



6.0 **Implementation**

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6.1 Priority Projects

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

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

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

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

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

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

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

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

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

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

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

6.2 Funding

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

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

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

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

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associated with developments in a particular locality.

6.3 General Implementation Issues

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

Highways

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

All new schemes within the highway will require safety audits.

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

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

Traffic Signage

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

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

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

Street lighting (including CCTV) design and maintenance:

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

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

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

Ownership and Adoption

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

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

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

Utilities

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

Loading and Access

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

Special Needs

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

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

Design Development

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

Sketch Scheme Proposals and Public Consultation

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

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

Detailed Proposals

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

Delivery Programme

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

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



Appendix A

Appendix A

Planning and Regeneration Context - Document Review

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

- Planning
- Transport
- Regeneration
- Conservation

Planning

Adopted Local Plan 2004

Town Centre Policies

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

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

Changes in Policy Relating to Open Space and the Public Realm

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

Supplementary Planning Guidance

Severn Road Development Brief (2001)

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

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

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

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

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

Lichfield Basin Design Guide (2001)

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

Appendix A

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

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

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

Design Principles for Stourport:

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

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

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

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

Bridge St Basins Link SPD (2005)

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

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

Key Aims of the Brief:

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

Objectives include:

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

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

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

Appendix A

Transport

Provisional LTP 2006-2011, Worcestershire

Vision

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

Priorities in order of importance:

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

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

Rights of Way Improvement Plan is a sister strategy.

Evesham High St Proposals

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

Consultation Draft of Transportation and Development Control Guide 2005

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

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

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

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

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

Stourport-on-Severn Transportation Study 2002/3

Roads

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

Pedestrian

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

Future Development Proposals

Outlined, trip generation estimated

Public Consultation

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

Strategies

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

Appendix A

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

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

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

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

Cycle Strategy 2002

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

Regeneration

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

Stourport Pride - A Step Change

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

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

Stourport Forward Implementation Plan 2005

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

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

Appendix A

travelling by public transport, car, on foot, by cycle and those with mobility and other special needs.

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

Summary of British Waterways Stourport Basin Masterplan

History

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

Features of the Masterplan

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

• Axis identified from barge lock to Engine Lane

Master Plan Design Guidelines

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

Six (over-lapping) function zones identified

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

Elements of Masterplan

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

Arts Strategy

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

Materials Palette Includes:

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

Appendix A

Sandy Lane Industrial Estate

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

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

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

Activities planned on the site include:

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

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

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

Conservation

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

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

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

Stourport on Severn No.1 Conservation Area

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

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

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

Appendix A

Street.

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

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

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

Stourport on Severn Conservation Area No. 2

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

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

The predominant land uses within the Area are as follows:

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

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

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

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

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

Appendix A

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

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

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

Gilgal Conservation Area

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

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

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

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

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

Areley Kings Conservation Area

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

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

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

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

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

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

Appendix A

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

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

The Staffordshire and Worcestershire Canal Conservation Area

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

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

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

The Canal Conservation Area consists of four fairly distinct sections:

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



Appendix B

Appendix B

Town Trail

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

Appendix B

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



Appendix C

Appendix C

Minutes of Initial Consultation Workshops

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

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

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

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

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

The minutes of the initial consultation follow

Economy group workshop minutes

project: Public Realm Strategy for Stourport-on-Severn

Location: WFDC New St Office

Date: 21st February 2006, 2pm

Present:

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

Introduction

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

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

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

Transportation

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

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

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

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

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

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

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

Economy

Appendix C

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

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

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

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

Bus, Rail and Taxi

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

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

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

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

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

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

There is no taxi rank, or taxis in Stourport.

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

may expand.

Pedestrian Movement

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

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

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

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

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

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

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

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

Tourists

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

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

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

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

Waterside

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

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

The Tontine may be converted into residential properties.

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

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

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

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

Appendix C

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

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

Open Space

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

The Riverside Meadows are over-used in the summer

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

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

Facilities

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

Events

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

culture workshop.

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

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

Culture and Leisure Group Workshop

Project: Public Realm Strategy for Stourport-on-Severn

Location: BW Basin Office

Date: 1st March 2006, 1pm

Present:

Tim Johnson, Environmental and Parks Manager

Sue Harper, Leisure Services Manager

Susannah Ronan, Assistant Arts Development Officer

Pete Coe (Taylor Young, Associate Director – Landscape)

David McKenna (Taylor Young, Senior Landscape Architect)

Terry Eaton (Partner, Eaton Waygood Associates)

Apologies:

Glyn Edwards, Streetscene Manager

Introduction

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

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

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

Arts

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

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

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

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

Events

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

Appendix C

properties are near the meadows object to events

Carnival, Country and Western, Regatta

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

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

Parks

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

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

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

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

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

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

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

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

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

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

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

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

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

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

General Points

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

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

The basins are the secret part of Stourport

There is little Sunday trading in Stourport.

There are no quality cafes and only one good restaurant.

