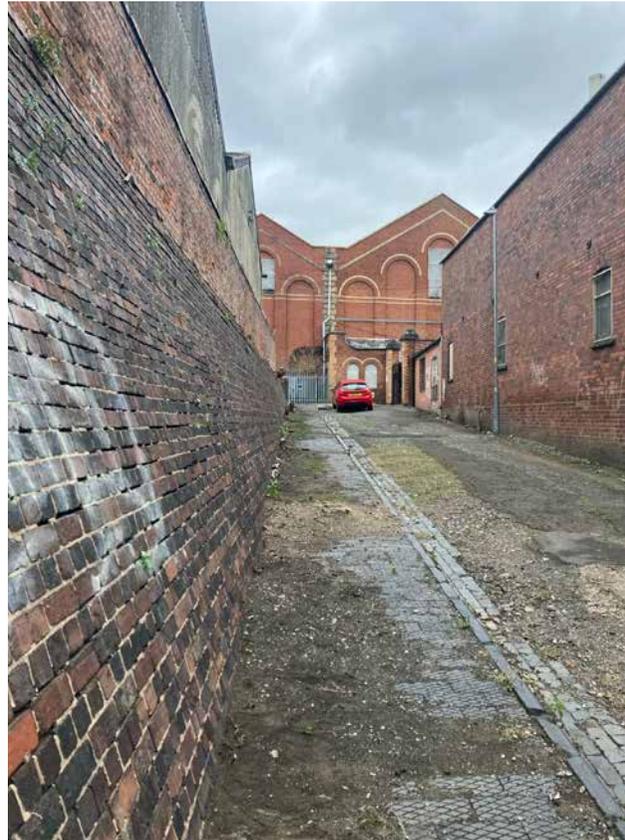


5.24 Cheapside. The listed east wall to Lichfield Basin

Examples are shown in plates 5.24 to 5.26.



5.25 Brick walls lining the passageway from Severn Side to Cheapside



5.26 The south end of Cheapside, looking north. The former gas works is on the left

5.6.5 Shopfronts

There are a number of shopfronts which are of interest and need to be protected, and enhanced where appropriate. These include the following:

- The Bridge Inn (Victorian windows (circa 1850) either side of entrance door) – Listed Grade II
- 13 Bridge Street (Georgian style bow window) – Listed Grade II
- 22-24 York Street and 1-1A Bridge Street (A good late Georgian shopfront framework, albeit altered and with modern shopfronts inserted) – Listed Grade II
- 1 New Street (Victorian) - Unlisted
- 2 and 3 New Street (Georgian style bow windows. No longer shops) – Listed Grade II
- 20 York Street (Georgian style bow window. No longer a shop) – Listed Grade II
- 2 Mart Lane (Victorian shopfront - altered) – Listed Grade II
- 1 Lichfield Street (Late Georgian - Two bow windows either side of entrance door. No longer a shop) – Listed Grade II
- 2 and 3 Lichfield Street (Late Georgian - bow windows either side of the central entrance. No longer a shop) – Listed Grade II

The following have remnants of historic shopfronts which should be retained:

- 14 Bridge Street (19th century console brackets) – Listed Grade II
- 15 Bridge Street (19th century (?) shopfront window framework) – Listed Grade II

Photographs of the shopfronts are shown in Appendix III.

There are a variety of shop signs in the conservation area, using a range of materials and designs and of varying quality. However, none appear to be of historic interest.

5.6.6 Surfaces

Most of the surfaces in the conservation area are of tarmacadam and make a neutral contribution to the conservation area. There are modern brick pavements in Bridge Street, although with patches of tarmacadam introduced by utility companies. In York Street there is square artificial stone paving with dark blue clay pavers (diamond chequer) edges on north side which is in the Stourport No.2 conservation area. The south side is tarmacadam. **[Plate 5.27]**.

On Mart Lane there are brick pavers on east side outside the older houses then tarmacadam in front of new house north of the bridge. Severn Side, Cheapside and Lichfield Street have all tarmacadam surfaces. The only exception is the southern end of Cheapside, which runs down to the River Severn, which has some dark blue clay pavers (diamond chequer) and some granite setts in the gutter on the west side. This surface probably dates to the early 20th century. The area along the northern riverside around the lower basins is grassed, with modern brick paths across them. The modern brick and stone pavements make a positive contribution to the conservation area.

5.6.7 Lighting

Many of the streets are lit using modern lighting columns, for example, in York Street and Mart Lane. These are not of interest. However in Bridge Street there are modern but traditional street lighting columns which make positive contribution to the conservation area. These give an even illumination of the pavement

level and also illuminate the building facades. This is beneficial as the lights also illuminate the shopfront, reducing the need for individually illuminated signage. After closing time the shops are generally lit by subtle, low level internal lights, if at all.

There are also traditional street lighting columns in the grassy area between the Tontine Hotel and the riverside, and on the path east of Engine Lane. The car park on the south side of Upper Old Basin, north of the Tontine Hotel, is lit by modern street lighting columns with projecting booms which have a light industrial appearance appropriate for the location.

There are traditional lighting columns on the bridge over the River Severn. Some are free standing on the causeway but six are attached to the bridge itself. These are painted blue, to match the colour of the bridge. These are of significance.

The lighting is generally subdued within the conservation area. Most buildings are only illuminated by street lights, although the Bridge Inn and the Port House, at the southern end of Bridge Street, both have their own facade lighting which emphasises their gateway landmark qualities as one enters the town from the south.

The basin area is less illuminated, with fewer street lamps are more spread out along the footpaths. The amusement park forms a concentrated area of bright illumination, but it does not over dominate the area due to its small size. The upper basin area is not illumination and is a large dark space at night.

The south and north banks of the river are largely unlit, except for Severnside. The bridge is lit by from below deck level light enhancing its landmark quality at night.

5.6.8 Street furniture

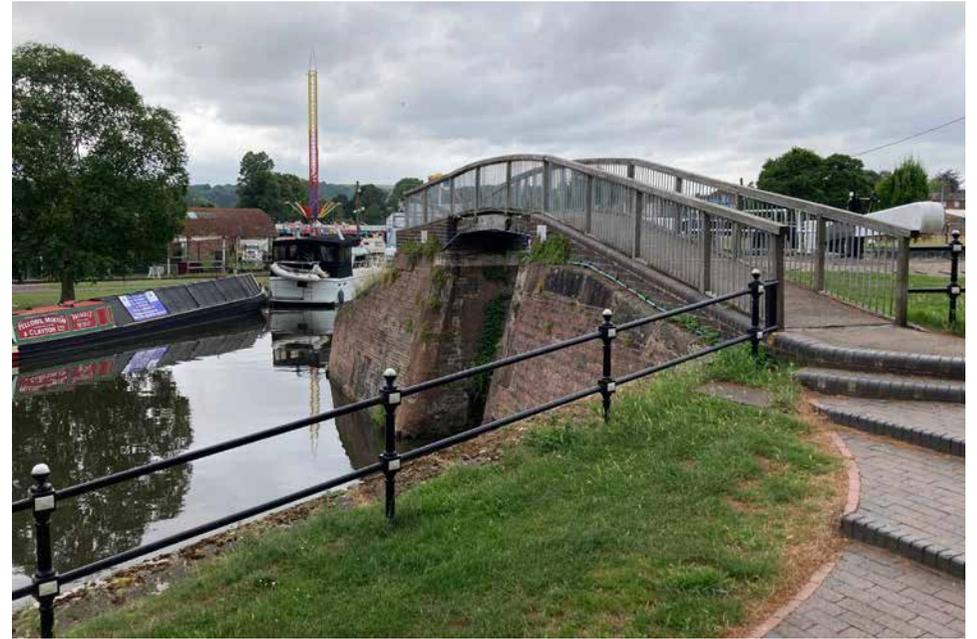
The conservation area is generally free of other items of street furniture. There are few items such as bollards, bins and public seating facilities. There are wayfinding signs mounted on black painted columns. These are outside nos. 7, 11 and 29 Bridge Street, the east end of Lichfield Street and southern end of Severn Side. There are also some black cylindrical litter bins in Bridge Street.

In the lower basin area south of Tontine Hotel there are traditional metal bollards, low brick walls, brick steps up the terraces with modern handrails. There is a modern bridge with metal rod balustrade and robust timber handrail, south of the lock between the Upper Old Basin and the Old Lower Basin. There are also traditional metal railings, with horizontal rails black painted. These contribute positively to the conservation area. **[Plate 5.28]**.

There is a modern black painted bus shelter on the south side of York Street adjacent to Waterfront Views. There are light controlled pedestrian crossings at the west end of York Street and half way along Bridge Street to the west of that. These are neutral in terms of their impact on the conservation area. The traffic light control boxes adjacent to the crossings are obtrusive elements which cause some harm to the streetscape.



5.27 Bridge Street - modern brick paving



5.28 Old Lower Basin. Bridge, brick paving and railings

5.6.9 Traffic signs

There are relatively few traffic signs in the conservation area. The main signs are at the west end of York Street, the north end of Bridge Street and the east end of York Street, at Lion Hill. There is a small sign at the west end of Lichfield Street. These are slightly harmful to the street scape.

5.6.10 Sounds and Smells

In some cases sounds and smells within a conservation area can be part of its character, for example, the smells associated with certain industries such as brewing. However, there are no particularly distinctive sounds or smells within this conservation area, other than possibly the subtle smell of water in the river and canal basins, the sounds of the fair ground, and the fumes and noise of vehicular traffic. These do not contribute positively to its significance.

6. Key Characteristics of the Conservation Area

The special interest of the area, which it is desirable to preserve or enhance, can be summarised as follows.

6.1 Characteristics of the conservation area

These include:

- The historic development of the area can still be appreciated and contributes to our understanding of the town's origins
- The high survival rate of the Georgian basins and the early buildings and features associated with them
- The high survival rate of Georgian houses and their features, including windows and doors
- The 19th century industrial development on the north bank of the River Severn
- The low height and domestic scale of the Georgian development
- The open landscape of the basins and the adjacent spaces
- The historic skyline of shallow pitched roofs and chimney stacks
- The lack of tall buildings in the surrounding areas which ensures the area appears to retain its historic setting
- The green open spaces of the River Severn flood plain give the south part of the conservation area a green, semi-rural setting
- The ecological and biodiversity value of the area, especially along the riverside and the basins
- Important and attractive views across the conservation area from various vantage points

6.2 Positive contributors

Features which are positive contributors to the character and appearance of the conservation area include:

- The basins which form the core of the conservation area
- The locks and associated canal furniture, such as bollards, railings and the Mart Lane hoist, are key elements
- The early buildings adjacent to the basins, including the Tontine Hotel and Clock Warehouse, are of high significance
- The Stourport bridge (and the causeways) is a major historic building and key landmark
- The Georgian terraced houses on Bridge Street, York Street, Mart Lane, Severn Side and Lichfield Street. **[Plate 6.1]**
- The recreated Lichfield Basin and the modern house development around it
- The Vinegar Factory on Cheapside
- The network of pedestrian routes which runs across the southern part of the conservation area from Bridge Street to Cheapside
- The green spaces and trees along the riverside
- The historic brick and stone boundary walls
- Traditional street lighting columns and brick paving



6.1 Part of the facade to York House, York Street

6.3 Features which detract from the character and appearance of the area.

Generally the conservation area is in very good condition. However, there are a number of aspects which have a detrimental impact:

- Facades which have been painted or rendered. These obscure the original brick facades and can cause deterioration to historic fabric
- Use of modern windows of inappropriate design and materials
- Modern shopfronts and signs of inappropriate design
- Some modern installations on facades such as wiring, alarm boxes, lighting
- Tarmacadam surfaces and patched brick pavements
- Traffic in Bridge Street and York Street
- Modern street lighting columns
- Waste bins stored in front of buildings, for example, in New Street and Mart Lane
- The surface car park on the east side of Bridge Street, including its temporary fencing
- The car park at the east end of Lichfield Street
- The car park/service area on the north and east sides of Cheapside (adjacent to nos. 1 and 2)
- Vacant buildings at the rear of 9 Bridge Street, on the south side of Engine Lane
- There are only a few buildings which do not contribute positively to the character and appearance of the conservation area. These are discussed below in section 7.4.
- Some modern development has not enhanced the conservation area as well as it might. For example, the block in the southeast corner of New Street (29 Bridge Street) and Waterfront Views in York Street
- The fairground has a major impact on the setting of the basins and views into and out of the conservation area. It reduces one's ability to appreciate the original design of the lower basins.

7. Issues, Risks and Opportunities

7.1 Strategic overview

The following section summarises the key issues which have been identified. This list is not exhaustive and additional issues may present themselves in the future. It is therefore important that this document remains flexible, being reviewed and monitored on a regular basis to ensure the following continues to reflect the changing issues which may affect the area.

Strategic issues have been identified within adopted local policy documents (see Appendix III). The issues described relate primarily to the historic built and natural environment, both in the conservation of existing historic fabric and the impact of new development on the character and appearance of the area.

7.2 Alterations and extensions

There are a large number of historic buildings, listed and unlisted, in the conservation area. These make a positive contribution to its character and appearance. There is a strong presumption that these historic buildings are retained and where proposals come forward for changes to them, that what makes them special is not lost or harmed through alterations.

In some cases, windows and entrance doors have been replaced, and brick walls have been rendered or painted. Some of this work has diminished the contributions made by the buildings to the character and appearance of the conservation area. The use of UPVC windows has had a damaging effect on the appearance of some buildings, for example, in Bridge Street, and this harms the conservation area. There are also a number of modern shopfronts and signs, mainly in Bridge Street, which are not of high quality and are inappropriate to the building in which they have been installed. **[Plate 7.1]**.



