

**CABINET MEETING**  
**24 November 2005**

**Report into STC.4: Draft Development Brief for Bridge Street Basins Link,  
Stourport-on-Severn**

**APPENDIX 3**

**Summary of consultation responses, officer comments and recommendations**

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## Introduction

### Statistical Breakdown of Responses (STC.4)

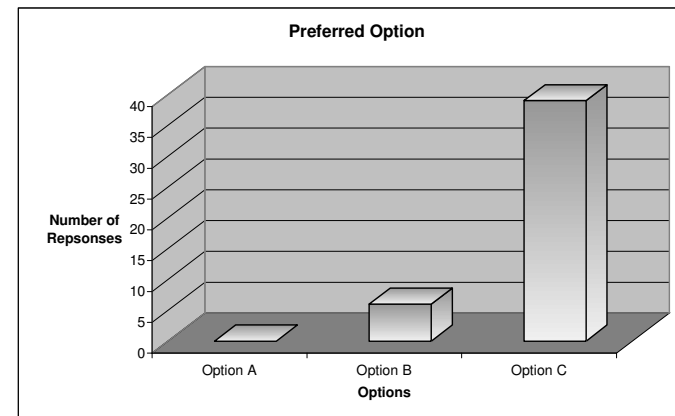
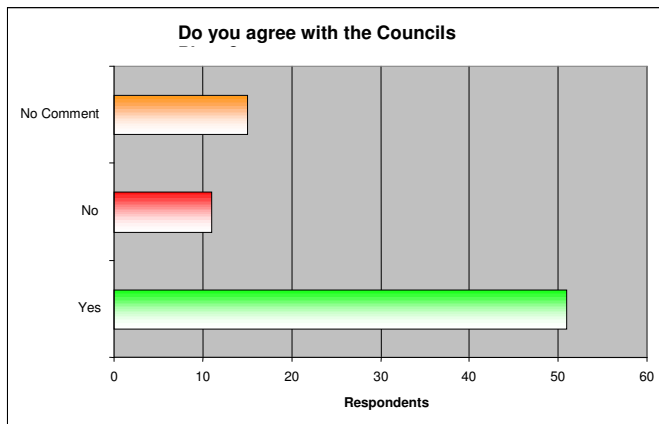
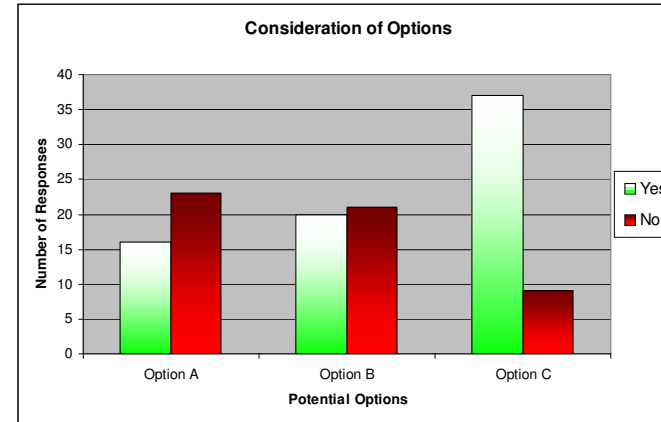
There were a total of 77 respondents, submitting a total of 269 responses during the statutory six-week consultation stage for the Bridge Street Basins Link Draft Development Brief.

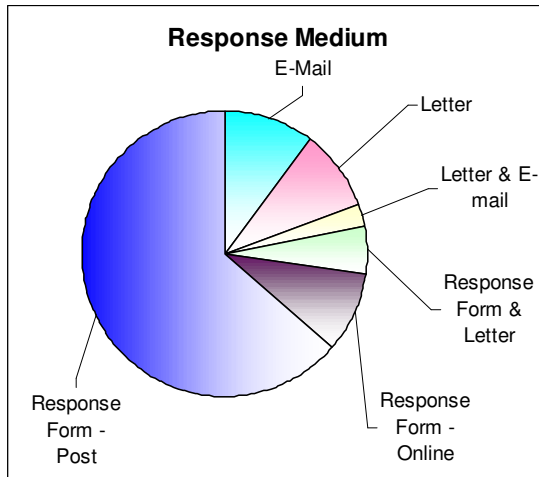
Each individual response was added to a database and following the end of the consultation period various statistical outcomes were assessed in order to determine trends and preferences. These included the preferred design option, the type of medium most favoured by people responding and a few others, all of which are highlighted below.

### RESPONSE STATISTICS

The first question asked on the response form was whether or not the member of the public/organisation agreed with the Council's Plans to redevelop this part of Bridge Street. The overwhelming majority, of those who commented, welcomed the steps to regenerate the site (82%)

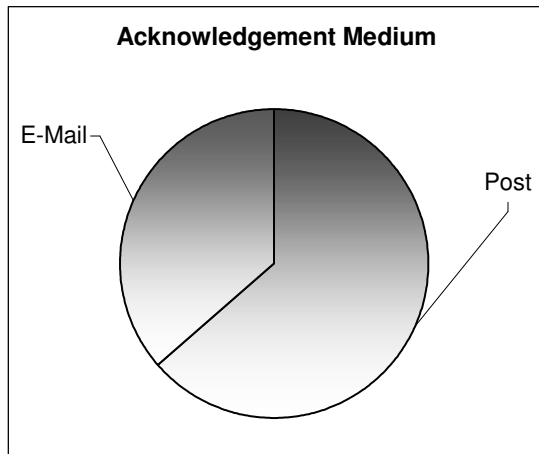
Following this respondents were asked to comment on whether the three options on offer would be favourable. The graph below indicates the responses to the different options, of those who responded. The proceeding graph then highlights which option was preferred by the respondents, with Option C a clear favourite, again of those who responded to the question.





**ADMINISTRATIVE STATISTICS**

A note was made of how people responded to the draft development brief, whether it was made electronically or by post and which type of response method was used, i.e. by a response form or a written letter. The pie chart to the left indicates the favoured choice of response.



Following noting how the respondent replied to the Council a record was made of how the person/organisation was acknowledged by the Council, in order to gauge how 'paperless' the reply was. The majority of respondents received a paper copy of the acknowledgement form (64%). However, a large number of respondents received an e-mail acknowledgement (36%). (Displayed by the pie chart to the left)

**A. Summary of main comments received**

<b>Respondent</b>	<b>Code</b>	<b>Summary of Comments Received</b>	<b>Head of Planning, Health &amp; Environment Response</b>	<b>Head of PHE Recommendation</b>
<b>ACCESS &amp; MOVEMENT:</b>				
Advantage West Midlands	P008 / 02/ C	The perimeter block design of Option C presents the greatest opportunities for the public realm, on particular by maximising physical and visual access to the waterfront from Bridge Street and providing activity/interest along all edges.	Noted and agree.	Clearly indicate a preference for Option C in the development brief. Otherwise, no further action.
Disability Action Wyre Forest	P067 / 01/ C	Wyre Forest Local Adopted Plan Policy D.1 requires that all new development must be designed to be accessible and usable by all members of the community. This policy should have been given at least as high profile as matters such as public realm, Energy Efficiency, Trees etc. Without the incorporation of Policy D.1 the basins area will be an exclusion zone for disabled people.	This development brief does not diminish the need to have regard to the Local Plan and other key policy documents. Although accessibility for all is a key requirement of both Local Plan Policy D.1 (Design Quality) and the associated Design Quality SPG, it is agreed that further reference could usefully be made in the development brief to reinforce the importance and need for accessibility for all.	Amend section 6 (Movement Patterns) to include reference to access for all, to draw attention to the relevant sections of the Local Plan and Design Quality SPG and to amend Policy MP.1 to read "Shared Surfaces and Accessibility for all:...and buildings and spaces should facilitate access for all."
Humberts	P178 / 05/ C	High levels of use and also footfall will increase security to the off road sections of the proposed development. In this regard it would also be useful to allow full circulation around the Basin, which currently does not exist.	Noted. The brief is all about working closely with British Waterways to make the most of the basins and agree that one of the ambitions should be to explore further options to improve access and movement through the area. The purpose of the brief is to present a series of key development principles (use, massing, accessibility etc). There are a number of important issues that will need to be considered in more detail as more specific plans and proposals are prepared. On the specific issue of access care will need to be taken to protect the interests of the boating industry which is part of the reason why visitors are drawn to the area. See responses to British Waterways.	Amend section 7 (vitality and viability) to include reference to the need to prepare a waterspace strategy in conjunction with British Waterways.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Stourport Forward Ltd	P244 / 01/ C	None of the options provide 'pedestrian only' access to the basins - we would like to see further consideration paid to pedestrian access	It is proposed to keep Engine Lane open as a pedestrian only route through to the basins, with access to the Yacht club being via a new link access within the site. For the remainder of the redevelopment area, the preferred concept (shared surfaces) is now increasingly being used throughout the country. This approach places the emphasis on the pedestrian yet facilitates a limited number of essential vehicular movements (deliveries, yacht club and occupiers of the development). The presence of a large number of pedestrians together with other design features will ensure that vehicle drivers crawl along at very slow speeds and the overall solution is one where the driver feels like they are trespassing.	No further action.
Stourport-on-Severn Civic Society	P169 / 03/ C	There are very strong feelings in the town that there should be maximum public access to the whole of the area around the basin with some 'quality' refreshment facilities	Noted. The development brief will help to achieve this ambition.	No further action.
Stourport-on-Severn Civic Society	P169 / 02/ C	Concerns have been expressed about traffic using the entrance routes and a preference has been expressed for the entrances to the basin area to be for pedestrians only (obviously there would have to be provision for deliveries).	Noted. The preferred concept (shared surfaces) is now increasingly being used throughout the country. This approach places the emphasis on the pedestrian yet facilitates a limited number of vehicular movements (deliveries, yacht club and occupiers of the development). The presence of a large number of pedestrians together with other design features will ensure that vehicle drivers crawl along at very slow speeds and the overall solution is one where the driver feels like they are trespassing.	No further action.
Stourport-on-Severn Town Centre Forum	P006 / 01/ C	Same comment as per Stourport Forward (above). P244/ 01/C	See response to Stourport Forward (above). P244/ 01/C	No further action.
Mrs P.M. Harries	P139 / 04/ C	One roadway and not two, Option B is best	The overwhelming consultation response has been the need to maximise access and routes into the basins. Option C was the clear favourite option.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Vicki Evans	P199 / 03/ C	Favours opening up the basins but is concerned about the plan for houses and cars.	Noted. The development brief provides the broad principles. There is a degree of flexibility presented by the guidance the details of housing and precise arrangements for parking will need to be considered in the next stages.	No further action.
Beth Williams	P202 / 02/ C	The issue of access is an important one. No mention is made of cycle transport. There is an excellent opportunity in the brief to provide for cycles. Good links have now been developed beyond Stourport for cycles and if there is a serious commitment to both sustainability and reducing congestion then consideration for cycle access and parking should be part of the brief	Noted. Agree that reference could usefully be made to cycling facilities.	Amend section 6 (Movement Patterns) by including reference to cycling under strategic access (reference to the nearby 'strategic cycle route' and under local site issues (reference to routes for cyclists and cycle parking). Also include a new policy MP.5 (Provision for Cyclists).
Mr & Mrs P. Southall	P220 / 03/ C	A lay-by should be in the plans for unloading.	Noted. The illustrative design options (Appendix 1) do indicate a small service lay-by on Bridge Street with the rest of the development proposed to be served from the shared surface pedestrian links etc.	No further action.
Mr & Mrs P. Southall	P220 / 01/ C	Two access links gives more choice to the local people and tourists	Noted. Agree that Option C would offer greater flexibility for movement. Agree that Option B (only offering access to the south) may have undesirable and over dominant presence, furthermore it may limit movement choices and give the appearance of presenting a cul-de-sac in the north-easterly corner of the site. For these reasons it is proposed that Option B should be identified as the least preferred of the three identified options and further text should be added in section 9 to alert designers to the District Council's concerns.	Clearly indicate a preference for Option C in the development brief. Amend the text of section 9 to refer to concerns about the merits of Option B.
Mr T Bourne	P225 / 01/ C	Would like to see a barrier to stop cars using the basin to turn around (Option C)	Concerns regarding the potential use of the suggested layout are noted, although this is a detailed matter for consideration as proposals are worked up in the future.	No further action.
Mr Walker	P228 / 01/ C	The top access towards York Street would cause too much congestion and risk of collisions	The vast majority of respondents favoured Option C and it is suggested that this option i.e. offering two links, presents the best solution for the site and wider regeneration. However, concerns over the potential traffic and safety	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
			implications of a northern access link are noted and will need to be considered at the more detailed (planning application) stages.	
Ms Samantha Edwards	P231 / 02/ C	The basins have always attracted people, it would be great to be able to see them and to reach them more easily would be a great improvement	Noted.	No further action.
A.J. Houle	P232 / 03/ C	The whole area, especially the Amusement Park, needs to be considered together, and Shipleys encouraged to re-locate further upstream towards the Bewdley side of the Bridge, thereby leaving the whole area to be developed in a sensitive and sympathetic way.	Agree that there is a great deal of synergy between the different areas. The District Council's Forward Planning team are working closely with British Waterways and Stourport Forward and there are other initiatives including the HLF, wider master planning and 'Stourport Pride' that will aim to make some of the connections. The purpose of the development brief is very specific to the development potential of this site whilst signposting prospective developers to other key initiatives. The Shipleys' site lies within the flood plain which may present difficulties for wholesale redevelopment. The amusements are also a historic part of Stourport's offer. The proposed link and opening-up of the basins offers the potential for something different and the beginnings of diversification. The two sites are distinct and offer different issues and solutions. In addition, the Bridge Street link site is subject to a specific policy in the Local Plan (STC.4) and is appropriately considered separately through this development brief.	No further action.
Mr David Patten	P233 / 11/ C	Precedents for the pedestrian desire line might include the provisioning of 'reading benches' along a linear route such as in Baltimore, the First Avenue seating blocks and planting in Seattle and the Severn Seas Fish trail in Hull. This might provide the opportunity for the town to promote something unique about itself - perhaps the work of local printer George Nicholson.	Noted. Agree that further work is required if this concept is to be delivered. The District Council's Forward Planning team are working jointly with Economic Development colleagues and Stourport Forward through the 'Stourport Pride' project for which consultants will be expected to prepare a public realm strategy. The aim of this work will be to theme the design of public space and ensure that the necessary links are made. This will provide a useful platform to take the concept forward in the manner suggested. It is too detailed for further analysis in the development brief.	Forward Planning Officers continue to work jointly with the Economic Development and Tourism Section and Stourport Forward on the 'Stourport Pride' project. Otherwise no further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mr David Patten	P233 / 10/ C	The proposed pedestrian desire line (crudely NW to SE) is an important idea. The draft SPD suggests that this will be achieved via separate improvement programmes responding to new guidance, when this might not be sufficient to pull-off what is a big idea. There may be greater gain by setting out an initial overarching vision for the desire line and committing to an initial commissioning programme to secure the idea for real in the existing streetscape.	Noted. The linking of key attractions and the desirability of theming a path network are recognised. As above, it is hoped that the 'Stourport Pride' project currently been worked up in partnership with Stourport Forward could help to deliver this in collaboration with the HLF works.	As above. P233/ 11/C
Mr David Patten	P233 / 04/ C	Any development should not 'turn its back' onto the basin - this is an important opportunity to secure better porosity between the town centre and the Basins area. A similar opportunity was lost on York Street and STC.4 could be the last chance to get this right.	Noted. The brief will help to ensure this opportunity is not lost.	No further action.
Mr David Patten	P233 / 07/ C	The two new links only increase the "distinctly uninviting" nature of this end of Engine Lane, and it will be necessary to develop a strategy for dealing with this. This could include a threshold statement about the Canal Basins, could encourage improvements to this side of Ye Olde Crown; could put forward a design solution for improving how Engine Lane addresses Bridge Street. All of this should be taken in parallel with the opportunities with the Building at the corner of Bridge Street and Engine Lane.	Noted. No. 8a and the Engine Lane wall are considered to have local value. Both Stourport Civic Society and English Heritage have expressed reservations about total realignment. Agree, that the detailed design of this access will need to be considered if it is not to become the 'poor neighbour' to the new access points. Therefore, the detailed design and public art potential of neighbouring buildings (including Ye-Olde-Crown), structures and the street surface should all be given careful consideration by designers.	Amend section 4 (Heritage & Design) to include a new paragraph explaining that the detailed design of Engine Lane and the adjoining buildings and structures need to be given careful consideration. In order to help the lane assimilate with the wider movement network and to create a more widely appreciated aesthetic.
Mr M Beard	P251 / 02/ C	Could vehicular access be via the north	The use of the vehicular link to York Street via the north side of the basin is currently private and the dimensions are	No further action.



Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
		side of the basin? (For residents)	accordingly limited. It is likely that the use of this link would have unacceptable impacts on the amenity of existing residents and services in the vicinity. In addition, it is also unlikely to achieve the optimum design output instead reinforcing the existing cul-de-sac arrangements. For these reasons, this possibility was discarded at an early stage during the sustainability appraisal and therefore does not appear in the draft brief.	
Mr & Mrs Stubbs	P254 / 01/ C	Permeability between Bridge Street and the basins is a good idea. Version C makes the best use of this.	Noted. Agree that Option C would offer greater flexibility for movement.	Clearly indicate a preference for Option C in the development brief. Otherwise, no further action.
Mrs S A Eamer	P257 / 01/ C	More accessibility to the canal basins and more awareness to visitors that they actually exist.	Noted. The development brief seeks to achieve this.	No further action.

**CHARACTER**

The Inland Waterways Association (Birmingham, Black Country & Worcestershire Branch)	P052 / 04/ S	IWA welcome the proposal to retain the key older buildings and is especially pleased to see the retention of the Brick Walls in Engine Lane.	Noted.	No further action.
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**COMMUNITY**

Mr John Evans	P200 / 04/ C	Most importantly, good coverage of CCTV for continued security is needed.	Noted. Subject to detailed design, housing and increased people presence should also assist in providing increased levels of natural surveillance.	No further action.
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**DESIGN – LAND USE**

British Waterways	P001 / 18/ C	British Waterways welcome the possibility of sharing an information centre on site with views over the waterspace and support the requirement for public toilets.	Noted.	No further action.
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Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
British Waterways	P001 / 17/ C	British waterways support the principle of a mixed use scheme for the site, which has the potential to create a vibrant, attractive, safe and accessible sustainable waterside development.	Noted.	No further action.
Disability Action Wyre Forest	P067 / 02/ C	If the area is to attract visitors a Visitors Centre should be included in the basins area, offering a heritage centre, tourist information, café/restaurant and WC facilities etc. Stourport should be more than just caravan parks, marinas, fairgrounds and amusement arcades.	Noted. This possibility is considered in the development brief through Policy V.5 (Gateway Building) and further explanation in the background text.	No further action.
Stourport Forward Ltd	P244 / 03/ C	Would like to see a bigger area of development to assist with the pedestrian only access and increasing the financial potential, as previously mentioned.	<p>The Basins Link site is a self-contained area that provides a direct link to the basins and the HLF works. Other sites in the wider area including the Mall site, Engine Basin and Tontine are physically separate and face different issues and possible solutions. The brief has been prepared in much the same way as the brief that has helped to bring forward the Lichfield Basin proposals and that for the Carpets of Worth site.</p> <p>The Local Plan provides the wider development framework and in accordance with government guidelines, this District Council is seeking to introduce more detailed 'site specific' guidance. The site area is slightly more extensive than the boundary of STC.4 in the Local Plan as it takes in the Stroudwater Cruisers site. However, in that particular case the proposals would be consistent with Local Plan Policy and there is a direct synergy between the two areas. Other than for this limited case and in order to remain consistent with government guidance and good practice it is not possible or desirable for this development brief to cover a wider area than is proposed. It is felt that this brief satisfactorily provides a focussed approach to supplement the development plan. In addition, any broadening in the scope of the brief may actually serve to make the development more complex and uncertain e.g. by increasing the number of land ownerships and other</p>	Forward Planning Officers continue to work jointly with the Economic Development and Tourism Section and Stourport Forward on the 'Stourport Pride' project. Otherwise no further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
			<p>interests.</p> <p>The District Council is working in collaboration with British Waterways and Stourport Forward (e.g. Stourport Pride) to make the necessary and important connections between the various sites. The section on land use analysis considers the commercial or financial potential by providing a significant degree of flexibility. This has been informed by advice and comments from local agents. The land assembly and implementation processes are always complex and the District Council continues to look at realistic options to bring the site forward.</p>	
Stourport-on-Severn Town Centre Forum	P006 / 03/ C	As for Stourport Forward (above). P244/03/C	See response to Stourport Forward (above). P244/03/C	No further action.
Vicki Evans	P199 / 04/ C	Why not use the area more for craft shops, museums, information bureau, top class eating areas with outside seating, balconies overlooking the basin, Thorntons toffee shops etc.	Noted. This is in part what the development brief is seeking to achieve. However, local property experts indicate that the demand for commercial floorspace is relatively weak, whilst the housing market is strong. The proposed redevelopment will need to be funded by the private sector and in order to attract investment it will be crucial for any scheme to incorporate an element of housing. It is considered that the proposed development brief strikes the correct balance between the land uses. This approach is also consistent with the government's ambitions for mixed use economies. Additional housing should mean additional customers for local businesses and greater levels of people presence throughout the day and night - including natural surveillance (from living rooms) over the public streets and basins.	No further action.
Mr David Patten	P233 / 08/ C	It is essential that the large A1/B1 block on Engine Lane works well (is sensitive to) the existing wall on Engine Lane, and that important views south and south-east are exploited.	Noted and agree. However, this is a point of detail for consideration at later stages.	No further action.
Dixon Sheppard	P237 / 04/ C	The area should contain smaller retail businesses and a café/restaurant.	Noted. The development brief seeks to deliver this.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
J Cook	P239 / 05/ C	Is there an opportunity to demolish entirely those low grade properties on the east side and opening it up completely right up to the basin? Bridge street and the basin would then become an "Architectural Gem" and the real centre of the town.	Noted. Generally, the development brief is aiming to achieve this although there are properties to the north that fall outside of the policy area. However, it is indicated that these premises must also be considered and proposals should not prevent their future redevelopment.	No further action.
Mr M Beard	P251 / 01/ C	I do not think that there is any need for a medium size food store in this part of town with parking for customers and deliveries causing problems	Noted. The development brief does not specify the provision of a medium sized food store. Indeed, Local Plan policy suggests 'small-scale' retail uses. The indicative plans do however demonstrate the flexible range of possibilities existing within the site.	No further action.
<b>DESIGN - SCALE</b>				
Advantage West Midlands	P008 / 03/ C	Option C also provides an overall form, density and scale of development, and a mix of uses which is appropriate to the character of the surrounding built environment, and which has the potential to be attractive to the market.	Noted and agree.	Clearly indicate a preference for Option C in the development brief. Otherwise, no further action.
Mrs Hilary Burns	P221 / 02/ C	A solid row of three storey buildings on that side of Bridge Street would be oppressive	Noted. This would be most likely to occur through Option B (only offering access to the south) an option which may limit movement choices and give the appearance of presenting a cul-de-sac in the north westerly corner of the site. For these reasons it is proposed that Option B should be identified as the least preferred of the three identified options and further text should be added in section 9 to alert designers to the District Council's concerns.	Amend the text of section 9 to refer to concerns about the merits of Option B.
<b>DESIGN - GENERAL</b>				
British Waterways	P001 / 13/ C	Bat roosting sites may also be included in the buildings particularly on the basin edges. These do not have to alter the appearance of the building or add any cost to the development process.	Noted. Agree that reference could usefully be made to nature conservation interests by expanding section 5 (Environmental Issues). Specific reference should be made to bat roosting potential.	Amend section 5 to include a new sub-section considering nature conservation.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
		Examples include access into any roof voids via bat bricks, gaps in masonry, gaps within the soffit raised flashing, purpose built entrances or the installation of bat boxes around the site which can be hung from buildings or trees.		
British Waterways	P001 / 07/ C	British Waterways welcome the reference to the Design Code and Masterplan for the area as part of the Heritage Lottery Fund works. The proposed surfacing, street furniture and lighting should be complimentary to the adjacent enhancement works, to provide continuity both within the basins area and beyond to the wider area.	Noted. This is a key aim of the development brief and should be reinforced through the 'Stourport Pride' project.	Forward Planning Officers to continue to work jointly with the Economic Development and Tourism Section and Stourport Forward on the 'Stourport Pride' project. Otherwise no further action.
British Waterways	P001 / 16/ C	Whilst the proposed mixed use development will provide natural surveillance at various times of the day, any development should take into account the need to 'design out crime' in particular along the basin edges to address both land-based and water-based uses in order to provide a safe and attractive environment and avoid any potential conflict between the uses. The production of a Waterspace Strategy would help address such issues as access, provision of lighting etc.	Noted. Accept that there will need to be careful planning for boating facilities and the need to prepare a waterspace strategy. British Waterways would be expected to lead this process. Clearly, there will be a need for new layouts and infrastructure to accommodate the needs of the boating community. It would be helpful to include a new paragraph underlining the need for a partnership approach towards preparing and implementing a 'waterspace strategy' for the basins.	Propose new paragraph in section 7 (Vitality and Viability) to give further consideration to the important role of waterspace and the need for a waterspace strategy. Also include reference in section 10 (implementation) to the need to address the needs of the boating community.