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

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

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

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

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

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

Park and Ride

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

The Walshes and Areley Kings

Sports Centre (swimming pool, new gym, sports hall but no café). The sports centre is managed by DC Leisure
Swift Field – Football, Rugby, Cricket
Birmingham Anglers have the fishing rights for some distance along the south bank both sides of the bridge

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

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

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

Appendix C

Planning and Transport Workshop Minutes

Project: Public Realm Strategy for Stourport-on-Severn

Location: WFDC Civic Centre, Chairman's Room

Date: 8th march 2006, 10.30pm

Present:

Ken Harrison (Principal Forward Planning Officer)

Rebecca Mayman (Transport Planner)

Julia Mellor (Principal Development Control Officer)

Stuart Reynolds (Development Control Co-ordinator)

Karen Hanchett (Senior Transport Engineer)

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

Pete Coe (Taylor Young, Associate Director – Landscape)

David McKenna (Taylor Young, Senior Landscape Architect)

Apologies:

Simon Roper- Pressdee (Conservation Officer)

Maggie Booth (Tourism Officer)

1.0 Introductions

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

Planning

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

Transport

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

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

Action: KH

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

Action: KH

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

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

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

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

3.0 Review Specific Development Proposals

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

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

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

4.0 Review of Evesham High Street Proposals

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

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

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

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

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

5.0 One-way System

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

6.0 Major Junctions

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

7.0 The Existing Severn Bridge

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

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

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

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

8.0 Parking – On and Off Street

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

9.0 Public Transport and Coaches

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

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

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

There used to be a tram link to Kidderminster.

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

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

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

10.0 Design Code / Materials and Street Furniture Palette

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

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

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

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

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

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

Appendix C

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

Zebras may be an option.

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

11.0 Lighting Strategy

John Dare is responsible for lighting maintenance.

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

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

Discuss Severn Bridge lighting with the conservation officer.

Canal Basin Masterplan Meeting Minutes

Project: Public Realm Strategy for Stourport-on-Severn

Location: WFDC Civic Centre, Chairman's Room

Date: 17th March 2006, 2pm

Present:

Alex Ball (HLF Programme Manager)

David Patten (artist formerly of pro/POSIT)

Tom Woollard (Landscape Architect, BW)

Ken Harrison (Principal Forward Planning Officer)

David McKenna (Taylor Young, Senior Landscape Architect)

Apologies:

Simon Roper- Pressdee (Conservation Officer)

1.0 Introductions

DM outlined the Stourport Pride Public Realm Strategy project.

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

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

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

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

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

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

4.0 Access

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

5.0 Spaces

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

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

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

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

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

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

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

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

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

6.0 Lighting

The Urbis teardrop lamp will be widely used

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

The Lichfield Basin development public realm will not be adopted.

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

7.0 Ideas

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

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

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

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

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

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

8.0 Materials

Main Surfaces:

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

Cast Iron Kerbs

Cor-ten steel bollards, benches and planters

Wood

Red multi drag-faced pavers

Colourpave surfacing

Urbis teardrop lamps

Second Stage Workshop Minutes

Project: Public Realm Strategy for Stourport-on-Severn

Location: Lickhill Community Centre

Date: 11th April 2006, 4pm

Present:

Ken Harrison (Principal Forward Planning Officer)

Chris Bailey (Economic and Social Development at British Waterways and Stourport Forward - Economic Director)

Liz Durnell (Stourport Forward - Programme Manager)

Derek Fradgley (Stourport Forward - Chair)

Alex Ball (HLF Programme Manager)

Delia Yapp (WFDC, Economic Regeneration and Funding Officer)

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

Simon Roper- Pressdee (Conservation Officer)

Glyn Edwards, (Streetscene Manager) WFDC

Councillor Little, Stourport Town Council

Councillor Giles, Stourport Town Council

Councillor Jones, Stourport Town Council

Councillor Fairbrother, Millis WFDC / WCC

Councillor Salter, WFDC / WCC

Pete Coe (Taylor Young, Associate Director – Landscape)

David McKenna (Taylor Young, Senior Landscape Architect)

Introduction

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

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Presentation

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

Discussion

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

Promoting the prominence of the gateways further.

Recommendations on the colour the Bridge should be painted.

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

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

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



Appendix D

Appendix D

Proposals Listed According to Objective

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

Development Objective Proposals

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

Urban Environment Objective Proposals

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

Street and Lion Hill

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

Gateways Objective Proposals

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

Water Environment Objective Proposals

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



Appendix E

Appendix E

Proposals Listed According to Priority and Cost

High Priority – Low Cost Proposals

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

High Priority – Medium Cost Proposals

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

High Priority – High Cost Proposals

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

Medium Priority – Low Cost Proposals

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

Medium Priority – Medium Cost Proposals

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

Medium Priority – High Cost Proposals

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

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

Low Priority – Low Cost Proposals

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

Low Priority – Medium Cost Proposals

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

Low Priority – High Cost Proposals

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

Appendix F

Cost Estimates of Proposals

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

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

Exclusions are as follows:-

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

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

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

Appendix F

Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

SUMMARY

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

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

UNIT COSTS

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

Costs for accent lighting are dependent on the scheme and fittings

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

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

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Stourport Public Realm Strategy

Feasibility Cost Plan MEASURED WORKS - SEVERN BRIDGE

11th May 2006

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

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

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

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Stourport Public Realm Strategy

Feasibility Cost Plan MEASURED WORKS - BRIDGE STREET

11th May 2006

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

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

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

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Stourport Public Realm Strategy

Feasibility Cost Plan

MEASURED WORKS - BRIDGE STREET AND HIGH STREET

11th May 2006

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

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

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

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Stourport Public Realm Strategy

Feasibility Cost Plan MEASURED WORKS - HIGH STREET

11th May 2006

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

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

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

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Stourport Public Realm Strategy

Feasibility Cost Plan MEASURED WORKS - YORK STREET

11th May 2006

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

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Stourport Public Realm Strategy

Feasibility Cost Plan

11th May 2006

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

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