7.1 *The use of inappropriate modern windows harms the appearance of buildings*

7.3 Demolition and redevelopment

There are two main development opportunities within the conservation area. These two areas are Cheapside and Bridge Street and these are covered by two planning briefs.

Cheapside

A design brief produced for First City Property Consultants was agreed with the Council in December 2016. The site includes the Vinegar Factory and the former gas works. The site has been marketed by First City Property Consultants and is sold subject to contract for a residential-led conversion/redevelopment scheme. The brief specifies the retention and reuse of existing heritage assets, redevelopment of other buildings, provision of new green space, new pedestrian routes and an enhanced river frontage. It explores two options which are illustrated in the brief, creating around 200 residential units. The key historic buildings in the area, including the Vinegar Factory and nos. 1 and 2 Cheapside should be retained.

Bridge Street

The brief analyses the existing townscape and proposes possible development which would 'enhance the character of Bridge Street as a gateway to the town centre, aiming to provide a focus to attract people and town centre businesses back into the area'. A key aspect of the brief is to link the basins to the town centre, providing greater public access from the west side of the New Basin.

The brief illustrates two possible development options. Option A would involve the demolition of the existing buildings on Bridge Street north of no.8. These would be replaced with new three storey buildings fronting directly onto Bridge Street and on to the New Basin on the east side. Two new routes would connect Bridge Street to the basin. These would have retail and restaurant uses at ground floor level and residential above. A new pedestrian route would run along the west side of the basin, linking to Engine Lane to the south and Waterfront Views to the north. Option B is similar but with only one access route to the basin, at the north end. At the south end is a larger retail (food) unit.

7.4 Neutral or Negative buildings

There are a small number of buildings which do not make a positive contribution to the character and appearance of the conservation area, including:

- 11 Raven Street
- East side of Bridge Street – nos. 2 to 7 inclusive and the surface car park. (These are covered by the Bridge Street Planning Brief)
- 21-22 Bridge Street
- 29 Bridge Street
- York Street - The north facade of Waterfront Views
- York Medical Centre, 22 York Street
- 4 New Street
- The modern warehouse buildings on Cheapside and the north bank of the River Severn. (These are covered by the Cheapside Planning Brief by First City.)

If there is an opportunity to replace these buildings then any new buildings should be designed to be sympathetic to their conservation area context, in accordance with the policies of the local plan, thereby enhancing the significance of the conservation area.

7.5 Buildings at risk

There appear to be few buildings at serious risk of decay in the conservation area. However, two have been identified.

1 and 2 Cheapside

These Grade II listed buildings are also in poor condition and in urgent need of careful repair restoration. [Plate 7.2].

Raven Street

The buildings on the south side of Raven Street at the rear of 15 Bridge Street are in poor condition but are of some significance. These buildings should be retained, restored sensitively and brought back into beneficial use.

[Plate 7.3].

If necessary the Council can serve notices under the Planning (Listed Building and Conservation Areas) Act 1990 to require the owners to protect and improve these buildings. These include a S.215 Notice, an Urgent Works Notice and a Repairs Notice.



7.3 Raven Street - rear of 15 Bridge Street

7.2 Nos. 1 and 2 Cheapside - west facade



7.4 Views across the basins need to be protected from inappropriately tall buildings, for example on Cheapside



7.5 The storage of bins on the pavement is a problem in some areas, including Mart Lane and New Street

7.6 Vacant or Underused Sites

There are few vacant or underused sites in the conservation area other than the two main sites. One example is the car park at the northeast corner of Lichfield Street (east of no.10). This detracts from the eastern side of the conservation area. There are also underused sites on the north side of Upper Old Basin, at the east end of York Street. There may be scope for small buildings here, adjacent to the existing warehouses, without harming the conservation area.

There are also small areas adjacent to the Upper Old Basin which have previously had buildings on them. For example, north of the Tontine Hotel and on the west side of Mart Lane. In conservation area terms new buildings on these sites might be acceptable in theory, because of historic precedent, but other planning considerations, such as the impacts on existing residential buildings, might prevent such development from coming forward.

7.7 Uses

The existing mix of uses, including leisure, residential, light industrial or warehousing, retail and car parking, should be maintained. In recent years the number of residential units has increased significantly especially in the east side of the conservation area. Retail units in Bridge Street are likely to have been struggling economically, especially since the pandemic.

7.8 Climate Emergency

Retrofitting buildings to improve their thermal performance is an important matter but it can have significant implications for the external appearance of traditional buildings in the conservation areas. For example, the use of external wall cladding could change the appearance of buildings significantly, diminish their architectural and historic interest and reduce their contribution to the character and appearance of the conservation areas.

In the longer term climate change and rising sea levels could have a significant impact on the area if river levels rise. This would affect the river banks, buildings close to the river, for example, the fairground and the buildings on Severn Side, and the lower basins.

7.9 The Setting of the Conservation Area

Legislation does not refer to the protection of the setting of conservation areas, however the NPPF requires the local planning authority to consider the impact of proposals on both the conservation area and its setting. Development within the conservation areas and within their setting has the potential to harm their significance.

Much of the setting of the conservation area is already developed, in the form of low rise housing. This is in keeping with the overall scale of the conservation area. The existing open spaces around the River Severn are within the floor plain and are unlikely to be developed.

7.10 Views and Landmarks

There are many important views towards the conservation area and from within the conservation area. These need to be protected from inappropriate and intrusive development whether this is inside or outside the conservation area. These views and the important landmark buildings are identified in section 4 above. [Plate 7.4].

7.11 Public Realm, Street Signage and Street Furniture

The quality of the public realm in the conservation area is generally good. There are traditional street lighting columns in several locations and some pavements are paved with bricks. However, tarmac dominates the conservation area. Its replacement with more traditional brick or stone paving could enhance the area. There are areas where lighting could be improved, using more traditional lights, especially in Bridge Street and York Street. There is also the problem of waste bin storage on pavements which has a harmful impact on the appearance of some streets, such as New Street and Mart Lane. [Plate 7.5].

7.12 Open space

The natural open spaces within the conservation area, primarily along the River Severn contribute not only to the character and appearance of the areas but also to their ecological value. These spaces need to be respected and protected from inappropriate development.

7.13 Archaeology

Development in the conservation area may potentially affect archaeological remains and the implications of proposals will need to be carefully assessed. In some cases, detailed research or below ground archaeology investigation may be required to enable a full understanding of the impact of the proposals.

8. Summary of Significance and Management Recommendations

8.1 Introduction

A conservation area is 'an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance' as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990 (Section 69). When dealing with planning applications in conservation areas, Wyre Forest District Council is required to ensure that 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area' (Section 72). The Council has a duty 'from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas' (Section 71).

The 1990 Act (as amended by the Enterprise and Regulatory Reform Act (2013)) prevents the demolition of buildings in conservation areas without planning permission. It also allows for the serving of Urgent Works Notices and Repairs Notices to be served to protect listed buildings. Under section 215 of the Town and Country Planning Act 1990 notices can be served on land (or buildings) which is in a poor state which harms the amenity of the conservation area. Under Article 4 of the Town and Country Planning Act 1990 'permitted development' rights can be removed so that planning permission is then required for certain works which would normally not require planning permission.

It is important that this document is read in association with all relevant guidance and policy documents, including the Wyre Forest District Local Plan and the relevant supplementary planning guidance. Further advice on particular topics has been produced by Historic England and is listed below.

What follows is a list of management recommendations intended to ensure the character and appearance of the conservation area, its significance and special architectural and historic interest, is preserved and enhanced. These historic environment recommendations could inform the production of a wider and more detailed policy document for the management of the area.

8.2 Management Recommendations

8.2.1 Designation and Review

All the statutory duties under the Planning Acts resulting from conservation area designation need to be adhered to. Formal appraisal and management policies should be provided (it is intended that this report will form the basis of this) and reviewed regularly to ensure they remain useful and relevant.

The two existing Stourport conservation areas are clearly of special architectural and historic interest. Each area's character and appearance are different. However, they are closely related geographically, historically, architecturally and have interrelated and overlapping settings.

The original designation of conservation area no. 1 included the north side of New Street. This part of the street has now been redesignated as part of conservation area no.2, because of its geographical detachment from the basins, and its proximity to High Street.

In addition the small area on the east side of Severn Road, opposite the junction with Lichfield Street, has been removed from the conservation area as it has been redeveloped and no longer contributes to its character and appearance.

8.2.2 Alterations and extensions

Any new development in the conservation area should be of high quality, in terms of design and materials used. Generally, all work to historic buildings, alterations and extensions, should positively respond to the original architectural style of the building and should enhance its traditional appearance, and also enhance the building's contribution to the conservation area. In considering any proposals reference should be made to the Local Plan and the Supplementary Planning Document, 'Design Guidance' (2015).

Many of the buildings are listed and so listed building consent is required for works which would affect their special architectural and historic interest. Some buildings, in the Mart Lane area are unlisted buildings which are single family dwellings, and these may have permitted development rights which could mean that harmful alterations could be made without the need for planning permission. For example, traditional sash windows could be replaced with inappropriate modern windows.

However, many buildings in the conservation area are either listed or are not single family dwellings (for example, in Bridge Street and New Street). Therefore listed building consent and/or planning permission is required for the replacement of windows and doors.

Where there are inappropriate features, such as modern windows, these should be replaced with new traditional features which match the original pattern. There are plenty of good original features in the conservation area which can be copied. Where historic doors and windows survive these should be retained wherever possible. If they are in poor condition then they should be repaired rather than replaced. If they are beyond reasonable repair, then they should be replaced with new work which replicates the originals accurately.

Removal of paint from brick facades could enhance their appearance, provided that the brickwork is in good condition. If it is not, then removal of the paint may not be appropriate. The removal of render from original brickwork facades is unlikely to be possible without damage to those buildings. **[Plate 8.1].**

It is not just alterations to front facades which can have an impact on the conservation area. In several cases the rear facades of buildings are visible from the public realm, for example the buildings on the south side of York Street and the west side of Bridge Street, which are visible from the south and west respectively. Alterations at the rear need to be carefully designed to avoid harming the appearance of the buildings and their contribution to the conservation area. For example, extract ducts associated with restaurant uses should be clad in brickwork (or brick slips) or at the very least painted black, to minimise their visual impact. **[Plate 8.2].**

A large number of the buildings have their original roof forms and chimney stacks. These are important features of these buildings and the conservation area generally. The roofscape of the conservation area needs to be protected from inappropriate development and changes to the roofs should generally be resisted. Roof extensions or the addition of dormer windows would be generally harmful to the character and appearance of the conservation area. Existing chimney stacks should be retained, even if they are redundant.

Boundary walls and railings should be repaired with materials, pointing and details to match the existing. Reinstatement of original historic boundary treatments would be welcomed.



8.1 The removal of paint from some facades could enhance the conservation area

8.2 Ducts can harm the appearance of the rear of buildings

8.2.3 Changes of use

The current mix of uses is an important characteristic of the conservation area and should be maintained, although the reduction in the amount of car parking would be desirable. The planning brief for the Cheapside area envisages the industrial/ warehouse uses being replaced with residential development. The brief for Bridge Street also encourages further residential development, along with commercial retail and leisure uses. Such development would enhance the character and appearance of the conservation area. [Plate 8.3].

Bridge Street is an important commercial street and the reinforcement of the retail uses, in accordance with the planning brief for the east side, is desirable and loss of such uses should be resisted. Residential use of the upper floors should be encouraged.

Any proposals for the change of use of existing buildings would require careful consideration of the impact on the character and appearance of the conservation area, including any consequent changes to delivery access, parking, and external services, such as air source heat pumps, air-conditioning/condensing units, extract ducts and other plant.

8.3 *The redevelopment of the east side of Bridge Street could regenerate the area*



8.2.4 Demolition and redevelopment

Most buildings in the conservation area are important positive contributors to its character and appearance. As stated above there are a few buildings which make a negative or neutral contribution to the special architectural and interest of the conservation area. There is a very strong presumption in favour of retaining the buildings identified as positive contributors, and demolition of any of them is highly unlikely to be acceptable. Where historic buildings have deteriorated, such as nos. 1 and 2 Cheapside, their poor condition does not mean that demolition will be acceptable; these buildings should be retained and repaired sensitively.

There are no opportunities for large scale new development in the conservation area, other than on the two sites identified by the council; Bridge Street and Cheapside. New development on these two sites need to comply with the planning briefs.

If it proposed to replace buildings which make neutral or negative contributions to the character and appearance of the conservation area, the new buildings need to respect the unique character and appearance of the conservation area and its setting. They should be of appropriate scale, height, form, massing, layout, plot position, materials, colours, composition and detailed design. However, there are issues of whole life carbon to be considered when demolishing existing buildings (see below).

8.2.5 Vacant and derelict buildings and sites

At the moment there are few such buildings and sites. Nos. 1 and 2 Cheapside are exceptional. Re-use of vacant buildings with viable new uses that are sustainable and consistent with their conservation should be encouraged. Retaining and adapting existing buildings means that the carbon embedded in the existing structure is retained.

Where buildings are vacant and require temporary security measures to prevent anti-social behaviour and protect the building from further deterioration, these measures should be of sufficient quality and be well maintained. The buildings should be monitored regularly to ensure that their condition does not worsen until a new use is found. It is recommended that regular surveys be undertaken to identify potential buildings at risk through neglect or vacancy.