<b>Respondent</b>	<b>Code</b>	<b>Summary of Comments Received</b>	<b>Head of Planning, Health &amp; Environment Response</b>	<b>Head of PHE Recommendation</b>
English Heritage	P032 / 04/ C	Attention should be given to the position of the streets connecting the basins with Bridge Street in terms of focusing views on landmarks such as the clock tower. A townscape and morphological analysis could inform issues such as this.	Noted. Agree that it would be most desirable to re-establish a visual link between Bridge Street and the Clock Tower. The preferred option C would certainly facilitate this. Agree that this should be an ambition in the brief. Designers will be expected to undertake detailed analysis including consideration of any master planning prepared as part of the HLF work.	Amend Section 4 (Heritage & Design) to indicate the need to consider possible views of the Clock Tower from Bridge Street.
Stourport Forward Ltd	P244 / 04/ C	Welcomes the planning guidance as it creates an overall architectural setting for Stourport and its town centre.	Noted.	No further action.
Stourport-on-Severn Town Centre Forum	P006 / 04/ C	Welcome the planning guidance as it creates an overall architectural setting for Stourport and its town centre.	Noted.	No further action
The Inland Waterways Association (Birmingham, Black Country & Worcestershire Branch)	P052 / 01/ S	IWA considers that most of the present buildings are of little architectural value; many being of concrete or asbestos construction, so undoubtedly the proposals will not only remove these undesirable structures but also, giving the opportunity, recreate the link that existed in the past. The IWA therefore supports the development proposals in principle.	Support is noted.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
The Inland Waterways Association (Birmingham, Black Country & Worcestershire Branch)	P052 / 02/ C	IWA concludes that any redevelopment must re-establish the principle (Of the clock tower being able to be seen from the main street) and thus the key to any proposal is there must be at least one, if not two, very wide boulevards running from the street towards the basins, with the Clock Warehouse directly visible at the end of each one. Would mean that the boulevards would have to run off Bridge Street at an angle rather than at ninety degrees as proposed in the options.	Noted. Agree that it would be most desirable to re-establish a visual link between Bridge Street and the Clock Tower. The preferred option C would certainly facilitate this. Agree that this should be an ambition in the brief.	Amend Section 4 (Heritage & Design) to indicate the need to consider possible views of the Clock Tower from Bridge Street.
The Inland Waterways Association (Birmingham, Black Country & Worcestershire Branch)	P052 / 03/ C	Because of the basins national importance IWA is concerned that the artists impressions have a strangely Mediterranean feel about them which hopefully, if the SPD establishes clear design principles for the site, will be developed into something more traditionally British thus complementing the historic structures, the recently constructed buildings in Waterfront Views and those currently proposed for Mart Lane.	Noted. However, the designs are purely indicative and although always a little subjective, other respondents (including Stourport Civic Society) have suggested that the town needs a contemporary interpretation. Disagree on the specific point of the illustration having a 'Mediterranean feel'; pitched roofs are not recognised as being part of that particular vernacular which is strongly influenced by the lack of rainfall. The development brief does include safeguards including the use of vernacular materials etc.	No further action.
Mr John Evans	P200 / 05/ C	Dancing water features, with piped music in a square are always a draw for public.	Agree that public art and detailed designs will be very important. The development brief includes a specific Policy HD.2 (Architecture & Art) which seeks to ensure the incorporation of focal features. This will be further strengthened by further guidance through the 'Stourport Pride' project currently being prepared for Stourport Forward.	No further action.
Mr David Bristow	P206 / 02/ C	Seen no provision for toilets	Policy V.7 (Publicly Accessible Toilets) places a requirement on new food and drink and/ gateway buildings to provide toilets for the general public.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mr David Patten	P233 / 09/ C	Shadow fall will also need investigation to understand the realities of sitting out at the lock corner of the large A1/B1 building as suggested in the artist's impression.	Noted. Agree that the detailed microclimate should be considered as a means of informing decisions on public space and the potential for outdoor activities and seating.	Amend section 5 (Environmental Issues) to include a new sub-section on micro climate to draw attention to the need for designers to fully consider issues such as shadow fall in order to help inform the detailed design especially in terms of public space and out door activity but also in terms of delivering energy efficient design e.g. passive solar gain etc.
Mr David Patten	P233 / 03/ C	The layout gives considerable significance to the existing building on the corner of Bridge Street and Engine lane. In reality, this level of significance may not be justifiable in terms of intrinsic architectural merit. Consequently it may be necessary to supplement or enhance this building in some way so that it can function properly as part of the gateway approach and as a marker for STC.4 (and the entrance to the canal basins) Night time treatment might include lighting or projection. Day time enhancement might be an issue of function (i.e. tourist info point etc)	Early consultation with English Heritage, the District Council's Conservation Officer and Stourport Civic Society suggested caution about significant realignment of Engine Lane on the basis of historic character and heritage. Whilst 8a is perhaps unremarkable it is undoubtedly part of the towns heritage and is considered to be of local interest. Agree, that the detailed design of this access will need to be considered if it is not to become the 'poor neighbour' to the new access points. Therefore, the detailed design and public art potential of neighbouring buildings (including Ye-Olde-Crown), structures and the street surface should all be given careful consideration by designers.	Amend section 4 (Heritage & Design) to include a new paragraph explaining that the detailed design of Engine Lane and the adjoining buildings and structures need to be given careful consideration. In order to help the lane assimilate with the wider movement network and to create a more widely appreciated aesthetic.
Mr David Patten	P233 / 06/ C	The two proposed 'punch-throughs' from Bridge Street to the Basins area are excellent. Their different expressions indicate a finer grain and are suggestive of a range of future uses i.e. the lower link is suggestive of sitting out and possible informal performance. It may be necessary to model shadow fall from the surrounding buildings to understand properly what activities the lower link can support.	Noted. Agree that the detailed microclimate should be considered as a means of informing decisions on public space and the potential for outdoor activities and seating.	Amend section 5 (Environmental Issues) to include a new sub-section on micro climate to draw attention to the need for designers to fully consider issues such as shadow fall in order to help inform the detailed design especially in terms of public space and out door activity but also in terms of delivering energy efficient design e.g. passive solar gain etc.



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Mr David Patten	P233 / 05/ C	It is essential to achieve a coherent expression in terms of material palettes, street furniture, lighting etc. between STC.4 and the regenerated Basins.	Agree. In so far as it can, the development seeks to ensure this through appropriate references to the HLF project, associated master planning and the Stourport Pride project. Essentially, the redevelopment will be implemented through a collaborative partnership involving British Waterways as a land owner and key stakeholder.	No further action.
J Cook	P239 / 03/ C	This is the perfect opportunity to create a 'new Stourport - Bridge Street/High Street of old' Don't spoil it with plastic windows/doors and low quality.	Noted. Agree that the emphasis needs to be on quality materials. The brief seeks to ensure this is the case whilst allowing for a contemporary interpretation of architectural form.	No further action.
J Cook	P239 / 02/ C	Please no repetition of the recently completed eyesore to the south side of York street, it will never look right.	Noted. The purpose of the development brief is to set out some clear principles from the outset in order to secure a high quality development.	No further action.
Alaine Sheppard	P241 / 02/ C	Would like to see the area around the basins as cosmopolitan and up market like the area around the canal behind the Symphony Hall in Birmingham (With good lighting)	Noted. The development brief is seeking to create a comparable ambience appropriate to the scale and setting of Stourport.	No further action.
Alaine Sheppard	P241 / 01/ C	Doesn't have a preference on how the area around Bridge Street is developed, but thinks the building design should be sympathetic to the Georgian character of Stourport. We do not need any more chip shops/tattoo parlours/amusement arcades although they are popular with visitors.	Noted. However, the designs are purely indicative and although always a little subjective, other respondents (including Stourport Civic Society) have suggested that the town needs a contemporary interpretation. There are a number of provisions in the development brief that seek to ensure the architecture is sympathetic to Stourport. On the issue of uses it is agreed that Stourport and in particular Bridge Street would benefit from positive diversification. The emphasis in the development brief is on creating a quality setting with opportunities for food and drink uses limited to restaurants and cafes rather than hot food take-aways.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
J M Rooney	P250 / 04/ C	Expensive wrought iron railings will need to be constructed around the whole of the basin to prevent children falling and jumping in.	This is too detailed for this development brief and is a design issue for future consideration. However, there may be other design solutions to address the perceived problem. Indeed the public currently enjoys access to the majority of basin's edging yet there are no railings and no known accident problems.	No further action.
J M Rooney	P250 / 01/ C	I do not like the architects' drawings.	Noted. However, the designs are purely indicative and although always a little subjective, there seems to be a body of opinion (as expressed by Stourport Civic Society) that the town needs a contemporary interpretation. Accept that there are matters of details including security and safety that will need to be considered at future stages.	No further action.
Mr M Beard	P251 / 03/ C	Considering the lack of public toilets in Stourport could not these be included.	Noted. The development brief encourages the provision of public toilets. Policy V.7 requires any proposals involving food and drink premises and/ or gateway building to include toilets that are open to the general public.	No further action.
Mr A G Millward	P256 / 03/ C	How about some original thinking for a change, instead of a copycat mini-Birmingham/Gloucester. Demolish buildings in Bridge Street and leave the area as open space; a resplendent vista of Stourport Canal Basins to be admired by all who pass along the route. Now that really would open up and re-connect the basins to the town.	Whilst this is an interesting idea, the proposals for the area will need to be viable and self-financing. The suggested demolition and creation of open space would be very costly. It would also open up the basins to the pollution (noise, fumes and visual) associated with the heavily trafficked Bridge Street axis. For these reasons the suggestion would be both impracticable and undesirable.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
<b>DESIGN OPTIONS</b>				
Advantage West Midlands	P008 / 01/ C	Having reviewed the development brief, AWM considers that there is merit in all three alternative design options upon which comment is being specifically sought. However, Option C presents the greatest opportunities.	Noted. Agree that Option C would offer greater flexibility for movement.	Clearly indicate a preference for Option C in the development brief. Otherwise, no further action.
Dudley MBC Planning Policy	P242 / 02/ C	Dudley MBC would agree that the preferred 'Option C' offers greater flexibility and movement through and around the site and would feel that it is important to retain pedestrian access from Engine Lane. The two vehicular access points from Bridge Street are important in opening up the site and would enable vehicles to flow freely around the site as opposed to causing problems by turning and manoeuvring. The two access points would also increase the townscape value and incorporate the site into the surrounding area.	See above response to AWM (P008/01/C).	As above. No further action.
Sport England	P238 / 02/ C	Option C is the most attractive from an urban design perspective. The redevelopment of the canal sides is a catalyst for regeneration as Birmingham has found.	See above response to AWM (P008/01/C).	As above. No further action.
Stourport-on-Severn Civic Society	P169 / 07/ C	Like to put in a plea for some good quality modern architecture for Bridge Street. Do not want to see pastiche Georgian when there are already good examples of the real thing.	Noted and agree. The development brief seeks to encourage contemporary approaches.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Stourport-on-Severn Town Council	P043 / 02/ C	The Council agreed with the statement of the development brief that Option C offered different views and perspectives of the area and, in addition, the Council believes that Option C would provide a most highly desirable enhancement to the character and appearance of the part of Bridge Street in question.	Noted. Agree that Option C would offer greater flexibility for movement.	Clearly indicate a preference for Option C in the development brief. Otherwise, no further action.
Stourport-on-Severn Town Council	P043 / 01/ C	The Council basically believed that any of the Options which created a significant link between Bridge Street and the Canal Basin Area, was in broad terms to be welcomed.	See above response to AWM (P008/01/C).	As above. No further action.
Stroudwater Cruisers	P117 / 01/ O	Objects to Options A, B and C as planned. Each option would require demolition of the boatyard and as far as can be seen there are no other suitable locations for the business in Stourport.	Noted. Specific reference could usefully be made in Section 10 (Implementation) to the need to work in partnership with British Waterways to satisfactorily address the needs of the boating community including appropriate measures to relocate existing boating businesses and operations.	Amend Section 10 accordingly.
The Inland Waterways Association (Birmingham, Black Country & Worcestershire Branch)	P052 / 07/ C	With regard to the three options, IWA clearly prefers C, suitably altered in order to make the Clock Warehouse visible from the town at the end of each boulevard, because with two boulevards it makes the basins that much more visible from the town (rather than a passing glance that the other options with a single boulevard would) thus partly re-establishing the perceived eighteenth century design principles and that it also provides the alternative vehicular boat club access to Engine lane. It also does not create the same level of potential conflict between pedestrian and vehicles that the others would do if they had, as proposed, garages facing the basins.	Noted. Agree that option C is the preferred option. The proposals have to remain sufficiently flexible at this stage subject to more detailed design and appraisal work. The key ambition of the brief is to establish the core principles. Agree that the possible creation of views of the Clock Basin will be important and suggest that reference could useful be made to this in Section 4 (Heritage and Design). However, the practicalities of achieving this in the northern most access may be complicated by topography and the need to create efficient block shapes and sizes etc.	Amend Section 4 (Heritage & Design) to indicate the need to consider possible views of the Clock Tower from Bridge Street.

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Vicki Evans	P199 / 01/ C	Feels this plan is the most exciting, sensible and invigorating idea the town has seen. Looking at other Waterfront areas, I.e. Birmingham, Merry Hill, Bristol etc, this could be the making of the town, which is boring, stale, old fashioned and cries out for a makeover.	See above response to AWM (P008/01/C).	As above response to AWM (P008/01/C). No further action.
Mr David Bristow	P206 / 01/ C	Have no objections on any proposals to smarten up Bridge Street.	See above response to AWM (P008/01/C).	As above. No further action.
Mrs A Tindell	P217 / 01/ S	Supports the plans to improve the town	See above response to AWM (P008/01/C).	As above. No further action.
Mrs Hilary Burns	P221 / 01/ C	Feels strongly that Option C with its two access roads would most successfully open up the area, both visually and practically. This would be of benefit for residents and visitors.	See above response to AWM (P008/01/C).	As above. No further action.
Mr A Davis	P222 / 01/ S	Supports plan C, which gives two views of the basins from Bridge Street. It would also allow pedestrians to stroll around the area in whichever direction they wish to go. One access would give a cul-de-sac feeling, a one entrance, one exit effect.	See above response to AWM (P008/01/C).	As above. No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mr Keith Prentice	P227 / 01/ C	<p>The development plan appears to have two drivers:</p> <p>a) Get more tourists and their cash into Stourport by providing a more attractive environment based on the industrial heritage.</p> <p>B) Optimise the financial return from associated new development.</p> <p>Preference for Option B.</p>	<p>The vast majority of respondents favoured Option C and it is suggested that this option i.e. offering two links presents the best solution for the site and wider regeneration.</p> <p>Furthermore, It is considered that Option B (only offering access to the south) may in fact have undesirable consequences for natural surveillance and movement etc whilst presenting an over dominant presence in the townscape. It may limit movement choices and have the appearance of a cul-de-sac in the north-easterly corner of the site. In the interests of flexibility, it is proposed to retain Option B as the least preferred of the three options.</p> <p>However, section 9 of the brief should highlight some initial concerns with this option.</p>	No further action.
Mr David Patten	P233 / 02/ C	<p>There is merit in all three options, but Option C seems to offer most in terms of permeability, legibility and massing. It is also probably the most achievable in terms of phasing.</p>	<p>Noted. Agree that Option C would offer greater flexibility for movement.</p>	<p>Clearly indicate a preference for Option C in the development brief. Otherwise, no further action.</p>
Bob & Paddie Pyman	P234 / 02/ C	<p>Perhaps just one access to Bridge Street is all that is required</p>	<p>Noted. However, as a general rule the greater the number of choices the better.</p>	No further action.
Ms Margaret Coldrick	P236 / 02/ C	<p>Likes option C with the avenue of trees leading to the Basin.</p>	<p>Noted. Agree that Option C would offer greater flexibility for movement.</p>	<p>Clearly indicate a preference for Option C in the development brief. Otherwise, no further action.</p>
Ms Margaret Coldrick	P236 / 03/ C	<p>Worried about the plate-glass windowed shops, would like to see old-fashioned shop fronts i.e. Georgian or Victorian.</p>	<p>The designs are purely indicative and although always a little subjective, other respondents (including Stourport Civic Society) have suggested that a contemporary interpretation would be welcome. In trying to copy the traditional styles we can often be confronted with mediocre 'pastiche'. Instead, this development brief encourages designers to rely on materials that are characteristic of Stourport and to consider form, massing and sympathy to surroundings. It is appropriate for designers to consider contemporary styles with a limited palette of materials and to suggest that buildings should be required to look Georgian or Victorian is not consistent with the latest thinking.</p>	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
<b>ENVIRONMENTAL ISSUES</b>				
British Waterways	P001 / 11/ C	Although the two trees may not be considered important, they do provide a flight line for bats. The clock warehouse supports many summer roosts. British Waterways would like to consider additional planting in the area for bat foraging.	Noted. Agree that reference could usefully be made to nature conservation interests by expanding section 5 (Environmental Issues). Specific reference should be made to bat foraging potential.	Amend section 5 to include a new sub-section considering nature conservation.
British Waterways	P001 / 12/ C	British Waterways would welcome any proposed landscaping to take into account the presence of bats around the basin and to incorporate some flowering plants/blossoming trees into the design scheme to attract insects such as moths.	Noted. Agree that reference could usefully be made to nature conservation interests by expanding section 5 (Environmental Issues). Specific reference should be made to bat foraging potential.	Amend section 5 to include a new sub-section considering nature conservation.
English Nature	P050 / 05/ C	Any protected species are of material consideration and obligations must be placed on the developer to incorporate adequate protection and enhancement within the scheme	Noted. It would be worthwhile to include a new paragraph to consider the important role of nature conservation and habitat creation. This could be included in section 5 (Environmental Issues) of the Development Brief.	Include a new paragraph and Policy ENV.5 (Wildlife Habitat) in section 5 to indicate the importance of nature conservation and the need to create new urban waterside habitat.
English Nature	P050 / 03/ C	Although an urban development with limited potential for biodiversity gains, the open water within the basins and the location of the site near the rivers Severn and Stour corridors will attract wildlife. English Nature suggests that every opportunity is taken to enhance this potential by providing habitat suitable for species such as bats, amphibians and birds (Sand martin, swallows, kingfisher etc) that may be attracted and frequent open water areas (an urban 'wet' green space/people's sense of well being)	See above response to English Nature (P050/05/C).	As above.