8.2.6 Climate Emergency

Proposals to retrofit buildings to improve energy efficiency should be carefully considered to ensure compatibility with traditional building materials, functionality and significance. In many cases walls should be upgraded internally, to avoid changing the external appearance of buildings. While this would not require planning permission in the case of unlisted buildings, it would be likely to require listed building consent in the case of listed buildings. Internal wall insulation could be harmful to historic interiors. Either the use of high quality double-glazed windows, of appropriate design, or secondary glazing on both listed buildings and unlisted buildings may be acceptable. However, the choice of option should be judged on a case-by-case basis and will depend

on the age and quality of the existing windows. There should be a presumption that original historic windows are retained. Where new windows are acceptable in principle then they should be based on appropriate historic designs in terms of scale, profiles and mouldings.

There is scope for the introduction of renewable energy sources, in the form of photo-voltaic panels, solar panels and air source heat pumps. However, these need to be located carefully so that they do not have a harmful impact on the appearance of buildings, the settings of neighbouring buildings, and the character and appearance of the conservation areas generally. For example, it may be possible to instal panels on pitched roofs, but roof slopes facing the street, where a panel would be visible, should not be used.

Electric charging points for cars are likely to become a common place requirement and their locations and design will need to be carefully considered in order to minimise harm to the street scene. They should be located away from listed buildings and unlisted building of merit wherever possible.

If demolition of buildings is proposed, consideration should be given to the whole life carbon cycle, taking into account the embedded carbon of the existing building. It may be appropriate to retain and adapt the existing building, improving its appearance if necessary, rather than to replace it with a new building. The care and reuse of traditional and historic buildings in the area, in order to save energy and carbon dioxide, through better maintenance, management and energy efficiency measures, should be encouraged.

It may be necessary to consider a comprehensive flood-risk management assessment, to ensure that the historic environment is protected from flooding. The historic buildings on Severn Side may be particularly at risk for example. Any flood mitigation measures need to be sensitive to the potential impact on the special interest of the conservation area.

8.2.7 Protection of Setting and Views

Proposals affecting important views which contribute to the significance of the conservation area, and the heritage assets within it, should be assessed carefully. Verified (accurate) computer generated views showing the potential impacts of proposals may be required to demonstrate the effect on the character and appearance of the conservation area or its setting.

Development within the setting of the conservation area should be carefully assessed to understand the impact of the proposals on the significance of the conservation area. Those which are considered harmful should be resisted. Similarly new development within the conservation area should not obscure or detract from important views within, towards or from the conservation area. Important views and landmarks have been highlighted in section 4.

New development proposed within the setting should respect the existing, domestic scale of the conservation area. The introduction of tall buildings (buildings significantly higher than their neighbours) in an area which is dominated by low rise buildings is a potential threat to the setting of the conservation area. Tall buildings some distance from the conservation area could still have a harmful impact on its setting and important views.

8.2.8 Shopfronts and signs

There are only a few historic shopfronts in the conservation area and these need to be retained, and upgraded where appropriate. There are several modern shopfronts which are not of interest (for example, in Bridge Street) and could be replaced with more appearance traditional timber shopfronts. The same is true of shopfront signage. Painted timber fascia boards and projecting hanging signs, externally illuminated with small unobtrusive lights if necessary, would enhance the streetscape. (The council's supplementary planning guidance expands on the policies with respect to shopfronts and signs).

'A' boards on pavements result in visual clutter and impede pedestrian movement. Examples can be seen in Bridge Street. Enforcement action should be taken to remove these signs from the public highway. If they are on private forecourts in front of shops then this is less of a problem. **[Plate 8.4]**.



8.4 A boards on the highway create visual clutter

8.2.9 The Public Realm and Street Furniture

A coordinated approach to the treatment of the public realm would help to unify the character of the area and uplift the quality of the public realm. There is scope for introducing more traditional streetlights and traditional paving materials throughout the conservation area. The modern street lighting columns are generally painted grey, and although fairly discreet and neutral, they might be better painted black.

In terms of movement and accessibility, it would be desirable to carry out a detailed study of the potential for improving specific parts of the public realm, for example, enhancing the pedestrian environment. Traffic reduction and/or calming could improve the environment especially in Bridge Street and York Street. There may be scope for widening pavements to improve the pedestrian experience. **[Plate 8.5].**

The problem of large waste bins stored on the street may be difficult to tackle. Ideally they should not be stored in front of buildings, but given the lack of front areas in some streets (for example, New Street) this may not be possible. Smaller bins would reduce the visual impact to a degree.



8.5 Traffic calming and environmental improvements could enhance York Street and Bridge Street

8.2.10 Open space

There are a number of open spaces in the conservation area, particularly around the basins and by the river side and these contribute positively to its significance as set out above. These appear to be well maintained at present. These spaces should continue to be actively maintained, and management processes should be adopted which ensure their special interest, and their ecological value, is preserved and enhanced. There may be scope for improving the biodiversity of parts of these areas. [Plate 8.6].

There may be opportunities for enhancing the underused spaces around the basins, for example, the somewhat scrubby land on the south side of York Street, on the west side of the canal, north of the Upper Old Basin, to enhance its appearance and biodiversity.



8.6 The landscaped area around the lower basins is well maintained

8.2.11 Archaeology

When considering any significant development proposal, the potential impact on archaeological remains should be professionally assessed and advice taken as to how they can be best preserved and protected.

8.2.12 Support for community engagement and greater interpretation

It is recommended that the final Conservation Area Appraisal and Management Plan is made available on the council's website and in interactive format to encourage its use. The Council should work with stakeholders to further develop proposals to engage the community with the conservation area and its heritage assets.

Increased interpretation should be encouraged. There may be scope to draw public attention to the history of the conservation area, possibly through the use of plaques to inform the public of local people, buildings and events which are noteworthy. For example, the significance of the landmark walls within the conservation area could be highlighted through the use of small plaques. Similarly local people of note could be celebrated in a manner similar to the English Heritage blue plaques programme.

8.3 Summary of Management Proposals

8.3.1 Building Alterations

- Encourage the replacement of inappropriate modern windows and doors with timber ones of traditional design, appropriate to the age and style of the building
- Investigate breaches of planning control with respect to modern windows and doors and take enforcement action if appropriate
- Encourage the replacement of inappropriate modern shopfronts and signs with the traditional timber shopfronts and signs
- Where brick facades have been painted or rendered there may be scope to remove those finishes and expose the original facade, although it may be difficult to achieve successful results, especially in the case of hard render

8.3.2 New Development

- Planning and design brief set out how the Council would like to see the two sites on Bridge Street and Cheapside developed. Development proposals need to take these briefs fully into account
- Ensure that any new buildings, where acceptable in principle, are appropriate to their conservation area context. High quality modern design may be appropriate provided that the design respects and enhances the existing character and appearance of the conservation area

8.3.3 Public Realm

- Improvements could be made to the public realm. It would be desirable to make Bridge Street and York Street more pedestrian friendly, perhaps with the introduction of shared surfaces
- Traditional street lighting columns could replace modern installations
- Where tarmacadam pavement surfaces exist these could be replaced with more traditional paving
- New seating could be provided around the basins
- Tree planting in the streets would change their character considerably, with little ecological benefit. The existing Georgian urban character of the streets should be maintained

8.3.4 Setting and Views

- New buildings which are significantly taller than their context should be resisted if they harm the setting of the conservation area and harm local views
- Even small scale changes could affect important views. Potential impacts need to be carefully considered
- Significant changes to the scale or design of fairground attractions could have a harmful impact on the conservation area and should be considered carefully.

9. Conclusions and Next Steps

The two existing Stourport conservation areas remain of special architectural and interest and their conservation area status is richly deserved. While each area's character and appearance are different, they are closely related historically and geographically.

Conservation area No.1 is generally in good condition, but there is scope for improvement and enhancement, and unsympathetic changes that have occurred should be reversed if possible.

Appendix I: Gazetteer of Buildings in the Conservation Area

Note: The buildings discussed generally make a positive contribution to the character and appearance of the conservation area unless otherwise stated.

Character Area 1: The Riverside

This area encompasses the lower level of the canal basins, along the riverside. It is however quite varied. The characters of the west, central and eastern parts are quite different.

Key features (from west to east) include:

1. The green public open space, including childrens' play areas, west of the bridge
2. The bridge
3. The Engine Basin (east side of the bridge)
4. The former engine pump house
5. Engine Lane on the north side of the basins
6. The fairground
7. The lower basins and their locks and the surrounding green public open space

Stourport Bridge and the area around it

The bridge is a Grade II listed building and a key feature of the riverside. It includes a causeway at the north and south ends. The existing bridge dates from 1870, and is the third on the site, but parts of earlier structures remain. The list description states that the main arch is cast-iron, flanked by stone faced brick arches and a causeway of 25 brick arches to north, six to south. The lower section of causeway on NE side is late C18 brick, with stone springers to the arches.

The northern part of the causeway has 20th century brick parapet walls, with bands of contrasting bricks and subdivide into recessed panels, with a dentil course at the top of each panel. This is based on the 19th century parapet in the northwest corner. The walls have curved coping stone on the west side and asymmetrically chamfered stones on the east side. There is a pavement on the west side only, with six more traditional lighting columns. There are no lights on the east side. The southern causeway is similar to the northern part, although it is much shorter. The bridge includes three traditional lighting columns on both sides.

On the west side of the bridge is a large area of open garden on the river bank which includes children's play areas. From the open space there are clear views of the bridge and causeway. There are views through the causeway arches to the east side of the bridge and the Engine Basin which has a surface car park on between it and the east side of the causeway.

At the south end of the bridge on the east side are two 18th century buildings. The largest building faces the river, with a tall, pitched roof with gable ends. The facades have been rendered and painted white. There are four square widow openings and an entrance door on the north facade at ground floor level. At first floor level there are three square window openings. Most of the windows appear to be modern. There is a slightly lower extension on the east side, with a single window at ground floor level on the north facade. The smaller building is immediately east of the causeway. It has two double pitched roofs with their ridges parallel to the river. The facades have been rendered.



1. The engine house (middle) and bridge over the channel

The east side of the bridge and the lower basins

The stone-lined Engine Basin was built circa 1806 and is listed Grade II. As the list description states it was 'built as part of Stourport's wharfage complex, and specifically, as an inlet for water pumped into the main basin system by means of a steam-engine'. It is stone-lined and surrounded by cast iron railings.

The engine house survives, albeit much altered. It is a three storey building with lower bays at the north and south ends. It features a shallow pitched roof, with its ridge running north-south. The facades have been rendered and the windows are 20th century. **[Plate 1]**.

Engine Lane runs from Bridge Street east towards the Tontine Hotel, between the upper and lower basins. It is lined with historic brick walls, mainly on the north side.

There are railings on the south side at the eastern end, before the bridge south of the western lock between the upper and lower basins.

The fairground lies to the east of the Engine Basin and is a complex and colourful amalgamation of various modern amusement rides, of various sizes and heights. It partially obscures views from the bridge of the original basin complex, although some landmark buildings are visible, such as the Tontine, the Canal Maintenance Buildings (originally the Iron Warehouse - 1771) and Lock Cottage, and the Clock Warehouse (now the Stourport Yacht Club House).

On the east side of the fairground are the lower basins and the dry dock, and the locks which connect them to the Severn and to the upper basins. These are all listed Grade II. They were built by the Staffordshire and Worcestershire Canal Company from 1766. To the west of the area is the New Lower Basin of 1776 and to the east the Old Lower Basin of 1771. The former is connected to the New Basin of 1782 by locks on the north side. The latter is connected to the River Severn by locks in the southeast corner and to the Upper Old Basin by locks on the north side. Graving docks also accessed from this basin. The dry dock, with its curved 20th century corrugated iron roof, is entered from the New Lower Basin, and the narrow boat locks of 1781 connect it with the River Severn.

As the list description states, their original construction was stone and brick for basin and lock walls, timber lock gates, stone wharf walls. Much of this has now been repaired or renewed, though the battered stone walls of the lock entrances remain and the wharf walls

survive largely intact. The eastern bridge survives substantially, though one parapet has been renewed. A small cast-iron bridge (early C20?) crosses the top of the narrow boat locks, and a brick bridge crosses at the bottom. The wharf walls are of coursed and squared sandstone and extend along the river between the two sets of locks, and eastward for some 100 metres, and are also probably late 18th century⁴¹.

This is an attractive, popular, green public space, with many mature trees of various types, including Willows by the river, and grassy areas. Footpaths run along the river bank, and along the north side of the lower basins, with a footpath running north-south between them, on the east side of the New Lower Basin. There are several balustrades, some of which are modern, and others possibly 19th century. There is a long pontoon on the river between the two riverside locks.

41 <https://historicengland.org.uk/listing/the-list/list-entry/1209441?section=official-list-entry>

Character Area 2: The Upper Basins

This area includes the three large basins and the Georgian buildings around them. Key features include:

1. The basins – Upper Old Basin (1771), the New Basin (1782) to the west and Lichfield Basin (1810) to the east
2. The former Iron Warehouse – later offices and lock-keepers cottage (west of the Tontine Hotel) (1771)
3. The Clock Warehouse (early 19th century)
4. The Tontine Hotel (1772)
5. The Joynson's Warehouse on the west side of the north end of Mart Lane (early 19th century)
6. The bridge over the canal at the east end of York Street

The basins and their buildings

The basins are all listed grade 2, except for the Lichfield Basin which is a modern recreation of the original. The original construction of the basins was of stone and brick for the basin and lock walls, with timber lock gates and stone wharf walls. Much of this has now been repaired or renewed, though the battered stone walls of the lock entrances remain and the wharf walls survive largely intact.

The canal enters the Upper Old Basin (built in 1771) through the York Street Lock and under the Mayfield Bridge on York Street, in the northeast corner. There is still a small dock inlet in the north section of the Upper Old Basin. A channel links this basin to the New Basin to the west, built in 1782. There is a lock linking the Upper Old Basin to the Old Lower Basin to the south, also of 1771. On the south side of the New Basin is a lock linking

it to the New Lower Basin (1776). To the east is a channel crossed by the Mart Lane bridge (2006), linking the Upper Old Basin to the Lichfield Basin.