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English Nature	P050 / 04/ C	Artificial nest or hibernation sites should be incorporated into the development and building design at an early stage	See above response to English Nature (P050/05/C).	As above.
English Nature	P050 / 02/ C	PPS9 and ODPM circular 06/2005 are key documents to consider for biodiversity impact of the development.	See above response to English Nature (P050/05/C).	As above.
English Nature	P050 / 06/ C	Any planting schemes of trees or shrubs should be native and suitable to enhance species interests, food plants, nectar, berries etc.	See above response to English Nature (P050/05/C).	As above.
Environment Agency (Upper Severn Area)	P010 / 01/ S	Supports policies ENV.1 (PPS 23) ENV.2 (PPG 25) ENV.3 (PPS.1)	Noted - support is welcome.	No further action.
Mr Keith Prentice	P227 / 09/ C	The two mature trees around the clock basin cover everything around with sticky residue. They should be replaced.	Noted. The development brief Policy ENV.4 (Trees) does not preclude that possibility. However, agree that proposals involving the removal of the two existing trees should be accompanied with a landscaping scheme including suitable replacements.	Amend section 5 and Policy ENV.4 to include reference to the need for a landscaping scheme including the planting of specimen trees etc.
<b>GENERAL</b>				
Advantage West Midlands	P008 / 04/ S	The Agency has no further comments to make other than to offer continued support for the progression of what is a key regeneration initiative for Stourport-on-Severn.	Noted and welcome continued support for the regeneration initiatives.	No further action.



<b>Respondent</b>	<b>Code</b>	<b>Summary of Comments Received</b>	<b>Head of Planning, Health &amp; Environment Response</b>	<b>Head of PHE Recommendation</b>
British Waterways	P001 / 05/ C	British Waterways considers that as a result of the proposed development of the Bridge Street Area it will be necessary, and appropriate, for British Waterways to review existing facilities and waterspace layout and develop an enhancement/Waterspace Strategy in order for the basins to become a more significant and attractive destinations to visitors.	Noted. Agree that reference could usefully be made to the need to prepare a waterspace strategy.	Propose new paragraph in section 7 (Vitality and Viability) to give further consideration to the important role of waterspace and the need for a waterspace strategy. Also include reference in section 10 (implementation) to the need to address the needs of the boating community.
British Waterways	P001 / 03/ C	Whilst British Waterways is supportive of the purpose of the brief, the brief primarily focuses on land-based development and British waterways consider that reference should be made to the potential requirement for a Waterspace Strategy to be produced by British Waterways with contribution from the developer, or by the developer in consultation with British Waterways.	It is inevitable to some degree that the development brief will focus on the site and the key planning principles/ issues. The issues to consider through a waterspace strategy go beyond the scope of the brief. However, agree that reference could usefully be made to the need to prepare a waterspace strategy and possible contributions from the developers.	Propose new paragraph in section 7 (Vitality and Viability) to give further consideration to the important role of waterspace and the need for a waterspace strategy. Also include reference in section 10 (implementation) to the need to address the needs of the boating community.
British Waterways	P001 / 01/ S	British Waterways is supportive of the purpose of the development brief and welcomes the overall redevelopment of the area.	Noted.	No further action.
British Waterways	P001 / 08/ C	British Waterways would question who would be responsible for the future management and maintenance of any new hard/soft landscaping works and street furniture around the basins	This would be an important matter for further negotiation as part of the more detailed stages.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
British Waterways	P001 / 19/ C	The proposal should seek to provide a sustainable development and be compliant with DDA standards to allow for access for all.	Noted. This development brief does not diminish the need to have regard to the Local Plan and other key policy documents. Although accessibility for all is a key requirement of both Local Plan Policy D.1 (Design Quality) and the associated Design Quality SPG, it is agreed that further reference could usefully be made in the development brief to re enforce the importance and need for accessibility for all.	Amend section 6 (Movement Patterns) to include reference to access for all, to draw attention to the relevant sections of the Local Plan and Design Quality SPG and to amend Policy MP.1 to read "Shared Surfaces and Accessibility for all:...and buildings and spaces should facilitate access for all."
British Waterways	P001 / 04/ C	A Waterspace Strategy would seek to ensure that the area around the basins and the waterspace be incorporated as an integral part of the proposed redevelopment of the area. This is important to ensure that the 'added value' of the waterspace is fully explored as the basins should not be seen purely as a visual backdrop to the surrounding development but as a leisure and commercial resource and facility in their own right.	Noted. Agree that reference could usefully be made to the need to prepare a waterspace strategy.	Propose new paragraph in section 7 (Vitality and Viability) to give further consideration to the important role of waterspace and the need for a waterspace strategy. Also include reference in section 10 (implementation) to the need to address the needs of the boating community.
Commission for Architecture and the Built Environment	P046 / 01/ C	The Commission for Architecture and the Built Environment do not wish to comment on the draft Bridge Street Basins Link development brief. May wish to comment on any significant designs that may come forward for buildings other than infrastructure, and any public space works that might be proposed.	Noted. The database of responses will be forwarded to the Development Control team for consideration at the detailed design stages.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Dudley MBC Planning Policy	P242 / 04/ C	In summary, the Brief on bridge Street Basins Link provides a detailed appraisal of the area and the development, which would be appropriate here. Dudley MBC would agree with the proposals of Option C, and as such has no further comments to make.	Noted and Agree that Option C would offer greater flexibility for movement.	Clearly indicate a preference for Option C in the development brief. Otherwise, no further action.
English Heritage	P032 / 06/ C	In our reply to the scoping document we mentioned the current project to prepare a book about Stourport. The project is well advanced and we hope to publish in Spring 2006. In our most recent meeting, which was attended by Simon Roper-Presdee, we did discuss possible synergies between the book and the development brief and concluded there were no specific links beyond the overall joint aim of regenerating the town. The project group did, however, make a strong plea for the highest possible design standards in the new development.	Noted. The development brief together with the Design Quality SPG seek to ensure quality.	No further action.
English Heritage	P032 / 01/ S	English Heritage would reiterate our support for the attention that the Council is focusing on Bridge Street and we would see great potential for the improvement of the environment in Stourport resulting from the successful implementation of a scheme along the lines of that set out in the draft development brief.	Noted. It is hoped that the redevelopment of the east side of Bridge Street should have a positive impact on the site and the surrounding area.	No further action.
English Nature	P050 / 01/ C	English Nature is very happy with the proposed Development Brief for the bridge street Basins	Noted.	No further action.

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Humberts	P178 / 01/ C	Believes the proposed plans are an exciting concept for this area of Stourport town centre and will also be complemented by the initial phases of developments off Severn Road.	Noted.	No further action.
Phipps & Pritchard	P175 / 02/ C	I really believe that the number of people who actually live in Stourport have no idea of the extent of the basin area and it is a question of not only re-educating the residents of Stourport to the beauty thereof, but also the whole of the West Midlands where the majority of visitors are drawn from.	Noted.	No further action.
Phipps & Pritchard	P175 / 08/ C	I applaud the scheme wholeheartedly - it can only be good for Stourport; I can only reiterate my concern that the difficulty you are going to experience is with the land assemblage to avoid 'piece-meal' development.	Noted. It is clear that land assembly will be key to the implementation process.	No further action.
Phipps & Pritchard	P175 / 03/ C	If the retailing section of Bridge Street is to be enhanced it is a question of not only re-educating Stourport and other local people but the whole of the West Midlands to come visit, shop and spend money.	Noted. This would clearly be a publicity issue for the future.	No further action.
Phipps & Pritchard	P175 / 01/ C	I would applaud all those involved in the scheme - it will be extremely good for Stourport...I must concur totally with all the key aims.	Noted.	No further action.

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Sport England	P238 / 03/ C	Advises to look at the facility calculator (found via the Sport England website) as it is a proven tool for local authorities to use in obtaining monies through section 106 agreements for improving sports facilities, based on the number of homes/people coming into an area through a housing development.	Noted, However, in light of all the other requirements i.e. public realm, affordable housing, commercial uses, car parking, waterspace strategy, education contributions etc and given the proximity of Stourport Leisure Centre, open space and playing pitches it is considered that the provision of additional sports facilities are unlikely to be a priority in this particular instance.	No further action.
Sport England	P238 / 01/ C	The Draft SPD is a well thought out and robust document	Noted.	No further action.
Stourport Forward Ltd	P244 / 05/ C	The proposed development will be beneficial to residents and visitors, making the basins part of the town centre.	Noted. The brief seeks to open up the basins in order for them to become a more focal point of the town.	No further action.
Stourport Forward Ltd	P244 / 02/ C	There is a need to maximise the financial potential of the site, which is not dealt with in the brief.	The need for financial realism is recognised in the brief. In particular, section 7 (Vitality and Viability) & 8 (Land Use Analysis) consider the need for some flexibility. Local agents have confirmed that the market for commercial property is relatively weak, whilst residential/ housing will help to improve the economics of redeveloping the site. However, the ambition of the brief is to generate renewed commercial interest in the area and to diversify the town's offer. In section 8, the development brief looks at the possible adjustment of rents and flexibility of use. Whilst it is important, when setting out the key principles, to have one eye on the practicalities of funding, a more detailed financial feasibility and appraisal will be more appropriate for the next stages of implementation as more detailed schemes are worked up.	No further action.
Stourport Forward Ltd	P244 / 07/ S	Strongly agree with the spirit of the proposed development.	Noted.	No further action

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Stourport-on-Severn Civic Society	P169 / 04/ C	A number of people have complained that too often when new developments are considered it seems to be tourists' and trippers' interests which take priority. The proposed Bridge Street improvements offer a major facility for residents to enjoy.	Noted. It is also hoped that the Basin Link scheme will provide a quality setting for local residents to enjoy the basins away from the humdrum of town centre traffic.	No further action.
Stourport-on-Severn Civic Society	P169 / 01/ C	Stouport-on-Severn civic society welcomes the proposed development brief for Bridge Street and the basins. Bridge Street is an area of the town, which has suffered neglect over recent years; an unfortunate situation given it is one of the main gateways to the town. Likewise there has long been a need, identified by the Piedad report, for a link between the town and the basins. The proposed development brief clearly addresses these two issues.	Noted.	No further action.
Stourport-on-Severn Civic Society	P169 / 05/ C	Can understand the difficulties in obtaining the whole site for development but would not like to see a piecemeal programme, which is never completed. This is why we would prefer to go for Option 'C' A.S.A.P.	Noted and agree that a comprehensive approach must be the ultimate goal. However, in order to secure redevelopment the brief has to look at all deliverable options, and it is appropriate that sufficient flexibility is provided including the possibility of a first phase.	No further action.
Stourport-on-Severn Town Centre Forum	P006 / 05/ C	The proposed development will be beneficial to residents and visitors, making the basins part of the town centre.	Noted.	No further action.
Stourport-on-Severn Town Centre Forum	P006 / 02/ C	Same comment as per Stourport Forward (P244/02/C) (above).	See above response to Stourport Forward (P244/02/C)	No further action.
Stourport-on-Severn Town Centre Forum	P006 / 07/ S	Strongly agree with the spirit of the proposed development.	Noted.	No further action.

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Volunteer guide for national trust (Wightwick Manor)	P215 / 02/ C	Has walked around the existing areas being considered and hopes that restoration of the proposed area of the second basin can be promulgated a.s.a.p.	Noted. This comment appears to relate to the proposed re-opening of the 'Lichfield Basin' in Mart Lane where land reclamation is now underway suggesting that redevelopment will happen shortly.	No further action.
Mrs P.M. Harries	P139 / 01/ C	Because it is a residential area restrictions should be sought on the cafés etc, e.g. not late night bars for alcohol, which could lead to potential trouble, noise and violence.	Noted. Agree that mixed use developments need to be carefully planned to ensure a harmonious solution. Policy V.6 (Food and Drink) of the development brief adequately covers this point by stating that "In considering proposals for these uses the Council will consider Local Plan Policy RT.13 and in particular the relationship with existing and proposed housing". In addition, Policy V.2 (Commerce) of the development brief, limits Food and Drink to the new Use Class A3 i.e. restaurants and cafes.	No further action.
Nigel Chance	P198 / 01/ C	Have just seen the plans for Bridge Street and they do look very exciting and will hopefully improve the area around the Basins.	Noted.	No further action.
Vicki Evans	P199 / 02/ C	This town has so much potential and the new plans will make this town a much sought after place for residents and tourists.	Noted.	No further action.
Mr John Evans	P200 / 02/ C	Feels that the development should be a 'full blooded' affair to take full opportunity to represent and display the historic waterside town	Noted. The development brief seeks to achieve this.	No further action.
Mr John Evans	P200 / 01/ C	is pleasantly surprised and amazed by the new proposed development in the town	Noted.	No further action.
Mr & Mrs Hoskins	P201 / 01/ C	Believes the run down area does need development and opening up the Basins is a good idea.	Noted.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Beth Williams	P202 / 01/ C	Thinks that the redevelopment is long overdue and is great to see the plans moving forward and thought given in particular to the context and long views.	Noted.	No further action.
Robert Edwards	P203 / 01/ C	The basin is a good tourist pull, by expanding it into the town it will attract more tourists and also make the town more pedestrian friendly.	Noted.	No further action.
Robert Edwards	P203 / 02/ C	Will also help attract businesses into the area.	Noted.	No further action.
Alan Yates	P204 / 02/ S	I support the plan and would offer any help I can to the development of my adopted home. Would be particularly interested in any initiative, which offers heritage tours or develops the history of the town from Mitton to the Stourport we know, following the building of the canal and basin.	Noted and support is welcome. The issue of heritage tours or history of the town falls a little outside the scope of the development brief, however opportunities may arise to explore this further through initiatives such as Stourport Pride (Stourport Forward).	No further action.
Alan Yates	P204 / 01/ C	It is about time parts of Stourport were upgraded to take advantage of what the town has to offer to residents, or to visitors to the town.	Noted. The brief seeks to improve an area of Stourport, which is currently in need of attention.	No further action.
B Westwood	P209 / 01/ S	Fully supports the redevelopment of Bridge Street	Noted.	No further action.
Mr J Hodges	P211 / 01/ O	Objects to all parts of the development brief.	No comment.	No further action.
Mr Ian Shaw	P212 / 01/ C	The canal basin definitely needs to be opened up to become part of the town, and this seems an exciting opportunity.	Noted.	No further action.



Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mrs Barbara Lashford	P213 / 02/ C	Concerned about the opening up, leading to more alleyways. Currently Engine Lane on a Saturday or Sunday morning will have cans, bottles, chip papers and sick.	The majority of respondents welcomed the proposal to 'open up' the basins. Detailed design, the mix of uses and opportunities for surveillance will need to be considered fully as part of any detailed design solution.	No further action.
Mrs Barbara Lashford	P213 / 04/ C	Will need to consider toilets in the development, as there currently are none.	Agreed. The development brief and specifically Policy V.7 (Publicly Accessible Toilet) requires any proposals involving food and drink premises and/ or a gateway building to include toilets that are open to the general public.	No further action.
Mr Alan Yates	P214 / 01/ C	Believes it is about time something was done to bring out the best of what Stourport has to offer, both to those people who live in the town and those many people who visit Stourport.	Noted. The development brief seeks to improve the area for residents and tourists alike.	No further action
Mrs A Tindell	P217 / 02/ C	Regrets that the Shipleys' amusement park and arcade is staying, would like it to be the same standard as it use to be as an 'oldey-worldey' type of town before Shipleys came. It attracts the wrong type of people.	Noted. The Shipleys' site lies within the flood plain, which may present difficulties for wholesale redevelopment. The amusements are also a historic part of Stourport's offer. The proposed link and opening-up of the basins offers the potential for something different and the beginnings of diversification. The two sites are distinct and offer different issues and solutions. In addition, the Bridge Street link site is subject to a specific policy in the Local Plan (STC.4) and therefore, it is appropriate is considered separately through this development brief.	No further action.
Mr K.R Tindell	P218 / 01/ C	The proposed plan will certainly improve the area around the basin. It will, however, leave the area between the bridge and the narrow beam locks currently occupied by Shipleys this and the disused basin will continue to spoil the overall vista of this area and add nothing to the vitality of the town.	See above response to Mrs A Trindell (P217/02/C)	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mr John Moore	P223 / 01/ C	Believes that opening up the access of the main shopping areas to the basins and prime heritage centre is a wonderful idea. Believes this is the right area to initiate a major improvement scheme for the town.	Noted.	No further action.
Mr John Moore	P223 / 02/ C	Is a pity about the Tontine and its lack of a refurbishment plan	Noted and agree. It is anticipated that a planning application will be submitted for the refurbishment and conversion of the Tontine in due course.	No further action.
Mr Alan Terry	P224 / 03/ C	This is an opportunity to take the town up market and attractive, our water industry must be the major attraction for the future.	Noted. The importance of the 'water industry' may be emphasised by including reference to the need for a waterspace strategy to be prepared in partnership with British Waterways.	Propose new paragraph in section 7 (Vitality and Viability) to give further consideration to the important role of waterspace and the need for a waterspace strategy.
Mr Alan Terry	P224 / 02/ C	Hopes that the feasibility of opening up the old basin is eventually added as a future phase.	This comment seems to relate to the former Larch Lap (Lichfield Basin) site adjacent to Mart Lane. A planning application has now been approved to reopen the old basin with a scheme involving a new 'traditional style' bridge, navigable waterspace and housing.	No further action.
Mr Alan Terry	P224 / 01/ C	When you see what cities like Birmingham and towns like Banbury have achieved with their canal side development this is a wonderful opportunity.	Noted.	No further action.
Mr Keith Prentice	P227 / 05/ C	Before its too late, lets get some coherency and co-ordination into plans for the basins and the surroundings, which will benefit all and provide the Stourport of the future that we all want. Council, BW and boaters in harmony would be a prize worth striving for.	Noted and agree - see comments in response to other representations from Mr. Prentice (P227).	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mr Keith Prentice	P227 / 02/ C	The key to the plan is the transformation of the upper basins from boaters moorings and waterways industry to visitor attractions.	Noted. The key will be to successfully integrate the townscape and waterscape. The development brief necessarily focuses on the physical development of this site. However, cross-references are included to the wider HLF basins project and master planning initiatives. Furthermore, the District Council will be working closely with British Waterways to deliver the successful rejuvenation of the wider basins area and both parties recognise the importance of the boating community.	No further action.
Mr Keith Prentice	P227 / 13/ C	The problems are not insoluble, they need to be thought through and the costs of solutions incorporated within the proposals.	Noted. However, these specific points are detailed matters to be considered as more proposals are worked up. As a key landowner in the area, British Waterways will be heavily involved in the delivery and implementation of any scheme(s) for the site.	No further action.
Mr Walker	P228 / 03/ C	The development is of course long term as Compulsory Purchase in all of the 10 properties would be a long-winded procedure. In fairness to all property owners full market value should be paid to them otherwise it would be legalised robbery.	Noted. Compulsory purchase is a last resort and should the need arise there are correct statutory procedures in place that govern the process in a proper manner. In the most part, the development brief aims to attract private sector interest and to deliver the proposals with minimal public sector intervention. This may involve assistance in finding suitable alternative premises for existing traders who want to continue trading in the town.	No further action.
Mrs Sparkes	P229 / 01/ C	Is a good idea generally for improvement to Stourport Basin but lets do this for the people who actually pay council tax and use the shops and facilities already instead of for "more visitors" which the majority of residents do not want.	The overall ambition of the project is to bring the basins into the town centre and the very heart of the community. It is hoped to be a place where local residents as well as visitors will be able to relax away from the humdrum of traffic noise and pollution etc.	No further action.
Ms Samantha Edwards	P231 / 01/ S	Supports the changes to Stourport, thinks the town is well overdue a facelift.	Noted.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
A.J. Houle	P232 / 02/ C	The Shipleys' site is conveniently left off the maps and aerial photo to give the impression of a joined up development	The Shipleys' site lies within the flood plain, which may present difficulties for wholesale redevelopment. The amusements are also a historic part of Stourport's offer and the Local Planning Authority has no detailed proposals for this area, unlike the Bridge Street link site which is subject to a specific policy in the Local Plan (STC.4). However, some of the context plans do include the amusement area and the need to make appropriate links etc.	No further action.
A.J. Houle	P232 / 01/ C	The redevelopment of the Bridge Street and Canal Basins area cannot be anything other than a short term option, until the Shipleys" site is included in the whole brief.	See above response to A.J. Houle (P232/02/C)	No further action.
Mr David Patten	P233 / 01/ C	Firstly, the District Council should be congratulated on the quality of the draft SPD - it demonstrates clear and achievable ambition and is sensitive to context.	Noted.	No further action.
Bob & Paddie Pyman	P234 / 01/ C	Generally welcome the proposals which would certainly create a most pleasant area in that part of the town.	Noted.	No further action.
Mrs J Bowen	P235 / 01/ C	Who will benefit from this development of Bridge Street and the Canal Basins? Not the taxpayers, only property developers, not the ordinary people of Stouport who are not interested in the Canal Basin at all.	The majority of respondents, most of who are residents of the town, indicate that they believe redevelopment along the lines proposed will be good for the town in terms of economy, attractiveness etc.	No further action.
Mrs J Bowen	P235 / 02/ C	Has lived in Stourport for 45years and Bridge Street is for the tourists convenience.	Noted. It is also hoped that the Basin Link scheme will provide a quality setting for local residents to enjoy the basins away from the humdrum of town centre traffic.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Ms Margaret Coldrick	P236 / 05/ C	Thinks that the Bridge Street Basin Link will give Stourport a much needed 'lift' and will certainly encourage more holiday trade into the town as well as lifting the spirits of local residents.	Noted.	No further action.
Dixon Sheppard	P237 / 01/ C	Agrees that the public should have more access to the canal basins from Bridge Street (The Basins plans as a whole contain a large private area with public excluded)	Noted. The brief is a mechanism for helping to achieve greater access.	No further action.
Dixon Sheppard	P237 / 06/ C	Believes there is no point in having a larger supermarket, as adequate car parking cannot be provided on site.	Noted. The precise footprint, unit sizes and number of parking spaces are matters of details for consideration at later stages. The development brief does not specify the provision of a medium sized food store. Indeed, Local Plan policy suggests 'small-scale' retail use. The indicative plans do however demonstrate the flexible range of possibilities existing within the site.	No further action.
J Cook	P239 / 01/ S	Supports the opening up of the basin by developing the east side of bridge street; development must be to a high standard, fully in keeping with the Georgian character of the town.	Noted. The development brief aims to achieve this.	No further action.
R Hardwick	P240 / 01/ C	Believes the proposals will be good for Stourport and an improvement to the town - providing the existing businesses, some of them old established, are not lost to the town but are rehabilitated in one way.	Noted.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Alaine Sheppard	P241 / 03/ C	Now that the 'Brindley Arms' is scheduled for demolition we should have a reference to James Brindley near the basins. A statue would be good, or a water feature, but naming a walkway or bridge would be a cheaper option.	Noted. Whilst this is a little too detailed for this brief it would be worth contacting Stourport Forward to suggest may be for consideration through the HLF project being co-ordinated by British Waterways.	No further action.
Mrs B Banner	P245 / 01/ C	The area proposed will hopefully bring more prosperity and good development to a very run-down area of Stourport. This is the area most visited by tourists and an extremely poor representation of the town.	Noted.	No further action.
Mrs J Clee	P247 / 02/ C	This town has lost so much industry over the years, throwing hundreds of people out of work, to have it all taken over for leisure purposes. We are ratepayers, what about our needs?	The development brief seeks to regenerate this area and realise its true potential both as a place for residents and visitors to enjoy and as a means of generating additional business in the area.	No further action.
J M Rooney	P250 / 05/ C	I propose you determine the shop floor size appropriate and shops should be let to interested companies before refitting or development - Stourport does not wish for a white elephant.	Noted. Agree that care needs to be taken to ensure the scheme is realistic. However, the creation of new business units will be an essential part of the equation the key thing will be to ensure that rents are charged at a rate that the market can sustain.	No further action.
Mr David More	P252 / 01/ C	Highlights general support and preference for Option C.	Noted. Agree that Option C would offer greater flexibility for movement.	Clearly indicate a preference for Option C in the development brief. Otherwise, no further action.
Mr & Mrs Stubbs	P254 / 02/ C	What about the view of Bridge Street from the basins? The scheme should include if possible the compulsory improvement of the old Buftons building which is such an eyesore.	Noted. Agree that the current state of the Mall site is a concern in the context of the Bridge Basins Link. The specific issues regarding the 'Mall' or 'Bufton' site present an unusual set of circumstances and the District Council is seeking to resolve this separately through negotiations with the land owner. The area falls outside the STC.4 boundary and specific issues are beyond the scope of this development brief.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mr A G Millward	P256 / 02/ C	We are told that the future of Stourport lies in tourism and have a unique asset here in the form of the canal basins, which the Council is doing its best to destroy by encouraging commercial development in this historic area.	Noted. However, the co-ordinated approach which includes the Heritage Lottery Funded project and realising the redevelopment potential of adjacent sites is all about restoring the fabric of the basins and making them more accessible to all residents and visitors.	No further action.
<b>HERITAGE &amp; DESIGN</b>				
British Waterways	P001 / 10/ C	British Waterways is in agreement with the draft development brief regarding this section and would welcome a contemporary approach to the architectural style.	Noted and agree a contemporary approach to the architectural style would be appropriate.	No further action.
English Heritage	P032 / 05/ C	We also note the presence on the site of some small industrial buildings, which could be of historical or architectural interest. We would recommend that an evaluation be made of existing buildings on the site with a view to selective incorporation of the best of them into the new development or, at least, recording prior to development.	Noted. Other than 8a Bridge Street, there are not considered to be any buildings of sufficient importance to warrant retention. However, agree that it would be worthwhile to request an evaluation of existing buildings leading to incorporation or re-coding prior to development.	Amend section 4 (Heritage & Design) and Policy HD.3 to make reference to the need for developers to undertake a heritage evaluation of existing buildings on site and to explore the possible retention or recording of appropriate buildings or structures.
English Heritage	P032 / 03/ C	Historically the east side of Bridge Street does not appear to have had a particularly strong unbroken street frontage. A solution resembling option C, allowing some enclosure to Bridge Street with good views through from the street to the basins could, therefore, be historically appropriate as well as having a clear townscape and planning logic.	Noted. The vast majority of respondents favoured Option C that allows greater views to the basin through from Bridge Street.	Clearly indicate a preference for Option C in the development brief. Otherwise, no further action.
Stourport-on-Severn Civic Society	P226 / 01/ C	Believes it is important that the walls in Engine Lane are preserved as they are an integral part of the Basins complex.	Noted. The brief emphasises the importance of the Engine Lane wall and seeks to ensure appropriate incorporation (at least in part).	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mr Keith Prentice	P227 / 08/ C	Extending active frontages around the basin will discourage homebuyers, and over extend the viable commercial outlets.	Noted and agree in part that there is a risk that the site is unlikely to sustain too much commercial floorspace. Section 8 of the development brief (land use analysis) aims to provide sufficient flexibility and facilitate longer term adaptability. Some element of commerce (e.g. restaurants) around the basin edge will be important to pedestrian flows etc.	No further action.
Mr Keith Prentice	P227 / 07/ C	Opening up the Engine lane end of the clock basin encourages flow across the riverbank (which is where most enjoy the open grassed areas) while also opening up the view across the basins.	Noted. The southern access has a key role to play in making the essential connections.	No further action.
Mrs B Banner	P245 / 02/ C	Hope that the original features of the historic and picturesque features of the basin are kept. The Tontine Inn should be preserved but restored.	Noted and agree. It is anticipated that a planning application will be submitted for the refurbishment and conversion of the Tontine in due course.	No further action.
<b>LAND USE</b>				
Humberts	P178 / 02/ C	Believes that there will be good demand for the residential units that are proposed. It would be useful to control the type of A3 user in this regard, so that it does not have detrimental affect on value.	Noted. Agree that mixed use developments need to be carefully planned to ensure a harmonious solution. Policy V.6 (Food and Drink) of the development brief adequately covers this point by stating that “In considering proposals for these uses the Council will consider Local Plan Policy RT.13 and in particular the relationship with existing and proposed housing”. The type of food and drink use will be restricted to the new Class A3 (Restaurants & Cafes) by Policy V.2.	No further action.



Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Humberts	P178 / 03/ C	Is aware that Stourport attracts a number of charity shops and secondary retail users. This is due to the lack of demand by national multiples and therefore it is necessary to carefully consider level of demand in the new environment.	It seems clear that the demand for commercial floorspace is relatively weak, whilst the housing market is strong. The proposed redevelopment will need to be funded by the private sector and it is recognised that in order to attract investment it will be crucial for any scheme to incorporate an element of housing. It is considered that the proposed development brief provides sufficient flexibility and strikes the correct balance between the land uses. This approach is also consistent with the government's ambitions for mixed use economies.	No further action.
Phipps & Pritchard	P175 / 04/ C	The prime difficulty is, as I see it, the land assemblage of the owners of the premises are all going to have different ideas for their properties and values etc.	Noted.	No further action.
Phipps & Pritchard	P175 / 05/ C	It would be a 'cardinal sin' to see the development taking place on a "piece-meal" basis.	Noted. Whilst agreeing that comprehensive redevelopment is the ultimate goal. There has to be flexibility to deliver this and one option may be to explore a phased approach. The key thing is to ensure that the overall comprehensive potential is not prejudiced by this approach.	No further action.
Lucy and Allan Tobias	P207 / 01/ C	If there is to be a mix of shops, good quality cafes and housing this can only help to regenerate Stourport. Sincerely hope that this development doesn't become only housing as it has done on the Lichfield Basin site (originally a mix of retail and housing was proposed)	Noted. Lichfield Basin was different for a number of reasons, not least location. This site (STC.4) is clearly town centre.	No further action.
Mr K.R Tindell	P218 / 02/ C	The site could be used for additional housing and craft shop. The disused basin could be re-opened with a lifting bridge to provide 48hr visitor moorings to supplement inadequate riverside moorings thus attracting more visitors to the town.	Noted. This comment mostly seems to relate to the former Larch Lap (Lichfield Basin) site adjacent to Mart Lane. A planning application has now been approved to reopen the old basin with a scheme involving a new 'traditional style' bridge, navigable waterspace and housing.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mr Alan Terry	P224 / 04/ C	Would strongly disagree with a large food store on the site, surely a small convenience store would suffice. There is a genuine risk that Bridge Street, already a notorious source of congestion would become gridlocked.	Noted. The development brief does not specify the provision of a medium sized food store. Indeed, Local Plan policy suggests 'small-scale' retail use. The indicative plans do however demonstrate the flexible range of possibilities existing within the site.	No further action.
<b>PLANNING CONTEXT</b>				
British Waterways	P001 / 20/ C	Would it be appropriate at this stage to include a section on the types of acceptable S.106 contributions relating to the development of this site? For example; Percentage for Art, Maintenance Contribution for external areas etc.	Reference could usefully be made in the implementation section to the list of developer contributions anticipated as part of any scheme.	Include reference in section 10 (Implementation) to developer (s.106) contributions to be sought through the development to include reference to the preparation of a waterspace strategy to give consideration to the needs of the boating community.
Dudley MBC Planning Policy	P242 / 01/ C	Dudley MBC have considered the conformity of the SPD with RPG/11/Regional Spatial Strategy for the West Midlands, taking into account the site and its significance, Heritage and Design, Environmental Issues, Movement Patterns and Design Options.	Noted.	No further action.
Stroudwater Cruisers	P117 / 03/ C	In planning terms, Stroudwater Cruisers site is outside STC.4 of the Adopted Local Plan proposals map.	The Stroudwater Crusiers site does lie outside the boundary for STC.4. However, the development brief explains that this area is included "on the basis of Local Plan Policy STC.5 and the need to create improved links to the basins". In this regard the proposals for this site are entirely consistent with the Local Plan (Policies STC.5, TC.2, H.2 and RT.13).	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
West Midlands Regional Assembly	P064 / 02/ C	The SPD supplements Policy STC.4 of the adopted district local plan which seeks the regeneration of the Bridge Street basins area of Stourport-on-Severn Town Centre by providing a suitable mix of uses; preserving and enhancing the character of the area; and improving its connectivity with the town centre. It supports the Regional Spatial Strategy and generally accords with the relevant policies within it and is concluded therefore that the SPD is in general conformity with the RSS	Noted and Agreed.	No further action.
West Midlands Regional Assembly	P064 / 01/ C	WMRA acknowledge the preparation of the development brief and considers that the SPD is in conformity with the following RSS policies: Paragraph 3.11 c)  Policies UR3, CF5, PA10, QE1, QE2, QE3, QE4, QE5, QE9, T3	This is welcome recognition from the Regional Planning Body that the proposed SPD is in general conformity with the Regional Spatial Strategy.	No further action.
British Waterways	P001 / 02/ C	British Waterways acknowledge the inclusion of British Waterways land within the plan area including Stroudwater Cruisers. British Waterways will discuss further with Wyre Forest District Council and Stroudwater Cruisers the implications of this allocation in line with Government and British Waterways policy.	Noted. Await further discussions with the relevant bodies.	No further action.
<b>PUBLIC CONSULTATION</b>				
Waterfront Views Management Committee	P253 / 03/ C	I note in the consultation part of this document to refer to key groups and agencies that have been consulted to help in the preparation of the Draft	Noted. The responses database will be forwarded to the Development Control Section for consideration at the more detailed design stages.	No further comment.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
		<p>Development Brief. As a Director of Waterfront Views Management Committee I would be interested in further discussions regarding this development and would be available to represent the residents of Waterfront views.</p>		
Mr Keith Prentice	P227 / 17/ C	<p>This is an ambitious plan with many stakeholders in and around the project. With the basin so central to success, a committed focus group comprising the Council, BW and the Basin Boaters will make the planning process much smoother.</p>	<p>Noted and agree. The District Council has a close working relationship with British Waterways. Our partnership approach involves collaborative working in several key areas including the HLF project, Lichfield Basin and the wider regeneration of Stourport. The development brief includes important cross-references to the wider HLF basins project and master planning initiatives. We are working jointly to deliver the successful rejuvenation and both parties recognise the importance of the boating community. Stourport Forward also have a co-ordinating role and initiatives such as 'Stourport Pride' (the preparation of a public realm strategy) which will further help to co-ordinate the various themes and projects. British Waterways are probably best placed to comment on the issues regarding a 'forum for boaters'. The responses database will be forwarded to the Development Control team for consideration as part of the more detailed design consultation stages.</p>	<p>Forward Planning Officers to work jointly with the Economic Development and Tourism Section and Stourport Forward on the 'Stourport Pride' project. Otherwise no further action.</p>
Dixon Sheppard	P237 / 03/ C	<p>Worried about what will happen to the existing businesses, Lloyds garage in particular, as it's the only garage/parts shop in the town centre.</p>	<p>Noted. The background explanation to Policy STC.4 of the Local Plan and the section 10 (Implementation) of the proposed development brief state that the ambitions and requirements of the existing businesses are key to implementing these proposals. The District Council will seek to find suitable alternative sites to relocate businesses as appropriate.</p>	<p>No further action.</p>

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
<b>VITALITY &amp; VIABILITY</b>				
Mr Ian Shaw	P212 / 03/ C	If one access road is used its siting will make a big difference to the people who use it. A Northerly access route will attract local people from existing High Street shops. A Southern access favours day-trippers. The balance of shops is therefore likely to be affected.	Noted. However, two access points would enable both groups to access the basins equally whilst increasing the openness of the basins.	No further action.
Mr Keith Prentice	P227 / 14/ C	Critical to achieving the environment sought and suggested will be the removal of those factors that lead to the current Bridge Street environment - take-aways, game shops and hard drinking bars. You only have to visit Engine lane to see the resulting pavement pizzas.	Noted. However, this proposal aims to assist in diversifying the town's current offer and reduce the seasonality of the visitor market. It is about offering a contrasting experience to the traditional 'amusement' style offer and this development will complement the HLF funded improvements to the basins. In addition, Policy V.2 (Commerce) of the development brief, limits Food and Drink to the new Use Class A3 i.e. restaurants and cafes as opposed to hot food takeaways.	No further action.
Mr Keith Prentice	P227 / 16/ C	It will be interesting to see how developers manage to generate a business case from the current options without eroding the 30% affordable housing. The dual road access option looks particularly difficult in this respect as so much housing and parking is removed.	Noted. However, the two access points will create additional frontage for commercial and also residential units and will ensure appropriate levels of access to the interior of the site.	No further action.
Mr Keith Prentice	P227 / 15/ C	Encourage family cafes (no takeaway facility) and craft retail on the waterfront.	Noted. The development brief Policy V.6 (Food & Drink) puts the emphasis on restaurants and cafes. In addition, Policy V.2 (Commerce) of the development brief, limits Food and Drink to the new Use Class A3 i.e. restaurants and cafes as opposed to hot food takeaways.	No further action.

**TABLE B. Summary of main comments received on CORE ISSUES to emerge during public consultation**

The following subjects proved to be recurring themes in consultation responses:

- i) Boating Concerns (x21)
- ii) Car Parking Issues (x15)
- iii) Housing Issues (x5)
- iv) The Mall Site (x18)
- v) Traffic & Relief Road Issues (x14)
- vi) Waterfront Views (x5)

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
<b>i) BOATING CONCERNS:</b>				
<b>Access &amp; Movement:</b>				
British Waterways	P001 / 14/ C	British Waterways is supportive of the Council's preferred option to create a new link and to retain and pedestrianise Engine Lane. However, British Waterways understand that Engine Lane is currently used for the movement of boats and consideration should be had to this, for example, through the use of retractable bollards to enable vehicular access or by designing a new route, which is able to accommodate necessary vehicles for such movement.	Noted. The brief has been prepared with this in mind and the various options look to facilitate and where possible improve access to the yacht club/ basins i.e. Engine Lane is considered to be problematic and the brief looks to improve access to the basins area. However, agree that the brief could usefully make explicit reference to the need to retain and where possible improve vehicular access.	Amend section 6 (Movement Patterns) and the sub section on 'local site access issues' to include reference to the "need to retain and where possible enhance vehicular access to the yacht club including the possible on-land movement of boats".
British Waterways	P001 / 15/ C	British Waterways supports the possible creation of new routes along the basin frontage and the increased public access to the basins that will result from this development. However, this will impact upon the current moorings within the basin. Permanent moorings should not be accessible by the public and the opening up of the basins will require a revised layout.	Noted. Will look to British Waterways to advise at the appropriate time. This will also be an issue for any waterspace strategy.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
The Inland Waterways Association (Birmingham, Black Country & Worcestershire Branch)	P052 / 05/ S	IWA is concerned about the safety of all types of traffic that uses Engine Lane between bridge Street and the present entrance of Stroudwater Cruisers and therefore supports the principal of pedestrianisation of this length and a new alternative route through the new development for boaters traffic.	As above see response to British Waterways P001/ 14 /C.	As above. See P001 /14/C.
Rod Fox	P205 / 01/ C	The regeneration must include vehicle access to the yacht club.	Noted. The brief has been prepared with this in mind and the various options look to facilitate and where possible improve this i.e. Engine Lane is considered to be problematic and the brief looks to improve access to the yacht club area. However, the brief could usefully make explicit reference to the need to retain and where possible improve vehicular access.	Amend section 6 (Movement Patterns) and the sub section on 'local site access issues' to include reference to the "need to retain and where possible enhance access to the yacht club".
Mrs Barbara Lashford	P213 / 01/ C	Concerned about the security for people on narrow boats if the Basin is opened up.	Noted. Accept that there will need to be careful planning for boating facilities and the need to prepare a waterspace strategy. British Waterways would be expected to lead this process. Clearly, there will be a need for new layouts and infrastructure to accommodate the needs of the boating community. See further comments in response to British Waterways representations.	Propose new paragraph in section 7 (Vitality and Viability) to give further consideration to the important role of waterspace and the need for a waterspace strategy. Also include reference in section 10 (implementation) to the need to address the needs of the boating community.
<b>Design - General</b>				
The Inland Waterways Association (Birmingham, Black Country & Worcestershire Branch)	P052 / 06/ C	IWA is concerned that there is no mention about the future location of Stroudwater Cruisers (SC) and the possible loss of the boat maintenance services that they currently provide for local and visiting boaters. IWA points out therefore that if the Council wishes to see and welcome boats then the enabling facilities currently solely provided by SC have to be available and requests that the location of these must	Noted and agree. Specific reference could usefully be made in Section 10 (Implementation) to the need to work in partnership with British Waterways to satisfactorily address the needs of the boating community including appropriate measures to relocate existing boating businesses and operations.	Propose new paragraph in section 7 (Vitality and Viability) to give further consideration to the important role of waterspace and the need for a waterspace strategy. Also include reference in section 10 (implementation) to the need to address the needs of the boating community.