On the west side of the Upper Old Basin (east side of the New Basin) is the Clock Warehouse built in the late 18th century or early 19th century. It is now the Stourport Yacht Club House and is listed Grade II. It was originally a grain and general merchandise warehouse, built for Staffordshire and Worcestershire Canal Company. It is a two storey, ten bay structure and its facades are of painted brick, and it has a slate roof. There have been some alterations to the facades but original openings survive, though one doorway has apparently been inserted in a former window. There are cambered brick arches to the window openings at ground floor level. The first floor openings have timber lintels over. The windows appear to be modern.

The double pitched roof is surmounted by wood clock tower with leaded cupola, added by public subscription in 1812. Historic England state that the original iron clock faces have been replaced (in the 1990's ?). The slate roof has gable ends. There is an external staircase at the southeast corner, leading up to the first floor. At the southwest corner is a later single storey building with a slate hipped roof.

On the south side of the Upper Old Basin, northwest of the Tontine Hotel, is the canal maintenance building, formerly the iron warehouse, and the adjoining lock-keepers cottage. These were built circa 1776 and extended southwards in the early 19th century. They are listed Grade II. It is possibly the oldest canal warehouse in the country.

The facades are of painted brick, capped with brick dentil course, and they have Welsh slate roofs. The northwest corner is curved, and there are two large openings with semi-circular arches over, on the north side facing the basin. The windows here are modern. There is a single storey wing on the west side with rendered facades, and a modern door and window. It has a curved southern end.

The east side of the building has a truncated gable at the north end. The southeast corner comprises a two storey building with curved corner adjacent to the Tontine Hotel. It has a hipped roof and wide casement windows in the south facade. In the southwest corner is the two storey house which has a door on its west facade with a modern pediment over and four window openings on the south facade. These have modern casement windows. the roof is hipped.

To the southeast of the building, north of the Tontine Hotel, is a surface car park which used to be the site of the Shed Warehouse (built c1772).

In the northeast corner of the Upper Old Basin is a modern two storey brick building on the east side and a lower corrugated metal clad building on the west side, as well as a number of small sheds and containers. These are accessed from York Street just west of the bridge over the canal. There are areas of scrub vegetation on the south side of York Street, behind the brick wall. To the west of these buildings, between the Upper Old Basin and the New Basin is an area of used for surface car parking.

The Tontine Hotel

On the south side of the Upper Old Basin is the Tontine Hotel which is an important Grade II* listed building. Historic England summarise its importance as follows:

The Tontine Hotel was built in 1772 possibly to the designs of Thomas Dadford to provide lodgings and premises for the Staffordshire and Worcestershire Canal Company at their newly established depot at Stourbridge. Commercial buildings of pre 1840 date are uncommon: this is an exceptionally rare building, being a very early purpose built lodgings house with a strong canal connection. The special interest principally consists of its historical rarity; its association with the canal context; its architectural form; the survival of its original plan-form and interior fixtures. The infilled additions between the wings to the rear are not regarded as of special interest.⁴²

It is built of red brick with Welsh slate roofs on a three storey, E-shaped plan, with three wings to the rear. The main facade faces the River Severn and comprises seven bays, with a central doorway under a gabled brick porch, which was added c.1870. The ground floor has Palladian windows with stuccoed heads, with channelled voussoirs and keystones. The outer bays have two paired doors and windows, which gave access to originally separate lodgings. The side elevations each contain two additional single bay units. The doorways have six-panelled timber doors, with fluted shafts and console brackets to the entablature. The windows throughout are three-light casements with stuccoed flat arched heads, with channelled voussoirs. **[Plate 2].**



2. Upper Old Basin - The Maintenance Building and Lock Keepers Cottage (late 18C). The Tontine is on the right

The roof is shallow pitched with a stuccoed eaves band to the front facade and dentils on the side and rear facades. There are symmetrical axial chimney stacks, arranged two to left and right and one on each wing. There are later flat roofed infill extensions between the rear wings but Historic England state these are of no architectural significance.

In front of the Tontine Hotel is a private terrace which has 20th century railings around it. On the east side the two houses have gardens enclosed by modern railings on an older brick wall. There are car parking spaces on the road in front of the houses. The houses on the west side of the Tontine Hotel do not have gardens in front of them, only a grassed area which is publicly accessible. On the north side of the Tontine Hotel, south of the Upper Old Basin, is a surface car park, on the site of the former Shed Warehouse of 1772.

On the west side of Mart Lane at the north end is the former Joynson's Warehouse, which dates from the early 19th century. This is a two storey brick faced (English bond) building with gables at the north and south ends. The facades have a brick dentil course at eaves level. There is a traditional timber shopfront on Mart Lane, with a single window opening under a timber lintel at first floor level. There is a painted sign below the eaves level on the east and north facades which reads 'London and North West Railway, Shropshire Union Railway and Canal company'. The north wall has a wide window at first floor level under a segmental brick arch. At ground floor there is a wide opening which has been blocked up. The south facade has wide door openings at ground and first floor level.

The west facade facing the Upper Old Basin has three wide window openings at first floor level with three casements per window. There are two wide openings under a lintels in the centre and at the south end. At the north end is a wide window under a segmental brick arch and a small window under a semi-circular brick arch.

Just to the south of the warehouse is an historic hoist by the edge of the basin.

42 <https://historicengland.org.uk/listing/the-list/list-entry/1292639?section=official-list-entry>

Character Area 3: Bridge Street, New Street and York Street

This area comprises the late 18th century terraced houses to the northwest of the basins. These have survived quite well on the west side of Bridge Street, in New Street and in part on the south side of York Street.

1. The Bridge Inn public house (west side of Bridge Street)
2. Bridge Street - The two Georgian terraces on the west side
3. Bridge Street – east side
4. Raven Street
5. New Street – south side
6. York Street – south side

Bridge Street

a. West side (South to North)

10 Bridge Street – Grade II

The Bridge Inn is a Grade II listed building, dating from circa 1790. It is a three bay three storey pub with painted brickwork facades. The front façade features two mid 19th century shopfront windows either side of a Georgian doorway with pediment and semi-circular fanlight. The first floor windows have flat arched stuccoed heads with channelled voussoirs and keystones. The second floor windows could be original. The others are later replacements, but in a Georgian style. It has a shallow pitched plain tiled hipped roof with brick modillion cornice at eaves level. The pub has a landmark quality, as it is the first building as one enters the town from the south across the bridge.

Coopers Lane

This is a narrow road on the north side of the Bridge Inn. On the south side is the blank wall of the rear wing of the pub. There is a blank wall on the north side too, with a very large and ugly duct at the rear of no. 11 Bridge Street.

11-15 Bridge Street

A terrace of four Georgian houses, listed Grade II, from the late 18th century.

11 Bridge Street – Grade II

A three bay, two storey house, with a narrow fourth bay at the north end, which was probably an alleyway to the rear. Late 18th century. There is a fine Georgian doorcase, in the centre of the three bay element, with pediment, fluted shafts and panelled rebates and original fanlight. There windows are all timbers sashes under gauged brick arches. The roof is shallow pitched with a brick dentil course at eaves level. [Plate 3].

12 Bridge Street – Grade II

A single bay house, three storeys high. It has a modern shopfront and UPVC windows under gauged brick arches. There is a concrete tiled roof behind the front facade parapet.

13 Bridge Street – Grade II

A three bay three storey late 18th century house of some distinction. It has three pairs of (original ?) timbers sashes at first floor level and one at second floor level. The other two at second floor level are later casements. There is a sill band at first floor level. At ground floor there is a door at the south end leading to the passageway, a pedimented Doric portico with



3. Bridge Street - No. 11 (c1800)

fluted shafts and panelled rebates, and a later (20th century ?) bow fronted shopfront. The roof is hidden behind a brick parapet (lead clad).

14 and 15 Bridge Street – Grade II

This appears to be a three bay three storey house, but is a pair of houses circa 1800, with two shop units at ground floor level. There are sash windows (later replacements) in the south and north bays, flush with the facade, but the middle windows are blind and recessed, but painted to look like sashes. The openings have shallow brick arches over at first floor level and flat arches at second floor level. There is a brick dentil course at eaves level. The shopfront at 14 has remnants of a 19th century fascia, with consoles at both ends. No. 15 has a 19th century shopfront, partly obscured by modern signs. Above the fascia the brick arches of the (original) shopfront openings can just be seen. Plain tiled roof.

The building has a three bay return frontage on the south side of Raven Street. There is a central entrance door to no.15 in the middle of the facade. The windows are blind, except for the second floor east and west windows.

16-29 Bridge Street

Also a predominantly late 18th century Georgian terrace but only no. 27 is a listed building.

16-17 Bridge Street

This is three storey three bay building, the middle window openings have been narrowed. The window openings have shallow brick arches over. The windows are UPVC windows. The roof is shallow pitched with a brick dentil course at eaves level. The two shopfronts are modern, but in a traditional style.

18 Bridge Street

A two storey, two bay house, with UPVC windows. the shopfront is modern but in a traditional style. The first floor window openings have stucco arches with key stones,. The roof is shallow pitched with a brick dentil course at eaves level.

19 Bridge Street

Another three storey three bay house, with a rendered facade, and decorative arches with key stones at first floor level. It has a shallow pitched roof. The first floor windows are timbers sashes. Two of the second floor windows are UPVC; the third to the north is a pair of timbers sashes. The shopfronts are modern. They northern shopfront is of traditional design. There is a modern awning over the shopfront.

21-22 Bridge Street

A modern two storey three bay brick building with a modern recessed shopfront. It makes a neutral contribution to the character and appearance of the conservation area.

23-24 Bridge Street

A pair of three storey two bay houses. There are timbers sashes in all window openings. The first floor window openings have decorative stucco arches with keystones. The shopfront is modern and of no interest. The roof is shallow pitched with a brick dentil course at eaves level.

25 Bridge Street

A wide single bay house of three storeys. There are timbers sashes at both levels. The first floor window opening has a tall gauged brick arch over. The shopfront is modern and of no interest. It has a shallow pitched roof.

26 Bridge Street

A three bay three storey house with a rendered facade. There are two window openings at first floor and one central opening at second floor level. There are no windows in the openings, which are boarded over. The roof is shallow pitched with a brick dentil course at eaves level. The shopfront is modern and of no interest.

27 Bridge Street – Grade II

A three storey two bay house, circa 1800. It retains much of its original appearance. There is no shopfront at ground floor level and the window openings (enlarged by lowering the cills) and entrance have survived. The window openings have gauged brick arches and there are traditional timbers sashes. The entrance has a decorative Georgian framework, with decorative pilasters and a tall fanlight. The slate roof is shallow pitched but there is no brick dentil course at eaves level as seen on many of the other buildings.

29 Bridge Street

A modern brick building three storeys high and three bays wide on Bridge Street. It has a long facade to New Street, with projecting windows at first floor level. The shopfront on Bridge Street is modern and not of interest. Although loosely Georgian in style it is not a building of merit.

Raven Street - North side

At the west end is a surface car park.

8 Raven Street

A single bay house with its entrance in the garden on the west side, behind a high brick wall. It has two windows to the street, both of which are UPVC. The facade detailing and materials are similar to, and could be contemporary with, nos. 9 and 10 to the east. It has a gable end with chimney stack and modern windows on the west side.

9 and 10 Raven Street – Grade II

These are a pair of houses, three storeys high, and three bays wide, built as a single design, circa 1800. They are brick faced with plain tiled roof. There is a dentilled eaves band, and gable end chimney stacks. There are paired central doorways with pediments carried on console brackets. Original windows survive in no. 10 with flat arched brick heads.

11 and 11a Raven Street

A modern two storey brick faced block of no interest. There is a modern shopfront at the east end.

16 Bridge Street

A two storey building at the rear of 16 Bridge Street. The brick facade has been painted. The doors and windows are modern. The shallow pitched roof has a brick dentil course at eaves level. This could be an early 19th century building although much altered.

Raven Street - South

A Georgian building, part single part two storey with unpainted brick facades. There are segmental brick arches and a brick dentil course at eaves level. The facade has been altered with the replacement of window openings with garage doors at the east end. It is in poor condition but is of interest and should be retained and repaired.

Bridge Street – East side (North to south)

1 and 1a Bridge Street

A three storey three bay Georgian-style (rebuilt ?) house with 20th century shopfronts. The windows are timbers sashes at first floor and casements at second

floor level. The openings have gauged brick arches over. The shallow pitched roof has a brick dentil course at eaves level. The roof is hipped on the south side.

1b Bridge Street

A postwar single storey building with a modern shopfront and an access at the south end to the rear yard. It is not of interest.

2 Bridge Street

A single storey building with a modern traditional shopfront. It too is not of interest.

3 Bridge Street

Another post war two storey, four bay building in a neo-Georgian style. The shopfront is in a traditional style and the windows are timbers sashes. It makes a neutral/positive contribution to the conservation area.

4 Bridge Street

A postwar two storey three bay building with a modern shopfront and UPVC windows at first floor. on the south side is a vehicular entrance to the car park at the rear. It makes a negative/neutral contribution to the conservation area.

5 Bridge Street

A single storey modern building with a flat roof, which is of no interest. In front of the building is a car park area with a modern brick and metal boundary treatment. They both make a negative contribution to the character and appearance of the conservation area.

6 Bridge Street

A modern two storey single bay building with a gable end facing Bridge Street. There is a timber shopfront in a traditional style. On the north side is a surface car park. The building is not of interest and makes a neutral / negative contribution to the character and appearance of the conservation area.

7 Bridge Street

This is single storey modern building of no interest. There is a recessed area in front of the delivery bay on the north side. It detracts from the character and appearance of the conservation area.

Surface car park

To the north of no.8 is a large surface car park which is the subject of a council planning brief. The car park extends east to the west side of the New Basin.

8 Bridge Street

A two storey, two bay house. It has a Georgian style entrance door and framework, and a tall timber shopfront window on its south side. The first floor windows are UPVC. The openings have cornices over supported by two console brackets. The north side of the building has a gable end, with a variety of window openings and a door at the eastern end. There is an entrance door on the splayed southwest corner, and two modern windows on the south facade. The roof is set back behind the parapet with gable ends north and south. This is likely to be a later 19th century (or much altered Georgian) building.

9 Bridge Street – The Port House – PH

This is neo-Georgian pub, three storeys high and three bays wide. It is rendered above a brick ground floor. The first floor and second floor windows are metal, with small panes. The roof is shallow pitched with projecting eaves. There is a two storey wing on the east side of the building, which is of similar design.

New Street – South side – West to East

At the west end of New Street is a surface car park.

4 New Street

A post war building of two storeys. It is set back from the street frontage behind a low hedge. The facade has small square window openings. The entrance is in the centre of the ground floor with a modern porch around it. The roof has a medium pitch, with ridge and eaves parallel to the street. It has gable ends on the west and east sides. It is not an attractive building and does not contribute positively to the character and appearance of the conservation area. **[Plate 4]**

2 and 3 New Street – Grade II

This has the appearance of a three storey, three bay house but is a pair of semi-detached houses. The two entrances are combined under a simple pediment in the centre of the facade. The entrances are reached by modern steps which project onto the pavement. They have modern metalwork handrails. Either side are shallow curved bay windows. The Flemish bond brickwork is unpainted. The central window openings at first floor and second floor are blind. The others feature original sash windows, 6 pane sashes at first floor and 3 pane at second floor. The openings have shallow



4. *New Street. No.4 (left) and nos. 2 and 3 (right)*

brick arches at first floor which have been painted. The second floor window openings have lintels. The shallow pitched roof has a brick dentil course at eaves level.

1 New Street

A two storey four bay building from the late 19th century. The brick facade has been painted. At the west end is a two bay section with an original four panelled, bolection moulded, door and 2 pane sashes at ground floor and first floor. There are shallow curved drip mouldings over the ground floor openings. At the east end is a 19th century shopfront with a three shop window on the west side of the entrance door and a single window on the east. The shopfront is contained within a traditional shopfront framework, with fascia and cornice above, supported by thin pilasters. The entrance door has a large glazed panel above two

bolection moulded panels and is likely to be original, although altered. The shallow pitched roof has a brick dentil course at eaves level.

19 Bridge Street - New Street Facade

A modern three storey, 11 bay building. The facade is in brickwork, with Georgian style sash windows. At first floor there are projecting bays. At ground floor there are three entrance doors, the central one has a pediment over. The facade is topped with a parapet. At the east end, at the junction with Bridge Street, is a modern shopfront. This building was designed to relate to its Georgian neighbours. However, it is a rather poor quality pastiche which does little to contribute to the character and appearance of the conservation area.

York Street

23 – 24 York Street – Grade II

The building on the junction of Bridge Street and York Street is a three storey block, with a curved corner. It has a very good timber Georgian shopfront. Georgian sash windows appear to survive at first floor level. The second floor windows are modern timber windows, with top hung casements. The openings have gauged brick arches over. The brickwork is laid in English bond. The shallow pitched roof has a brick dentil course at eaves level.

22 York Street – Grade II

A two bay three storey Georgian building. Its facade is similar to 29 York Street. There are timber sashes in openings with gauged brick arches. The timber shopfront is modern, but in a traditional style.

Waterfront Views, York Street

A three storey modern block of flats with a long, 8 bay facade, set back behind a wall. The western end of this wall is likely to be the garden wall to York House, although much rebuilt. The façade features eight square windows at each level, with a larger three pane window in the middle of the facade. It has a shallow pitched hipped roof. (The building faces south over the Upper Basin. It makes, at best, a neutral contribution to the character and appearance of the conservation area).

York House, York Street – Grade II

This is the grandest Georgian house in Stourport, and one of the earliest, built circa 1780. It is three storeys high and three bays wide. The brick facade is topped with a modillion cornice and framed by quoins. The timber sashes are likely to be original. The openings have stucco arches over. The grand entrance has a central six panelled door with side lights, in a Venetian/Palladian style. The door has a semi-circular fanlight which breaks through the entablature and into the pediment. This is one of the best entrances in the town. The slate roof is shallow pitched and hipped at both ends, behind parapets, with two large chimney stacks. On the east side is a two storey extension, above the original garden wall, albeit much altered with a window and door at ground floor level. There is also a large, unsightly, modern brick lift shaft. On the west side is a two storey canted bay, probably a 19th century addition.

The fine south facade is visible from the basins. It is rendered, with quoins and cornice at parapet level. At ground floor level are two curved bays either side of the entrance portico. There are two Venetian/

Palladian windows at first floor level. At second floor level are three square windows, with 3 pane sashes. At basement level are brick vaults, with four segmental arches. In the centre is a wider three point arch, with rendered voussoirs.

21 York Street

A postwar building of two storeys and five bays. The facade is stretcher bond brickwork over a render ground floor. the windows are single pane sashes. It has a shallow pitched roof. It makes a neutral contribution to the conservation area.

20 York Street – Grade II

A three storey, two bay house, with timber sash windows, four panes wide. At ground floor level it has a pedimented framework, with a decorative fanlight over a six panelled door. On the east side of the door is a shallow curved shopfront window. The window openings have stuccoed voussoir arches with keystones. The shallow pitched roof has a modillion cornice at eaves level. [Plate 5].

19 York Street – Grade II

This is similar to York House, but not quite as imposing, partly because it is semi-detached. The main facade is three bays wide with a central entrance, with pediment and staircase fanlight over the six panelled door. The window openings have rendered voussoirs and keystones. The sashes are 8 pane, except for the top sashes at second floor level, which are 4 pane. The eastern end of the front facade has two window openings per floor, with six pane timber sash windows.



5. York Street - No. 20

The facade has quoins on its northeast corner. It has a shallow pitched hipped roof and features a modillion cornice at eaves level.

The basin wall and single storey building

The wall is laid in English bond with dark headers and red stretchers. It is capped with engineering bricks.

The building dates to the 19th century and has a shallow pitched slate roof. There are three windows on the west side, with timber sashes.

Wallfield Bridge

The bridge crosses the canal just to the north of its entrance to the Upper Old Basin. It has concrete parapet walls.

Character Area 4:and Mart Lane Lichfield Street

The main features of this area are:

6. The terraced houses on the north side
7. The terraced houses on the southeast side, including the store at the north end of Cheapside
8. The terraced houses on the east side of the north end of Mart Lane
9. The new development east of Mart Lane – around the Lichfield Basin
10. The modern development on the southwest side – Larch Way.

Lichfield Street – North side

The plot at the west end of Lichfield Street is vacant and used as a small car park, bounded by low brick walls with semi-circular coping bricks. There are the remnants of railings on top of the wall at the north end.

1 Lichfield Street - Grade II

A single bay, three storey house with brick facade and timber sashes, circa 1800. The window openings have stucco arches, with keystones. The sash windows are of 16 and 12 panes, with flat-arched heads with voussoirs and keystones, and stone sills. There is an early C19 shop front to ground floor with central doorway flanked by bow windows (one renewed), under a single fascia with modillion cornice, supported on moulded console brackets. The entrance door is a modern replacement. The Welsh slate roof is shallow pitched, hidden behind the stone coped parapet of the front facade, but visible from the west. The west facade

has timber sash windows set within openings with double brick arches. There is a door in the middle of the facade. The windows are on the north side of the door.

2 and 3 Lichfield Street - Grade II

These are a pair of three storey houses, separated at ground floor by a passageway to the rear, circa 1800. The windows at first floor and second floor above this are blind. There are timber sash windows at first floor and second floor levels, each sash is four panes wide. The first floor windows have gauged brick arches and the second floor openings have lintels. Both buildings have shallow projecting curved shopfronts. The door openings to the houses have semi-circular gauged brick arches with shallow open pediments over. The doors are six panelled. The Welsh slate roofs are shallow pitched with a slightly projecting eaves with modillion cornice.

4 Lichfield Street – Grade II

A large, three bay three storey house with Flemish bond brick façade, circa 1800. At the west end is a door to a passageway, with blind brickwork above. The remainder of the facade is a symmetrical composition, with timber sash windows (3 panes wide) in openings with gauged brick arches. The first floor windows have early 19th century decorative iron balustrades. Below the windows is a stone string course which separate the first floor from the ground floor. The entrance door has a semi-circular fanlight, set below a simple pediment. The east facade faces onto an alleyway and has 20th century casement windows. The Welsh slate roof is concealed behind the coped parapet at the front, but has an exposed eaves with a brick dentil course on the east side.



6. Lichfield Street - Nos. 5 to 8 (right) (early 19C)

5 to 8 Lichfield Street – Grade II

These buildings form a terrace of similar three storey, two bay houses, with Flemish bond brickwork facades, circa 1800. They are symmetrical about the party wall between 6 and 7, but the overall symmetry has been disrupted by a Victorian addition and partial rebuilding to No.8. The houses have entrances with semi-circular fanlights and shallow pediments. The windows are flush with the brick facades, with timber sash windows (four panes wide) set under gauged brick arches. The second floor windows have flat brick arches. Above the entrances to nos. 6 and 7 are blind window openings, painted to look like sashes. The shallow pitched roof, covered in Welsh slates, has a brick dentil course at eaves level.

No. 8 has a shallow pitched, two storeyed, late 19th century addition housing an upper "ballroom". An original doorcase survives, suggesting that this section

is in fact a partial rebuild of an earlier bay. A later flat-roofed extension (also 19th century) projects forward of the building line. [Plate 6].

9 Lichfield Street – Grade II

No. 9 comprises a two bay two storey house at its eastern end. This features two timber sash windows at ground floor and first floor level, each three panes wide. The central door has a semi-circular fanlight and a pediment over. The concrete tiled roof is shallow pitched with a brick dentil course at eaves level. The western end of the building has a ground floor which projects beyond the building line of nos. 5-8 to the west.

10 Lichfield Street

No. 10 is a two storey, two bay house, but of smaller scale than no. 10. The facade comprises two separate sections of brickwork, with a vertical joint between them. The entrance door is at the east end, with a six panelled door under a semi-circular fanlight. There are two windows at both floor levels. The ground floor windows are set within segmental brick arches with keystones. The first floor windows have lintels over. The 6 pane sashes are set flush with the facade. The ground floor appears to have been altered. It was originally part of a longer terrace but the eastern houses have been demolished. These last two buildings are part of the Stourport Royal British Legion Club, with its car park on the east side.

Lichfield Street – South side (East to West)

15 Lichfield Street

A two storey, two bay 19th century terraced house. The front facade is in stretcher bond brickwork. It has been altered with modern windows (UPVC) and doors. The openings have modern soldier courses over them. There is a low front garden wall. The shallow pitched roof has a gutter at eaves level.

Warehouse, 10 Severn Road

Just to the south of no.15 is a single storey warehouse from the early 19th century. This has a facade in stretcher bond brick work with a slate covered hipped roof. There are a pair of timber garage doors at the north end, under a timber lintel, and a door and a modern window to the south under concrete lintels.

16 Lichfield Street – Grade II

A two storey, two bay terraced early 19th century house, with an alleyway access at its east end. The front facade is in Flemish bond brickwork. There are two modern windows. The ground floor window has a gauged brick arches with a keystone. The first floor windows have lintels over. Above the entrance door is a blind opening. The entrance door has an eared framework with a pediment (with dentils) over. The door is modern. There is a low modern garden wall at the front. The shallow pitched roof has a gutter at eaves level.

17 Lichfield Street – Grade II

A two storey, three bay house with similar details to no.16. The front facade is in Flemish bond brickwork. The entrance has a similar pediment. The windows and door are modern. The shallow pitched roof has a gutter at eaves level. The front garden wall is modern.

18 Lichfield Street – Grade II

A two storey, three bay house, with a central entrance. The framework to the entrance is probably original; the six panelled door with raised and fielded panels could be original too. There are two windows at ground floor level and three at first floor level. The windows are two panes sashes with horns, set flush with the facade. The ground floor openings have shallow brick arches over. The first floor openings have lintels. The shallow pitched roof has a gutter at eaves level. The front garden wall is modern. There is a modern extension at the west end, with two modern windows at ground floor on the return, facing west. There is garden and parking space on the west side of the house.

Stone boundary wall – Grade II

To the west of no.18 there is an old stone wall, four and a half courses high. This is an important historic boundary wall. This stops opposite no. Lichfield Street. The wall continues as a brick wall laid in English garden wall bond.

Behind the wall is the new development known as Larch Way. The buildings are two and three storeys high, design in a traditional manner with sash windows, rendered lintels, and brick dentil course at eaves level.

Mart Lane – East side (North to South)

Mart Lane runs along the eastern side of the Upper Old Basin. Most of the buildings are on the east side.

1 Mart Lane – Grade II

A single storey building, probably of similar date to the houses to the south (circa 1800). It has a painted brick facade, with brick dentil course at eaves level. There is a wide ground floor window with three casements of four panes each. There is a stuccoed flat arch with keystone. The six panelled door has a projecting canopy above. There is a small window on the north facade. At the corner with Lichfield Street is a low single storey building which is at basement level. The pitched roof has an eaves level just above street level, and a large chimney stack on the north gable.