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		be included in the final plan. IWA also notes that many of the larger boats that might wish to avail themselves of SC's services cannot physically go further up the canal than the Clock Basin.		
<b>General</b>				
British Waterways	P001 / 06/ C	A Waterspace Strategy would be able to address the issues of mooring provision, including layout and types of moorings, management of water supply, treatment of the basins edge and navigational issues.	Noted. Agree that reference could usefully be made to the need to prepare a waterspace strategy.	Propose new paragraph in section 7 (Vitality and Viability) to give further consideration to the important role of waterspace and the need for a waterspace strategy. Also include reference in section 10 (implementation) to the need to address the needs of the boating community.
British Waterways	P001 / 09/ C	There are mooring bollards to the north west of the basin, which supply electricity to the moorings.	Noted. It would be helpful to point this out in section 3 (The site and its significance).	Amend section 3 and subsection on 'utilities & services' by including reference to facilities supply through mooring bollards (water and electricity).
Stroudwater Cruisers	P117 / 02/ C	Stroudwater Cruisers are the only general boatyard serving craft moored in the basins and passing through and offer a wide range of facilities for boaters including moorings, fuel, pump-out, repairs etc. which are all essential services necessary for the operation of the basins. Without the boats, there would be nothing to attract the visitors which would defeat the whole object of the development.	Noted. Accept that there will need to be careful planning for boating facilities and the need to prepare a waterspace strategy. British Waterways would be expected to lead this process which will need to look at the suitable relocation of any boat yard facilities within the redevelopment area. See further comments in response to British Waterways representations.	See above recommendation to Inland Waterways Association P052/06/C.



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Stroudwater Cruisers	P117 / 03/ C	If the boatyard must be acquired then a suitable alternative premises in the basin must be sought, both to protect the business and maintain employment and to protect the viability and vitality of the scheme.	See above response to Inland Water Association P052/06/C.	See above recommendation to Inland Waterways Association P052/06/C.
Stroudwater Cruisers	P117 / 06/ C	The boatyard offers essential facilities and Stourport Cruisers would ask the Council to re-plan the options to keep the boatyard in the Basins and maintain this valuable facility for the benefit of all.	See above response to Stroudwater Cruisers P117/02/C	See above response to British Waterways P001/06/C
Mr & Mrs Hoskins	P201 / 04/ C	British Waterways need to enforce a stricter mooring code on the boat owners, it is a shantytown at the moment with sheds and a gate blocking access.	Noted. This is a matter for British Waterways.	No further action.
Mr Keith Prentice	P227 / 03/ C	The planning process to date practically ignores the issue of the boaters environment and security - anti social behaviour, late night noise, privacy and parking for boaters are important to those of us who are to be the 'attraction' of the future.	Noted. The purpose of the brief is to present a series of key development principles (use, massing, accessibility etc). There are a number of important issues that will need to be considered in more detail as more specific plans and proposals are prepared. In addition, it is envisaged that any redevelopment will need to be implemented through a collaborative partnership involving British Waterways as a land owner and key stakeholder. Agree that reference needs to be made to the importance of waterspace together with boating and mooring facilities. See responses to British Waterways P001 / 06/ C.	See above recommendations in response to British Waterways P001 / 06/ C.
Mr Keith Prentice	P227 / 04/ C	British Waterways (BW) are a major stakeholder and own the basins (and apparently some of the land enclosed by the STC boundary). There is no obvious interface between BW's plans and the council's, and no forum for the boaters.	The District Council has a close working relationship with British Waterways. Our partnership approach involves collaborative working in several key areas including the HLF project, Lichfield Basin and the wider regeneration of Stourport. The development brief includes important cross-references to the wider HLF basins project and master planning initiatives. We are working jointly to deliver the successful rejuvenation and both parties recognise the	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
			importance of the boating community. Stourport Forward also have a co-ordinating role and initiatives such as 'Stourport Pride' (the preparation of a public realm strategy) will further help to co-ordinate the various themes and projects. British Waterways are probably best placed to comment on the issues regarding a 'forum for boaters'.	
Bob & Paddie Pyman	P234 / 04/ C	The Basins need colourful boats to create the appropriate ambience, otherwise there is little point in attracting public access.	Noted and agree that the Basins are a major tourist attraction which must be retained and enhanced. The importance of the 'water industry' may be emphasised by including reference to the need for a waterspace strategy to be prepared in partnership with British Waterways.	Propose new paragraph in section 7 (Vitality and Viability) to give further consideration to the important role of waterspace and the need for a waterspace strategy.
Bob & Paddie Pyman	P234 / 05/ C	In summary, some great ideas but don't forget the boat owners without whom the Basins would have been filled in years ago.	Noted.	As above otherwise no further action.
<b>Heritage &amp; Design</b>				
Mr Keith Prentice	P227 / 06/ C	A balance will need to be struck between residents and boaters needs for privacy and security and tourists needs for visibility and access.	Noted. Further mention of boating interests is to be included in the development brief - see comments on British Waterways responses.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
<b>Planning Context</b>				
Stroudwater Cruisers	P117 / 04/ C	The Wyre Forest Local Plan Policies (STC.5, TM.8 and para. 11.90) which have been approved by the Secretary of State is to promote and enhance facilities available to boaters and increase the tourism potential of the canal basins which we wholeheartedly support. However, the options proposed in the development brief seem to have more to do with creating apartments than protecting canal side facilities and inadequate consideration has been given to the needs of the boats.	The concerns regarding the adequate provision of facilities for boaters are noted. Further references to boating facilities, the need to address the relocation needs of existing business and services and the need for a waterspace strategy are now being suggested in recognition. In the interests of technical clarity, the District Local Plan was prepared and adopted by Wyre Forest District Council. Whilst it was subject of an independent inquiry into objections it was not 'approved' by the Secretary of State.	No further action.
Stroudwater Cruisers	P117 / 05/ C	The options proposed by the brief will adversely affect the Canal which is contrary to the approved Local Plan adopted by the Wyre Forest District Council in 2004.	Disagree that the proposals will necessarily have a negative impact on the basins. Indeed most respondents including British Waterways and the IWA have generally been favourable in their response to the proposals. The Council will seek to work in partnership with other agencies including British Waterways to bring about successful regeneration. It is recognised that the relocation needs of existing businesses and services will need to be appropriately considered including through the waterspace strategy.	See earlier recommendation in response to British Waterways P001/06/C

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<b>Movement Patterns</b>				
Mr Keith Prentice	P227 / 10/ C	While the concept of a St Tropez stroll past the millionaire yachts sounds wonderful, when translated to narrow boats the issue of security and privacy are very different. No one will want to have a pavement cup of coffee staring at boats through a fence, so what are BW and the Council planning?	See above Stroudwater Cruisers response P117/02/C	See earlier recommendation in response to British Waterways P001/06/C
Mr Keith Prentice	P227 / 11/ C	How will electricity and water points be provided if the public have access right up to and around the boats.	Noted. Accept that there will need to be careful planning for boating facilities and the need to prepare a waterspace strategy. British Waterways would be expected to lead this process. Clearly, there will be a need for new layouts and infrastructure to accommodate the needs of the boating community. See further comments in response to British Waterways representations. Also include a new sentence in section 3 ('Utilities and Services') highlighting the issue of electricity bollards and water supplies to the boating community.	See earlier recommendation in response to British Waterways P001/06/C

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<b>ii) CAR PARKING ISSUES</b>				
<b>Access &amp; Movement:</b>				
Humberts	P178 / 04/ C	Believes the availability of parking is vital to the ongoing use of the proposed development, which will only be viable if utilised by both tourists and locals.	Noted and agree that parking is a key issue and is the subject of guidance in section 6 (Movement Patterns). The dimensions of the site are significantly constrained and it seems there is only scope for a very small parking facility. The brief seeks to deliver a strategy that will link the key people attractions i.e.Riverside car parks, Bridge Street shops, basins, Severn Road redevelopment area and the river Stour corridor. By doing this it is hoped that the site can benefit from its proximity to existing car parks and become part of a key pedestrian movement pattern.	No further action.
Mr & Mrs Hoskins	P201 / 02/ C	There is no parking therefore any retail ground floor units must be pedestrian only.	Given the limited site dimensions, the development brief does not propose any on site parking (on-street or off-street) for businesses or shops.	No further action.
Mr & Mrs Hoskins	P201 / 03/ C	Car parking is very important, you state some percentage is off site, where?	The development brief will look for improvements to existing off-site car parking areas including Raven Street, Riverside Meadows and the small private car park adjacent to Shipleys.	No further action.
Mr Ian Shaw	P212 / 02/ C	Worried about the lack of parking spaces near to the development. The journey from the existing car parks, across a busy main road, is dangerous already with young children, and very difficult (narrow footpaths, steps or steep hill) for pushchairs and wheelchairs.	Noted. Although many of the town centre car parks are less than 200m from the site there is a distorted sense of distance caused by the quality of the links and Bridge Street itself which both present a real and perceived barrier to movement. The development brief seeks improvements to existing off-site car parks (Raven Street, Riverside Meadows and the private parking adjacent to Shipleys) and to deliver improved links and connections. Developers will be expected to fund improved crossing facilities, surface treatments and car park designs etc.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mrs Barbara Lashford	P213 / 04/ C	Will have to consider parking places for boaters, shoppers and residents.	Whilst there appear to be informal parking arrangements for boaters, the District Council is not aware of any formal car parking facilities or vehicular access arrangements. The District Council will seek to work in partnership with British Waterways as part of a waterspace strategy and will look to improve links with existing car parking areas etc. Parking facilities for residents, visitors and business are considered in the brief (page 15 of the draft).	See earlier recommendation in response to British Waterways P001/06/C
Mr Alan Terry	P224 / 06/ C	Parking provision for the new 3 storey town houses (As of proposal C) must be generous; the area would be cluttered with vehicles otherwise.	Noted. The parking standards will need to accord with national and county parking standards. Where parking provision is not 'generous', other design solutions must be sought to limit the impacts of cars etc. These detailed issues will need to be dealt with as schemes are progressed.	No further action.
J Banner	P246 / 01/ C	Option C makes for safer traffic movement in and out of the old crown car park and separates pedestrians from dangerous traffic junction.	Noted. Agree that Option C would offer greater flexibility for movement.	Clearly indicate a preference for Option C in the development brief.
J Banner	P246 / 02/ C	Parking on Bridge Street should not be allowed, residents should have car access through a barrier system to avoid unauthorised parking	Noted. The development brief does not propose on street parking to Bridge Street. Although it has some merit, the suggestion regarding a barrier system is too detailed for this development brief and is one for consideration as part of more detailed future stages.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
<b>Design – Land use</b>				
Dudley MBC Planning Policy	P242 / 03/ C	It is thought that the loss of car parking spaces to create a larger retail footprint similar to that of the Kwik Save store may not be beneficial to the people using the development. It is noted that with the inclusion of the 'undercroft parking' the ratio of the residential units to car parking spaces would still be 1:1, but the extra spaces could be used for people using the commercial facilities.	Noted. The precise footprint, unit sizes and number of parking spaces are matters of details for consideration at later stages. The development brief does not specify the provision of a medium sized food store. Indeed, Local Plan policy suggests 'small-scale' retail use. The indicative plans do however demonstrate the flexible range of possibilities existing within the site.	No further action.
<b>Design - General</b>				
J M Rooney	P250 / 03/ C	The new build housing already present has not adequate parking facilities and the underground garages proposed for this development may cause the drainage of the basin as it is a very difficult and costly task.	Noted. These issues will need to be given more detailed consideration at the key design stages (in the future). As a landowner and custodian of the basins British Waterways will be heavily involved.	No further action.
<b>General</b>				
Bob & Paddie Pyman	P234 / 03/ C	Have great concerns in respect of security and car parking provision once the proposals are implemented.	Noted. Subject to detailed design, housing and increased people presence should assist in providing increased levels of natural surveillance and therefore increase security around the site.	No further action.
Dixon Sheppard	P237 / 07/ C	New car parking must be provided on some of the old Bond Worth site. It and the Stourport relief road must be built within the next 5 years.	Noted. However, the riverside meadows will remain the main car parking area for the town centre visitor market. The Carpets of Worth site is earmarked for redevelopment and the Stourport Relief Road is not identified in the latest round of transport funding proposals from the County Council.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
<b>Movement patterns</b>				
Mr Keith Prentice	P227 / 12/ C	The car parking issue will be highly contentious. The 'attraction' (the boaters) needs car access to their boats and secure parking. Their needs are nowhere mentioned in the current plans.	See above response P213/04/C	See earlier recommendation in response to British Waterways P001/06/C
<b>Planning Context</b>				
Stourport Forward Ltd	P244 / 06/ C	The plans need to be related to the Severn Road Development brief which includes provision for parking and access to the town centre.	Agree that this scheme needs to relate to the Severn Road Proposals. This is ensured through the adopted Local Plan, the proposed desire line approach to public realm through the area and the 'Stourport Pride' project. There are no specific proposals for car parking on the Severn Road site other than those that are ancillary to the proposed foodstore.	Forward Planning Officers to continue to work jointly with the Economic Development and Tourism Section and Stourport Forward on the 'Stourport Pride' project. Otherwise no further action.
Stourport-on-Severn Town Centre Forum	P006 / 06/ C	The plans need to be related to the Severn Road Development brief which includes provision for parking and access to the town centre.	See above response to Stourport Forward P244/06/C	No further action.



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<b>iii) HOUSING ISSUES</b>				
<b>Design – Land Use</b>				
Bromford Housing Group	P243 / 01/ S	Support the requirement of 30% of dwellings to be for affordable housing (Local Plan Policy H.10) with a minimum of 10 affordable housing units stated as an option (Quantum of floorspace) An indication of tenure and mix, according to housing need in the area would be useful	Noted. The suggestion of indicating the tenure and mix of housing on site is considered too detailed for this development brief. Furthermore, the specific housing needs of the area may change during the plan period.	No further action.
Dixon Sheppard	P237 / 02/ C	Against the site being used for residential purposes except for re-housing existing residents	Local property experts indicate that the demand for commercial floorspace is relatively weak, whilst the housing market is strong. The proposed redevelopment will need to be funded by the private sector and in order to attract investment it will be crucial for any scheme to incorporate an element of housing. It is considered that the proposed development brief strikes the correct balance between the land uses. This approach is also consistent with the government's ambitions for mixed use economies. Additional housing should mean additional customers for local businesses and greater levels of people presence through the day and night - including natural surveillance (from living rooms) over the public streets and basins.	No further action.
Mr John Evans	P200 / 03/ C	Feels the dwellings should be minimal, and that the development of other commercial shops should be cultural, interesting and possibly up market, i.e. country clothing outfitters, country kitchen ware, hairdressers, al-fresco eating areas, and of course a historical heritage centre.	See above response P237/02/C	No further action.