2, 3 and 4 Mart Lane – Grade II

Three houses, one formerly including a shop. They were all built together circa 1800. They are three storeys, with basements, and brick faced with plain tiled roofs. Nos. 2 and 3 are three bays wide. No.2 contains a narrow shop front at the north end with architrave and cornice over doorway and projecting square bay windows. They have six-panelled doors with over lights and three-light casement windows (each comprising five panes) with flat arched stuccoed heads with stressed voussoirs and keystones.

No.4 is a three storey, three bay house with a central six-panelled door with canopy porch supported on moulded console brackets. There are six-pane sash



7. Mart Lane - No.4 (early 19C)

windows. The party walls are expressed with projecting brick pilasters. The shallow pitched roof has a brick dentil course at eaves level. [Plate 7].

5 and 6 Mart Lane – Grade II

A pair of two storey two bay houses, built circa 1820 and listed Grade II. They are the remains of a once-longer terrace which extended southwards. They are faced in brick, with a brick dentil course, and plain tiled

shallow pitched roof. There are six-panelled doorways at the north ends and six -pane sash windows with flat arched brick heads.

7, 8 and 9

On the north side of the Lichfield Basin is a modern two storey brick faced terrace (nos. 7, 8 and 9) with detailing inspired by the Georgian terraced houses of the area, including sash windows, gauged brick arches and a brick dentil course.

Lichfield Basin and Bridge

The new development around Lichfield Basin (built in 2006) comprises five large residential blocks of three and four storeys, namely Beaulieu House (northwest), River View (north), Severn View (east) Waterfall House (south) and Windermere (west). Their design is modern, with brick and rendered facades and projecting balconies.

Lichfield Basin is linked to the Upper Old Basin by a new bridge which was built as part of the recent residential development around the recreated Lichfield Basin. This has brick parapets (in stretcher bond) with semi-circular coping stones. There is a pavement on the east side only.

Character Area 5: Severn Side, Severn way and Cheapside

The key features of this area include:

1. Severn Side (east side)
2. The Angel Inn
3. The factories along the river and on Cheapside
4. The alleyway / footpath which runs east west linking Bridge Street in the west to Cheapside in the east

Stables – Grade II

On the east side of Severn Side, just south of the Tontine Hotel, is the original stable block to the hotel, built circa 1800, and listed Grade II. It is a two storeyed, four bay building with a range of three wide doorways, two of which two now blocked and with inserted modern windows, and an inserted wide doorway towards the north end. A single original sash window survives at the south end; the other appear to be later replacements. There is a loading door to the first floor, and two windows aligning with lower openings.

Warehouse – Grade II (Group value)

To the north of this block, and set further east, is a later two storey, nine bay building, at the south end of Mart Lane. It was originally the Ames and Worthington Warehouse built in the 18th century. It has been much altered with the insertion of modern windows and a door. There is a wide arched opening which leads to a car park at the rear and a much narrower pedestrian opening at the south end which leads, in a rather angular fashion, to the alleyway which runs east to Cheapside, along the north side of the site of



8. Severn Side - Nos. 1, 2 and 3 (early 19C)

the former Cheapside Basin which was south of the Lichfield Basin and north of the Angel Inn, but which no longer exists. The building forms part of the listing of the stable block and is included in the listing for 'group value'.

2 Severn Side – Grade II

At the south end of the stable block is no. 2, which is a two storey, two bay house from 1830, and also listed Grade II. It has painted brickwork and a Welsh slate roof above a brick dentil course at eaves level. There is a central six-panelled door in pedimented case with architrave and entablature, flanked by 16-pane sash windows with flat arched brick heads. At its north end is a bay which forms part of the adjacent former stable block. In front of the house are cast-iron railings on a low brick wall with stone copings, which enclose the front garden. **[Plate 8].**

3 Severn Side

No.3 Severn Side is a two storey, two bay house, which is not listed but appears to be late Georgian (late 18th century or early 19th century). This was probably the lock keepers cottage. It has painted brick facades, a shallow pitched roof, with brick dentil course at eaves level, and a central chimney stack. The ground floor has been altered with the insertion of windows and doors. Its gable end faces the River Severn. There is a mixture of 19th century and 20th century windows. In front is a painted brick garden wall. (Although altered, the building could be listable).

4 Severn Side – Grade II

This is at the south end of the street and is a two storey building listed at Grade II. It was built against the back wing of No.5 Severn Side, circa 1820. It also has painted brick facades with a hipped Welsh slate roof above a brick dentil course at eaves level. There is a six-panelled entrance door with console brackets supporting an entablature. There are 16-pane sash windows on each floor, the lower with flat arched brick head. The chimney stack is at the rear, adjacent to no.5. The front garden is enclosed with a brick wall (unpainted) with semi-circular copings, topped with decorative railings.

5, 6 and 7 Severn Side – Grade II

Running north from the riverside is a terrace of five buildings. These include nos. 5, 6 and 7 which are Grade II listed. These three storey houses date to the late 18th century and have brick facades with hipped plain tiled roofs above a brick dentil course at eaves level. The windows are flush with the brickwork and are generally six pane sashes, in openings with segmental

arched openings. No.5 has a shopfront type window at the south end. No. has a blind window at first floor and second floor levels on the east facade. On the south facade it has flat gauged brick arches over the ground floor windows. There are narrower window openings on the ground floor and first floor of the west facade.

No.5 has a low garden brick wall, unpainted, with railings on top. Nos. 6 and 7 have a low brick wall with semi-circular dark brick copings and no railings. The gates are timber.

8 and 9 Severn Side

Nos. 8 and 9 Severn Side are two storey two bay houses, with painted brick facades, with modern timber casement windows in openings with timber lintels over. The doors appear to be modern. The front gardens are enclosed by a low unpainted brick wall with semi-circular dark brick copings, and with timber gates. The roof is plain tiled, with a brick dentil course at eaves level, and. These are also likely to be late Georgian buildings.

The Angel Inn – Grade II

To the east of these houses is the Angel Inn public house. According to Historic England⁴³ it is probably substantially of the mid 18th century, predating the basins, though extended in the later 18th century with the growth of Stourport as a new town. It is built of brick with a Welsh slate roof above a brick dentil course. It is three storeys high and three bays wide. There is a central doorway in pedimented case with consoles carrying an entablature. The windows on

43 <https://historicengland.org.uk/listing/the-list/list-entry/1209475?section=official-list-entry>

ground and first floor are wide 10 pane sashes with flat arched rubbed brick heads with keystones. A change of brickwork, and different window types suggests that the upper storey was possibly added to an existing building at the end of the C18. The top floor windows are 8 pane sashes with single ring segmentally arched heads.

The pub car park is on the west side and there is a terrace with seating in front of the pub, facing the river. At the rear of the pub is a large garden. The public footpath (Severn Way) runs along the river bank in front of the pub garden. There is a long pontoon opposite the pub.

Cheapside

To the east of Severn Side the public footpath continues along the riverbank. Here there are large factories which partially occupy the site of the Cheapside Basin (1812) which was been infilled in the 19th century and the gas works was built. The western building comprises a long, single storey building with a double pitched roof running parallel to the River Severn. On its north side is a wide modern warehouse building also with a double pitched roof. This backs onto the pedestrian alleyway which joins Mart Lane and Cheapside. To the east of this is another building with two double pitched roof, running parallel to the River Severn.

At the east end of the latter building is the southern end of Cheapside, which runs northeast-southwest, down to the river. On the west side is a pavement of dark paving bricks, probably from the 19th century. The end wall of the factory comprises an inclined dark

brick wall, with a brown brick wall above. On top of this is the modern corrugated cladding of the building, with its two gable ends. The north side of the building faces onto Cheapside and is late 20th century. It sits behind an older brick wall, capped with semi-circular coping bricks.

The Vinegar Factory

On the east side of the south end of Cheapside is the west wall of part of the former Vinegar Works complex, which comprises a number of buildings from the 19th and 20th centuries. The main building is on the north side of Cheapside, with two brick gable ends facing south. These are decorated with blind brick panels., with semi-circular arches over. The western bay has three panels; the eastern bay has five. On the east side of the former Vinegar Works is a surface car park, with a modern metal security fence on its south side. [Plate 9].

1 and 2 Cheapside – Grade II

Cheapside runs northwest-southeast and then at its western end it makes a right angle turn and runs northeast wards. At this junction there is the remains of an early 19th century terrace comprising nos. 1 and 2 Cheapside. These are three storey brick faced houses, with a curved facade at the turning point of the street. They date from circa 1800 and are listed Grade II. Some original sash windows survive in openings with segmental brick arches.

The buildings are in poor condition and appear to be at serious risk of decay. They are included on the council's Buildings At Risk register. North of the houses is a lower two storey building, of similar date, which

extends northwards. It features two door openings, with a gauged brick arches at the south end and a segmental brick arch at the north opening, and one window at both ground floor and first floor levels. The shallow pitched roof has a brick dentil course at eaves level.

Opposite the houses, on the south side of the street, at the entrance to the warehouse buildings, is a pair of former 19th century terraced houses. These have been much altered.

On the west side of Cheapside is an historic sandstone wall which historically defined the eastern boundary of the Lichfield Basin.



9. *Cheapside - The Vinegar Factory looking east from the north end of the road down to the River Severn*

Appendix II. Shopfront Gazetteer

There are a number of good shopfronts which make a positive contribution to the character and appearance of the conservation area. Some of these are Georgian shopfronts in houses which are no longer used as shops. Some shopfronts have been much altered but contain some original features. These are illustrated in the following plates:

- 13 Bridge Street [Plate 1].
- 14 and 15 Bridge Street [Plate 2].
- 1 Lichfield Street [Plate 3].
- 2 and 3 Lichfield Street [Plate 4].
- 2 Mart Lane [Plate 5].
- Mart Lane warehouse [Plate 6].
- 1 New Street [Plate 7].
- 2 and 3 New Street [Plate 8].
- 20 York Street [Plate 9].
- 22-24 York Street [Plate 10].



1. Bridge Street - No. 13. A Georgian style shopfront



2. Bridge Street - Nos. 14 and 15. There are remnants of 19C shopfronts, including console brackets



3. Lichfield Street - No. 1. The shopfront is late Georgian Circa 1800



4. Lichfield Street. Nos. 2 and 3 have Georgian shop windows circa 1800



5. Mart Lane - No.2. An altered 19C shopfront



6. Mart Lane. A modern traditional shopfront in the warehouse at the north end



7. New Street - No.1. A Victorian shopfront



10. York Street - Nos. 22-24. A Georgian framework of pilasters and fascia, with modern shopfront within



8. New Street - Nos. 2 and 3. Symmetrical ground floor with late Georgian shop windows



9. York Street - No. 20 with Georgian shop window

Appendix III: Listed Buildings in the Area

BRIDGE OVER RIVER SEVERN
Grade: II
List Entry Number: 1209919

BRIDGE INN
Grade: II
List Entry Number: 1292409

11, BRIDGE STREET
Grade: II
List Entry Number: 1209447

12, BRIDGE STREET
Grade: II
List Entry Number: 1209448

13, BRIDGE STREET
Grade: II
List Entry Number: 1292637

14 AND 15, BRIDGE STREET
Grade: II
List Entry Number: 1292406

27, BRIDGE STREET
Grade: II
List Entry Number: 1209449

9 AND 10, RAVEN STREET
Grade: II
List Entry Number: 1292649

2 AND 3, NEW STREET
Grade: II
List Entry Number: 1292257

19 AND 20, YORK STREET
Grade: II
List Entry Number: 1218056

21, YORK STREET
Grade: II
List Entry Number: 1292161
22, 23 AND 24, YORK STREET
Grade: II
List Entry Number: 1209477

2, 3 AND 4, MART LANE
Grade: II
List Entry Number: 1209466

5 AND 6, MART LANE
Grade: II
List Entry Number: 1217856

1 AND 2, CHEAPSIDE
Grade: II
List Entry Number: 1209932

SANDSTONE WALLS
Grade: II
List Entry Number: 1380976

1, LICHFIELD STREET
Grade: II
List Entry Number: 1292644

2 AND 3, LICHFIELD STREET
Grade: II
List Entry Number: 1217811

4, LICHFIELD STREET
Grade: II
List Entry Number: 1209459

5-8, LICHFIELD STREET
Grade: II
List Entry Number: 1217814
9, LICHFIELD STREET
Grade: II
List Entry Number: 1292267

16 AND 17, LICHFIELD STREET
Grade: II
List Entry Number: 1292645

18, LICHFIELD STREET
Grade: II
List Entry Number: 1209460

TONTINE BUILDINGS
Grade: II*
List Entry Number: 1292639

FORMER STABLING FOR TONTINE HOTEL
Grade: II
List Entry Number: 1292169

ATTACHED RAILINGS
Grade: II
List Entry Number: 1209474

4, SEVERN SIDE
Grade: II
List Entry Number: 1217988

5, 6 AND 7, SEVERN SIDE
Grade: II
List Entry Number: 1292611

THE ANGEL PUBLIC HOUSE
Grade: II
List Entry Number: 1209475
CANAL BASINS LOCKS ENGINE BASIN
Grade: II
List Entry Number: 1209450

CANAL BASINS, LOCKS AND WHARVES
Grade: II
List Entry Number: 1209441

STOURPORT YACHT CLUB HOUSE
Grade: II
List Entry Number: 1209452

CANAL MAINTENANCE BUILDINGS
AND LOCK COTTAGE
Grade: II
List Entry Number: 1292376

The list descriptions can be found at [https://
historicengland.org.uk/listing/the-list](https://historicengland.org.uk/listing/the-list)

Appendix IV. Extracts from the Wyre Forest District Local Plan

Wyre Forest District Local Plan (2016-2036)

25 Safeguarding the Historic Environment Policy DM.23 - Safeguarding the Historic Environment

Proposals likely to affect the significance of a heritage asset (including the contribution made by its setting or any important vistas or views) should be accompanied by a description of its significance in sufficient detail to allow the potential impacts to be adequately assessed by a qualified and/or experienced heritage professional. This will usually be in the form of a Heritage Statement. Where there is potential for heritage assets with archaeological interest to be affected, this description should be informed by available evidence, desk-based assessment and, where appropriate, field evaluation to establish the significance of known or potential heritage assets.

Any development proposal causing harm or loss of significance to a heritage asset will be resisted unless clear and convincing justification is provided, to permit assessment against the NPPF criteria, relevant legislation and published local and national guidance.

Development proposals should avoid harm to or loss of heritage assets wherever possible. The highest level of harm should require very robust justification, including the demonstrable consideration of alternatives. Substantial harm to a designated heritage asset should only be allowed in exceptional circumstances.

The sympathetic and creative reuse and adaptation of historic buildings will be encouraged. Such proposals that provide a sustainable future for heritage assets identified as at risk, will be considered in accordance with Policy DM.24.

Repairs, alterations, extensions and conversions of heritage assets must be sympathetically designed to respect the significance of the form, character and materials of the original heritage asset and its setting. Fixtures and fittings should be inconspicuously sited and proportioned and be designed sympathetically to reflect the significance of the asset

Where a material change to a heritage asset has been agreed, recording and interpretation should be undertaken to document and understand the asset's archaeological, architectural, artistic or historic significance. The scope of the recording should be proportionate to the asset's significance and the impact of the development on the asset. The information and understanding gained should be made publicly available, as a minimum through the relevant Historic Environment Record and where appropriate at the asset itself through on-site interpretation.

Reasoned Justification

25.1 The various elements of the historic environment contribute to making Wyre Forest District a desirable place to live, work and attract tourism and economic investment to the area. Conservation of heritage assets must reflect a sufficient understanding of their significance, including both their setting and their wider context in the landscape/townscape. It is recognised that many heritage assets, in particular archaeological

remains, are currently unidentified and thus their significance is unknown. Appropriate information, where necessary from a field evaluation of significance, is the key to well-informed decision-making.

25.2 Local heritage listing is a means for a community and a local authority to jointly identify heritage assets that are valued as distinctive elements of the local historic environment. The Local Heritage List identifies those heritage assets that are not protected by statutory designations. A Local Heritage List provides clarity on the location of these assets and what is significant about them. Their local interest could be related to the social and economic history of the area, individuals of local importance, settlement patterns or the age, design and style of buildings. The Local Heritage List is not restricted to buildings. It may comprise sites, places or areas such as village greens or ponds. It may include structures such as bridges and sluices, and historic street furniture such as letter boxes, signposts or telephone boxes. Local Heritage Assets are not given any protection through Law, but the use of appropriate materials and design is encouraged in schemes for their alteration. Repairs should be undertaken on a like-for-like basis. The District Council will continue to compile and maintain its Local Heritage List for those undesignated heritage assets it considers to be of local interest and significance.

25.3 Pre-application discussions are encouraged, as this will allow the early identification of heritage issues, save time, reduce risk and improve the quality of applications and thereby encourage investment in the District. These discussions should involve the

relevant local planning authority, applicants, architects and agents and heritage specialists and Parish or Town Councils working on Neighbourhood Plans. Proposals involving new build, repair, alteration or extension of heritage assets can conserve the significance of the existing asset and its setting. This may be achieved by means of appropriate siting, massing, form, height, scale, design and use of local materials.

25.4 The use of local building materials or the sourcing of building materials compatible with those used historically but no longer available (such as stone from local quarries which have closed) is of great importance in maintaining the character of the built historic environment. The Building Stones Database produced by the Herefordshire and Worcestershire Earth Heritage Trust provides data on the origins of building stone used in local buildings and the District Council will use evidence contained within this database to inform its decision making.

25.5 The sympathetic reuse, repair and adaptation of existing buildings can act as a catalyst for economic regeneration, support tourism and encourage the sustainable use of resources. It is important that any climate change mitigation / adaptation measures do not cause harm to the significance of heritage assets. Where appropriate, when opportunities for creative, contemporary and innovative architectural design arise, they will be encouraged.

25.6 In having regard for the provisions of the NPPF, the total loss of any heritage asset either by demolition or development will be resisted unless all reasonable efforts have been made to sustain

existing uses, find viable new uses for the asset, or otherwise preserve it in charitable or community ownership. When considering development proposals of substantial benefit to the community and warranting consideration of total loss of a heritage asset, the District Council will require clear evidence that the redevelopment will proceed.

25.7 The District Council will from time to time identify and designate Conservation Areas where it considers those Areas to have special character warranting protection under Policy DM.23. Alongside relevant policies and guidance regard should be had to the provisions of relevant legislation, including the Planning (Listed Building and Conservation Areas) Act 1990.

26 Quality Design and Local Distinctiveness Policy DM.24 Quality Design and Local Distinctiveness

All development will be expected to be of a high design quality. It will need to integrate effectively with its surroundings, in terms of form and function, reinforce local distinctiveness and conserve, and where appropriate, enhance cultural and heritage assets, landmarks and their settings. New and innovative designs which promote high levels of inclusivity and sustainability will be encouraged and supported where they enhance the overall quality of the built environment.

Applications should demonstrate, through a Design and Access Statement or other supporting evidence, how the objectives outlined in criterion 1 have been addressed. They will also need to address the following matters:

Siting and layout

The siting and layout of a development should reflect the given characteristics of the site in terms of its appearance and function. Orientation should take advantage of passive heating and cooling systems, offer shade as appropriate and provide for the use of renewable energy.

Relationship to Surroundings and to Other Development

Development proposals must complement the character of the area. In particular, development should respond to surrounding buildings and the distinctive features or qualities that contribute to the visual and heritage interest of the townscape, frontages, streets and landscape quality of the local area, and should integrate well into the existing street scene. Development should concentrate the most active uses or entrances on main thoroughfares and focal points, maximising the use of corner plots and the street frontage, and have appropriate regard to the common building line, historic street pattern and skyline.

Neighbouring Amenity

Development should provide an adequate level of privacy, outlook, sunlight and daylight, and should not be unduly overbearing.

Settlement Character

The distinct identity and character of settlements should be safeguarded and proposals should be consistent with the relevant Conservation Area Character Appraisal or Neighbourhood Plan. Design proposals should ensure that the prominent views,

vistas and skylines of Bewdley, Stourport-on-Severn, Kidderminster and the village settlements are maintained and safeguarded, particularly where they relate to heritage assets, existing landmark buildings, and 'gateway' sites. Development at the urban edges should respect the rural setting.

Mix of Uses

To create vitality and interest, proposals should incorporate a mix of uses where this is appropriate to the location.

Flexible Design

Development should incorporate flexible designs, addressing access to public open spaces and enabling adaption for future needs and uses in terms of internal spaces and extensions. It should avoid being prejudicial to the development of larger areas.

Scale, Height and Massing

The scale, height and massing of development must be appropriate to the setting of the site and the surrounding landscape character and townscape, including existing urban grain and density. The footprint should be appropriate for the locality and not represent over-development of the site.

Links, Connectivity and Access

Design and layouts should maximise opportunities for pedestrian and cycle linkages to the surrounding area and local services and should be generally accessible for all users, including those with disabilities. Vehicular traffic from the development should be able to access the highway safely and

the road network should have the capacity to accommodate the type and volume of traffic from the development.

Detailed Design and Materials

The detailing and materials of development should be of high quality and appropriate to its context, avoiding inappropriate features and detail. Design should have regard to sustainable construction approaches and ensure adaptability to changes in the climate.

Appropriate Facilities

Development should incorporate the parking facilities required by the current Parking Standards and provision for the storage of bicycles. Satisfactory access and provision for the parking, servicing and manoeuvring of vehicles should be provided in accordance with the recognised standards. Parking solutions should provide secure parking with adequate natural surveillance without resulting in cars dominating a development.

Landscaping

Development should provide high quality hard and soft landscaping. The importance of soft landscaping, using appropriate species and incorporating arrangements for long-term management is emphasised. Existing trees should be incorporated into development or replacements provided where a tree survey demonstrates trees are not worthy of retention or retention is not possible.

Public Realm

Public realm and open spaces should be well-designed, appropriately detailed and maintained via management agreements. They should also incorporate active frontages where appropriate. Proposals should include hard and soft surfaces, public art, street furniture, shade, lighting and signage as appropriate to the development. Open space and play provision should be sited to take advantage of natural surveillance.

Creating a Safe and Secure Environment

Opportunities for creating a safe and secure environment and providing surveillance should be included, principally through the layout and positioning of buildings, spaces and uses. Where appropriate, development should incorporate measures for crime reduction that are consistent with those recommended by the Secured by Design guides. Buildings and their surrounding spaces should incorporate fire safety measures and be designed to allow rapid access by the emergency services.

New development should be inclusive and accessible for all users including those with disabilities.

Reasoned Justification

26.1 The NPPF requires Local Planning Authorities to prepare robust policies on design. Good design is a key aspect of sustainable development (NPPF paragraph 126) and excellence in design can create a sense of place, improve the attractiveness of a location and create safer places to live and work, thereby enhancing the quality of people's lives. Much detailed advice on design issues exists at the national level but, given the importance of the issue locally, it is considered essential to have a specific development management policy at the District level.

26.2 This policy is underpinned by the Council's Adopted Design Guidance SPD 2015. This SPD will be updated following adoption of the Local Plan.

26.3 Good design can have a number of direct and indirect advantages. Well-designed well-connected places provide safe and attractive pedestrian environments and can therefore encourage sustainable modes of transport. Well-designed buildings can also incorporate sustainable and climate change mitigation features which maximise natural heating, cooling and lighting and provide opportunities for the generation of renewable energy.

26.4 Poor design, on the other hand, has the potential to detract from people's day-to-day lives through poor building relationships, car-dominated layouts and a sub-standard public realm, all of which add little to a sense of place and have a negative impact on land values, property prices and the environment in general.

26.5 The landscapes and townscapes of the District represent a legacy of previous developments and they frequently present a history of design styles. Whilst many aspects of this design legacy are pleasing in terms of their aesthetics and function there are other examples which neither are pleasing nor continue to function well.

26.6 Mixed use developments add to the vitality and viability of places. Residential properties within town centres extend the length of time activity takes place and create natural surveillance. Small business units and retail outlets within primarily urban areas increase the activity within those areas making places feel safer.

26.7 Good design is also a crucial element in supporting economic prosperity, and can be an important factor in attracting inward investment and promoting a vibrant tourist economy. Where some employment development proposals require the accommodation of specific processes, design solutions should strive to achieve a positive aesthetic without compromising the functionality of the development.

26.8 It is essential that full consideration is given to achieving sustainable development which counteracts anticipated climatic variations over the lifetime of a new building or development through the choice of location, design and materials. It is also important to address ecological integrity and there may be opportunities for slowing excess water through the use of green infrastructure, and use of guttering which can cope with higher-intensity rainfall. Reducing the demand for energy and improving energy efficiency

is also an important starting point for achieving sustainable design. Further advice and guidance can be sought from the UK Climate Change Risk Assessment, which covers risks to infrastructure and the built environment.

26.9 Good design is also vital in protecting and enhancing the special character of Wyre Forest. The design principles contained within this policy provide a design framework for new development that is explained further in the Design Guidance Supplementary Planning Document. They may also be complemented by Neighbourhood Plans, Management Plans and Conservation Area Appraisals that can provide the "fine grain" local design detail. In accordance with the NPPF, it is expected that pre-application discussions should include design-related matters.

26.10 Where development proposals are required to be accompanied by a Design and Access Statement, these should be used to explain how the principles of good design, including those set out in this policy's criteria, have been incorporated into the development. This policy should be read in conjunction with other relevant policies in the WFDP and proposals will be expected to demonstrate that they have been informed by current available guidance.

Policy DM.25 - Design of Extensions and Alterations

Extensions and alterations, whether to residential or non-residential properties should not have a serious adverse effect on the amenity of neighbouring residents or occupiers.

Residential extensions and alterations should:

- Accord with the 45 degree code
- Be in scale and keeping with the form, materials, architectural characteristics and detailing of the original building
- Be subservient to and not cumulatively, when taken with previous extensions, overwhelm the original building, which should retain its visual dominance
- Harmonise with the existing landscape or townscape and not create incongruous features
- Not encroach onto neighbouring land not owned by or under the control of the applicant, including highway pavements where properties are built up to the back of pavement
- Unless it can be demonstrated that there is no other alternative, the development of flat roofed extensions will not be allowed.

Proposals involving the extension or alteration of an existing non-residential building should:

- Accord with the 45 degree code if located next to a residential property.
- Harmonise with the existing landscape or townscape and be complementary to the appearance of the existing building.
- Not unduly diminish the amount of ancillary operational space.

Reasoned Justification

26.11 Extensions to dwellings constitute one of the most frequent proposals for development. A well-designed extension may add to the value of a

property whereas unsympathetic design may not only reduce the value of the building but, potentially, its overall life-span.

26.12 As a general rule extensions should be subservient to and reflect the scale and character of the existing building. Extensions, both in themselves and when taken together with previous works, should not dominate the original building. A cumulative succession of modest extensions on a building could have a detrimental impact on the surrounding area, particularly sensitive open countryside and Green Belt. For this reason extensions must be in scale with the original building rather than the building at the time of the application.

26.13 This policy is underpinned by the Council's Adopted Design Guidance SPD 2015. This SPD will be updated following adoption of the Local Plan.

26.14 Most dwelling houses in the District feature traditional pitched roofs, and in order to ensure that two storey extensions to such dwellings harmonise in general design terms, the use of flat roofs on such extensions will not normally be permitted.

26.15 The designers of extensions must consider the 45 degree code in order to protect the amenity of neighbouring residents. Proposals that do not adhere to the code will not be permitted.

26.16 Extensions and alterations to non-residential buildings must have regard to their impacts on the visual integrity of the building and local amenity.

Such proposals should not seriously diminish the amount of operational space to the detriment of local amenity and safety.

26.17 Where properties have been constructed to the back of the pavement with no amenity space in front of the elevation facing the highway, extensions or alterations (including external thermal cladding) will technically fall outside the curtilage and will not be permitted in the interests of highway safety and maintenance of utility services.

Policy DM.26 - Landscaping and Boundary Treatment

Landscape Schemes and Boundary Treatments should be:

- Specific to the place, recognise the context, reflect existing materials where these contribute to the character of the area and be demonstrably maintainable

Landscape schemes must demonstrate that they:

- Are informed by the Landscape Character Assessment and/or Historic Landscape Characterisation, protecting existing trees, hedges and other landscape features where possible.
- Provide adequate room for growth and acknowledge the importance of existing trees, hedges and plants when specifying their location
- Predominantly use local native species to protect and improve biodiversity

- Incorporate features to clearly mark desire lines, enhance or create views or vistas, and clearly define public and private spaces
- Incorporate planting appropriate to the prevention of crime and vandalism
- Provide imaginative, durable and porous hard landscaping solutions which add to a sense of place and local distinctiveness, meet policy requirements on water management integrating SUDS where possible
- Utilise lighting and architectural features to give artistic effect where appropriate to the locality
- Encourage walking and cycling and provide direct routes to relevant services
- Have a sustainable management plan providing for maintenance and aftercare

Boundary Treatments must be designed to:

- Reflect the local landscape or urban character and appearance of the area and protect existing trees, hedges or distinct landscape features to protect and improve biodiversity
- Reinstate and include appropriate new vegetative boundaries wherever possible
- Provide woodland planting where new development is proposed along transport corridors if this is appropriate to the existing landscape type or natural habitats

Reasoned Justification

26.18 Landscaping schemes and boundary treatments are an important aspect of design. When the topography of an area or the layout of the buildings

is taken into account, a combination of good design and landscaping can dramatically reduce the impact of development.

26.19 Wyre Forest District has a wealth of native species which should be utilised in landscaping schemes to harmonise with the character of the wider area.

26.20 Insensitive landscaping schemes can harm the openness of the Green Belt and impact on historic views of the local towns and villages.

26.21 The definition of public and private spaces is important to facilitate future management of landscapes in both urban and rural settings. Landscape schemes require a clear and sustainable management plan to ensure that they do not degenerate over time into wasteland.

26.22 The use of certain plants (particularly those with spikes or thorns) can deter vandals, burglars and other criminal activity. Consideration should be given to how sensitive landscaping will contribute to a reduction in crime whilst being manageable and attractive.

26.23 The integration of Sustainable Urban Drainage Systems into hard landscaping schemes can enrich biodiversity and ecology whilst contributing to a reduction in flood risk See Policy SP32.

26.24 Architectural and lighting features can enhance and contribute to an increase activity levels in and around landscaping schemes which can make these places better integrated into an urban environment.

26.25 It is important to be able to easily identify the boundary between public and private spaces. Walls, fences, railings, gates, archways, paving and signage can all be used and should form an integral part of the design solution.

26.26 Walling with or without timber infill panels, designed as an integral part of the overall development will enhance a housing development over the longer term, particularly when used in association with well-designed landscaping. Timber fencing along boundaries with the public domain is considered inappropriate due to its limited lifespan and vulnerability to damage.

26.27 The need for a secure perimeter around industrial, commercial, business and retail premises is recognised, especially where there are external storage areas or vehicle depots. It is important, however, that the choice of fencing and screening can harmonise well with the wider setting.

26.28 Where there is a requirement for screening, this can be designed as a work of art and this will be encouraged to mitigate adverse impacts where appropriate.

26.29 Landscaping is an important element of design and should augment good design rather than screening or hiding poor design.

26.30 Landscape schemes whether for residential or non-residential properties should have regards to the design principles set out within the Council's Adopted Design Guidance SPD (2015, and subsequent revisions).

Policy DM.27 - Advertisements

Proposals for advertisements must:

- Not have a detrimental impact on the amenity of the area or building in/on which they are displayed.
- Not be prejudicial to public safety by reasons of their size, location or content.
- Not obstruct a highway or public right of way either directly or through maintenance requirements.
- Not confuse users of highways, navigable waterways and railways.

Proposals for large advertisement hoardings or groups of small hoardings will only be permitted within towns at the following locations:

- Vacant plots in large commercial or industrial areas or to provide temporary screening of those areas whilst undergoing development.
- Around sites identified by the Council as long-term eyesores where alternative screening will not adequately enhance the amenity of the area.

Proposals for advertisements within, on or adjacent to heritage assets must:

- Meet the criteria contained in Policies SP.21 - Historic Environment and DM.23 - Safeguarding the Historic Environment
- Reflect traditional signage compatible with the design and age of the heritage asset.
- Avoid the use of internally illuminated signage or box fascias.
- Avoid the use of non-traditional materials such as UPVC, Perspex and Plastics.

- Be in scale and proportion to the heritage asset on which they are displayed.
- Advance Warning Signs that would result in harm to the amenity of the townscape or landscape will not be permitted.

Freestanding signs, in addition to meeting the criteria set out in Section 1 above, must:

- Relate well to the business of the site.
- Not lead to a predominance of such signage.
- Be sited within the forecourt or curtilage of the building to which they relate

Reasoned Justification

26.31 The display of advertisements is subject to a separate consent process within the planning system. (47)

26.32 In assessing applications to display advertisements the Planning Authority will have regard to the desirability of preserving the character and appearance of the general locality and the architectural quality or character of buildings when considering amenity issues.

26.33 Illuminated signage will only be permitted where lighting is unobtrusive or not considered to be harmful to the character and appearance of the site or surroundings. When internal illumination is proposed individual illuminated letters are preferred.

26.34 Advertisement hoardings may harm the visual integrity of buildings if they are placed without due regard for the building's design and

fenestration pattern. Proposals for externally mounted advertisement hoardings should demonstrate that the visual amenity of the building or area will not be compromised.

26.35 The maintenance of public safety will be of paramount concern when considering applications for advertisements adjacent to railways, navigable waterways and highways.

26.36 The placing of an advertisement on or close to listed buildings is unlikely to preserve their special interest and is best avoided. Proposals affecting a Conservation Area should demonstrate that its character will be preserved or enhanced.

26.37 Consent will be granted for outdoor advertisements (including poster hoardings) provided the display will not adversely affect the amenity of the area or impact on public safety. Large hoardings in rural areas are likely to be out of place because of their urbanising effect.

Policy DM.28 - Wyre Forest Waterways River Severn

Within the towns of Stourport-on-Severn and Bewdley developments and initiatives that make a positive contribution to the creation of a high quality riverside environment will be supported where these do not conflict or otherwise harm the character of the Conservation Areas or the wider landscape.

River Stour

The opening up and enhancement of the River Stour in Kidderminster town centre will be encouraged. Within the towns of Stourport-on-Severn and Kidderminster developments and initiatives that make a positive contribution to the creation of a high quality riverside environment will be supported where these do not conflict or otherwise harm the character of the Conservation Areas or the wider landscape.

Staffordshire and Worcestershire Canal

Developments and initiatives that make a positive contribution to the creation of an attractive and high quality canal-side environment will be supported.

Development adjacent to the canal should, where appropriate, provide a strong, active frontage onto the waterside providing natural surveillance and promoting high levels of activity during the day.

Development in proximity to the canal should promote its use as a sustainable pedestrian and cycle route with towpath surfacing appropriate to the area through which the canal passes and its likely use. Canal-side landscaping should be appropriate for the location, set back to allow for future growth, allow for safe navigation and feature robust barriers to ensure vehicles do not enter the waterway.

All development proposals affecting the Staffordshire and Worcestershire Canal Conservation Area (a designated heritage asset) must comply with the requirements of Policy DM.23 Safeguarding the Historic Environment.

Reasoned Justification

26.38 The District's two major rivers are fundamental to the history, heritage and future of the District.

River Severn

26.39 The River Severn shaped the historic development of Bewdley as an inland river port, later overtaken by Stourport-on-Severn, Britain's first canal town. Although the industrial role of the river has ceased it remains an important dominant feature both culturally and economically.

26.40 Whilst the River Severn plays an important role in attracting tourism to both Stourport-on-Severn and Bewdley, the potential for tourism associated with the River Stour and the Staffordshire and Worcestershire Canal in Kidderminster has yet to be exploited.

River Stour

26.41 The River Stour, running north to south through the district powered medieval fulling mills and encouraged iron production at several semi-rural locations. Running through the centre of Kidderminster it was vital to the rapid industrial growth of the town, and, at a slightly later date, the industrialisation of Stourport. Unlike the navigable River Severn, the Stour ran through culverts in Kidderminster powering manufactories and serving dye-houses. Recent developments have exposed more of the river to view, however the town has yet to make the most of the opportunities this provides.

26.42 The River Stour enters the River Severn at Stourport-on-Severn. The potential of the river at this location has been largely over-looked in recent years;

however, there is potential for sensitive development adjacent to the river on former industrial sites where flood risk assessment allows.

Staffordshire and Worcestershire Canal - Stourport-on-Severn

26.43 Stourport-on-Severn is unique as the only town in Britain built solely as a consequence of the construction of a canal. At one time only second to Birmingham as the Midlands' busiest inland port, despite the significant decline in industry in the town the canal remains crucial to the local tourism offer.

26.44 The historic and cultural significance of the canal to the development of Stourport-on-Severn and to the industrialisation of the wider District is explained within the Staffordshire and Worcestershire Canal Conservation Area Appraisal.

26.45 Whilst Stourport Basins have benefited from successful restoration schemes, their potential as a visitor attraction remains secondary to that of the River Severn and the amusements lining its banks. Longer visitor stays could be encouraged by capitalising on heritage-based tourism.

Staffordshire and Worcestershire Canal – Kidderminster

26.46 The canal runs through the town centre and adjacent to several large retailers as well as places to eat and drink, however the potential of the canal has yet to be fulfilled.

26.47 There is great economic potential yet to be unlocked in Kidderminster provided by canal-based tourism. Anecdotal evidence, however, suggests that a fear of anti-social behaviour and a perceived remoteness from the town centre deter all but brief stops. The canal does not benefit from much natural surveillance and litter, graffiti and poorly surfaced and signposted pedestrian routes contribute to a perception that the town does not relate well to the canal. Given the close proximity to the canal of supermarkets and restaurants easily accessible by car consideration must be given to supporting development which forges stronger links between the canal and the town, whilst providing activity throughout the day.

Nature

26.48 The District's waterways present an opportunity to provide essential green infrastructure and biodiversity corridors and habitats. This policy should be read in conjunction with policies SP.23 - Protecting and Enhancing Biodiversity, SP.24 Protecting and Enhancing Geodiversity and SP.28 Green Infrastructure.

Relevant Supplementary Planning Documents

- Design Guidance SPD (June 2015)
- <https://www.wyreforestdc.gov.uk/media/bggjginu/design-spd-for-web.pdf>
- Public Realm Design Guide for Stourport on Severn (November 2006)
- <https://www.wyreforestdc.gov.uk/media/ru4hyany/stourport-pride-intro-and-baseline.pdf>
- Shop Front Design Guidance within Historic Environment SPG (June 2004)
- <https://www.wyreforestdc.gov.uk/media/n3vgxpr2/shop-front-design-guidance.pdf>
- Worcestershire County Council Landscape Character Assessment Supplementary Guidance (October 2011)
- <https://www.wyreforestdc.gov.uk/media/he3jzosj/wcc-landscape-character-sg-nov-2011.pdf>
- Bridge Street Basins Link Development Brief (December 2005)
- <https://www.wyreforestdc.gov.uk/media/rq1dso3b/bridge-street-basins-link-development-brief.pdf>
- Stourport-on-Severn Severn Road Development Brief (July 2001)
- <https://www.wyreforestdc.gov.uk/media/ln5ppbc4/stourport-on-severn-severn-road.pdf>

Historic England Publications

- Design in the Historic Environment
- <https://historicengland.org.uk/advice/planning/design-in-the-historic-environment/>
- Design in the Historic Environment – Case studies
- <https://historicengland.org.uk/content/docs/planning/design-in-the-historic-environment-case-studies/>
- Conservation Area Appraisal, Designation and Management
- <https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/>
- Flooding and Historic Buildings
- <https://historicengland.org.uk/images-books/publications/flooding-and-historic-buildings-2ednrev/heag017-flooding-and-historic-buildings/>
- The Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3 (Second Edition))
- <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/heag180-gpa3-setting-heritage-assets>
- Energy Efficiency and Historic Buildings: How to Improve Energy Efficiency
- <https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/>

- <https://historicengland.org.uk/images-books/publications/eehb-how-to-improve-energy-efficiency/>
- Archaeological advice
- <https://historicengland.org.uk/advice/technical-advice/archaeological-science/>
- **Other documents**
- Cheapside Design Brief by First City
- <https://www.firstcity.co.uk/images/brochures/109-severside-business-park-severn-road-stourport-on-Severn-01.pdf>