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J M Rooney	P250 / 02/ C	While I agree it is a good idea to give better pedestrian access to the canal basin I do not think it is a good idea to knock down any buildings and completely rebuild mainly housing.	See above response P237/02/C	No further action.
<b>General</b>				
Mr A G Millward	P256 / 01/ C	I have resided in Stourport since 1955 and am becoming increasingly despondent with the way councillors are seeing the future of this town. It appears every available space is being crammed with residential units, which would be understandable if land for housing was in short supply, but this is not the case. Recent developments seem to be driven by commercial housing interests who are using the waterscape of the canal basins as a lucrative aid in securing inflated prices for properties.	Whilst there may currently appear to be a significant amount of housing development in Stourport, this follows years of relatively low levels of housing development. The regeneration initiative for the east side of Stourport town centre has been planned since the 1996 Local Plan. The re use of brownfield land is consistent with the government's urban regeneration agenda. Finally, although it may not seem like it in Stourport at the present time, opportunities for housing development are in fact very limited in line with the Regional Spatial Strategy for the West Midlands.	No further action.

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<b>iv) THE MALL SITE</b>				
<b>Character</b>				
Volunteer guide for national trust (Wightwick Manor)	P215 / 01/ C	Is concerned by the other side of Bridge Street where the boarded up street level of facades has been left for too long. York Street medical centre and other buildings have been sympathetically restored and maintained.	Noted. Agree that the current state of the Mall site is a concern in the context of the Bridge Basins Link. The specific issues regarding the 'Mall' or 'Bufton' site present an unusual set of circumstances and the District Council is seeking to resolve this separately through negotiations with the land owner. The area falls outside the STC.4 boundary and specific issues are beyond the scope of this development brief.	No further action.
<b>Design - Scale</b>				
T Stokes	P230 / 01/ C	Pity that something can't be done to improve the other side of Bridge Street I.e. 'Old Buftons Site' at the same time.	See above response to P215/01/C	No further action.
<b>General</b>				
English Heritage	P032 / 02/ C	In particular we would hope that the regeneration benefits could spread to the west side of Bridge Street which is in a rather run down state at present.	Noted and agree that the redevelopment of the east side should have a positive impact on the whole area. Agree that the current state of the Mall site is a concern in the context of the Bridge Basins Link. The specific issues regarding the 'Mall' or 'Bufton' site present an unusual set of circumstances and the District Council is seeking to resolve this separately through negotiations with the land owner. The area falls outside the STC.4 boundary and specific issues are beyond the scope of this development brief.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Phipps & Pritchard	P175 / 06/ C	Surely the opposite side of Bridge Street has to be brought in to the equation, especially so Buftons derelict shop	Noted. Agree that the current state of the Mall site is a concern in the context of the Bridge Basins Link. The specific issues regarding the 'Mall' or 'Bufton' site present an unusual set of circumstances and the District Council is seeking to resolve this separately through negotiations with the land owner. The area falls outside the STC.4 boundary and specific issues are beyond the scope of this development brief.	No further action.
Stourport-on-Severn Civic Society	P169 / 06/ C	Improving one side of Bridge Street is a waste of time as long as a major eyesore remains on the opposite side of the road. Something must be done about the shopping mall which blights the whole area.	See above response to Phipps & Pritchard P175/06/C	No further action
Mr John Evans	P200 / 06/ C	Please do something with the Boarded up premises opposite Kwik Save	See above response to Phipps & Pritchard P175/06/C	No further action.
Mr & Mrs Hoskins	P201 / 05/ C	Feels the other side of Bridge Street should be looked at I.e. The old Buftons building	See above response to Phipps & Pritchard P175/06/C	No further action.
Mr David Bristow	P206 / 03/ C	To complete Bridge Street the other side needs to be addressed (The empty Bufton Building).	See above response to Phipps & Pritchard P175/06/C	No further action.
Mr K. Durnell	P210 / 01/ C	Hopes that the redevelopment of the east side of Bridge Street will help to facilitate the redevelopment of the west side.	See above response to English Heritage P032/02/C	No further action.
Mr J Hodges	P211 / 03/ C	The money would be better spent upgrading Bridge Street and Raven Street, and the mall complex on the main street	This scheme seeks to attract new private sector investment into Stourport. Inevitably the private sector require a financial return on any investment and the redevelopment of the Bridge Street Basins Link should deliver this whilst helping to bring improvements to the public realm. Such improvements may include off-site works to key connecting routes such as Raven Street. Without the enabling	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
			development (housing etc) the 'money' would not be available. The specific issues regarding the 'Mall' site present an unusual set of circumstances and the District Council is seeking to resolve separately.	
Mr Alan Yates	P214 / 02/ C	Wants to tackle the eyesores within the town, especially those in Bridge Street. Would like to see the boards in the old indoor market got rid of.	See above response to Phipps & Pritchard P175/06/C	No further action.
C.E. Procter	P219 / 01/ C	Thinks that it will improve the bottom part of Stourport, but will something be done about the Buftons shop on the other side?	See above response to Phipps & Pritchard P175/06/C	No further action.
Mr & Mrs P. Southall	P220 / 02/ C	Preferred option is C but would have preferred the money to have been spent on the opposite side of the street as that has been an eyesore for far too long. Whoever owns the building should be made to bring it up to its surroundings.	See above response to Mr. J. Hodges P211/03/C	No further action.
Mr Alan Terry	P224 / 05/ C	Concerned about the old Bufton Hardware Store site which has been an eyesore for many years. Believes the site would make a superb walk through arcade such as boasted by many Cotswold and seaside towns. Antique shops, cafes and bookshops etc would make an attractive feature.	See above response to Phipps & Pritchard P175/06/C	No further action.
Ms Margaret Coldrick	P236 / 04/ C	Doesn't wish to see the rents become too expensive for shopkeepers and end up standing empty and/or boarded up. A prime example appears to be the 'mall' on the opposite side of the road	See above response to Phipps & Pritchard P175/06/C	No further action.

<b>Respondent</b>	<b>Code</b>	<b>Summary of Comments Received</b>	<b>Head of Planning, Health &amp; Environment Response</b>	<b>Head of PHE Recommendation</b>
Dixon Sheppard	P237 / 05/ C	The west side of Bridge Street is a bigger eyesore with the old Buftons building boarded up.	See above response to Phipps & Pritchard P175/06/C	No further action.
J Cook	P239 / 04/ C	Please don't forget the west side of Bridge Street, failure to rectify the current disaster of low grade frontages and derelict shops will certainly detract from any development to the east of bridge street	See above response to Mr. J. Hodges P211/03/C	No further action.
Mr J S Bennett	P249 / 01/ C	The development of Bridge Street and the canal basins would be good for the town but it needs to be balanced. To develop one side of the street only will give an odd look to the area.	See above response to Phipps & Pritchard P175/06/C	No further action.

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<b>v) TRAFFIC &amp; RELIEF ROAD ISSUES</b>				
<b>Accesss &amp; Movement</b>				
Phipps & Pritchard	P175 / 07/ C	The traffic flow across the Bridge, up Bridge Street and High Street needs to be stream-lined; the only way this can be done is by a much stronger enforcement of parking in the restricted areas on both sides of the street. The bridge that will take those problems away is, I believe, a long, long way away.	Not surprisingly, public consultation has confirmed that traffic congestion remains a big issue in Stourport-on-Severn. However, whilst the District Council is doing all it can through the planning process to deliver sections of the Relief Road and improving links to the town centre, the costs of the full relief road have mounted and the County Council do not propose to put the scheme forward as part of the Local Transport Plan 2 (2005-2011). In the meantime, the town's environment may be in danger of degenerating at a time when Stourport has successfully attracted funding through the Heritage Lottery Funds and Market Towns Initiative. This proposal will help to complement the potential regenerative impact in a co-ordinated manner.	No further action.
West Mercia Police	P208 / 01/ C	Hopefully with decriminalisation of parking in towns the council will provide constant warden attendance on Bridge Street, York Street and High Street to improve general traffic flow otherwise this development and increase congestion markedly.	Noted.	No further action.
Mr J Hodges	P211 / 02/ C	The traffic problems need to be addressed first, i.e. by ringroad or bypass.	See above response to Phipps & Pritchard P175/07/C	No Further Action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
D.W Thomas	P216 / 01/ C	Although the proposal if implemented in full will be beneficial to all visitors to the town it will increase the numbers of people coming into the area and therefore create traffic problems. Is no good talking about a bypass that will ease this problem as this is 'pie in the sky' as most people know.	See above response to Phipps & Pritchard P175/07/C	No further Action.
C.E. Procter	P219 / 02/ C	Nothing should be started until the road infrastructure of Stourport is sorted out. By-pass is needed urgently.	See above response to P175/07/C	No further action.
Mr Walker	P228 / 02/ C	Please treat as urgent, Stourport's second crossing of the River Severn. The town is blocked by traffic despite the councillors saying new restrictions would be brought in.	See above response to P175/07/C	No further action.
Mrs J Bowen	P235 / 03/ C	How can planners even think of development at all until we have a Bypass or a new bridge? Everyday of the week you have to queue to get through the town in any direction and holidays it comes to a stand still.	See above response to P175/07/C	No further action.
Ms Margaret Coldrick	P236 / 01/ C	Thinks that the proposed new road link would be a splendid thing for the town, freeing the 'old' road from the bridge, with the two old hotels, from heavy traffic and build up during busy periods.	With regards to the specific comments about a new road bridge it has been assumed that this comment refers to the proposed crossing of the River Stour which the Council will require as part of the Carpets of Worth site redevelopment. However, the second crossing of the Severn (which would go some way to alleviating the town centre congestion) is not proposed as part of the District Council's planning guidance, but is rather an issue for the County Council (as Highway Authority) through the Local Transport Planning process.	No further action.



Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mrs J Clee	P247 / 01/ C	A 'Developers Dream' but at what cost to the local people. We are told traffic problems are nothing to do with this project but it will affect us from the start. We have to use Bridge Street daily and what is being proposed will only make traffic problems worse.	See above response to P175/07/C	No further action.
R Clee	P248 / 01/ C	This proposal looks very nice in principal but as I see it, it is only going to increase the problem of traffic use. At the moment to get into Bridge Street from the Astley Cross area can be a nightmare in summer taking at least half an hour to do 2 miles. If you bring more traffic and pedestrians into Bridge street then I hate to think what it would be like.	See above response to P175/07/C	Remove Option B from the development brief. Otherwise, no further action.
R Clee	P248 / 02/ C	Until you get the bypass and sort the towns traffic problems I suggest you forget it and get your priorities right.	See above response to P175/07/C	No further action.
Mr J S Bennett	P249 / 02/ C	Any developments will be a waste of time and money unless something is done to improve the roads first. Any more traffic and the town will come to a complete standstill every day. Shoppers will go elsewhere and the town will die. This will be the complete reverse of what you are trying to achieve. The road system is the key to making any development work.	See above response to P175/07/C	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
Mr Tim Barnes	P255 / 01/ C	Lovely design but will inevitably worsen traffic congestion in the town, which is already too high. Plans for traffic alleviation are not only disgracefully absent but these plans will undoubtedly prevent future traffic alleviation	See above response to P175/07/C	No further action.
<b>General</b>				
Mrs Sparkes	P229 / 02/ C	The visitors Stourport has in abundance clog the roads and leave litter everywhere.	Noted. However, Stourport has welcomed visitors and day-trippers for well over a century and it is a fundamental part of the town's character. Not surprisingly, public consultation has confirmed that traffic congestion remains a big issue in Stourport-on-Severn. However, whilst the District Council is doing all it can through the planning process to deliver sections of the Relief Road and improving links to the town centre, the costs of the full relief road have mounted and the County Council do not propose to put the scheme forward as part of the Local Transport Plan 2 (2005-2011). In the meantime, the town's environment may be in danger of degenerating at a time when Stourport has successfully attracted funding through the Heritage Lottery Funds and Market Towns Initiative. This proposal will help to complement the potential regenerative impact in a co-ordinated manner.	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
<b>vi) WATERFRONT VIEWS</b>				
<b>Access &amp; Movement</b>				
Waterfront Views Management Committee	P253 / 01/ C	As long as it doesn't allow traffic to the new development along the private road off York Street which is at present part owned by the Waterways and the residents of Waterfront Views.	The development brief does not propose vehicular access from York Street and this option was discounted through the sustainability appraisal process.	No further action.
Mrs P.M. Harries	P139 / 02/ C	There is a private road leading to Waterfront Views, concerned about it being made public.	Noted. The development brief does not suggest vehicular access. However, it is envisaged that pedestrian movement through the area will be facilitated and the general views expressed through public consultation indicate a strong degree of support for opening up wider access to the basins area. Detailed designs will need to consider how this can best be achieved without unduly compromising privacy and security.	No further action.
Mrs P.M. Harries	P139 / 03/ C	Suggests a barrier to stop people using the Waterfront View courtyard for parking.	See above response P139/02/C	No further action.
E.M Arrowsmith	P149 / 01/ C	Living at Waterfront Views it is preferred that the public do not have access near the private road or premises. Need to be cut off completely from the right of way from Bridge Street	Noted. However, the overall strategy for the basins area is to improve their tourism, visitor and conservation area status. An essential strand of this approach will be maximising pedestrian accessibility and permeability through the area. The incorporation of public routes will need to be given careful consideration at the detailed stages of implementation and will need to involve collaborative working with British Waterways and the local community. However, it does not seem appropriate to suggest in the brief that the Waterfront views frontage should be cut-off from Bridge Street. The vast majority of respondents favoured Option C and it is suggested that this option i.e. offering two links presents the best solution for	No further action.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
			the site and wider regeneration.	
<b>Heritage &amp; Design</b>				
Waterfront Views Management Committee	P253 / 02/ C	Please note it shows the private road as a cul-de-sac on the initial site analysis and we would expect this to remain as it is.	Noted. It is not anticipated that the proposed redevelopment will be served by the access to Waterfront views and vehicular access would in these circumstances be restricted. However, it is anticipated that the pedestrian movement around the basins will be maximised.	No further action.

**TABLE C. Options Appraisal Summary of Responses****i) OPTION A:**

<b>Respondent</b>	<b>Code</b>	<b>Summary of Comments Received</b>	<b>Head of Planning, Health &amp; Environment Response</b>	<b>Head of PHE Recommendation</b>
<b>Access &amp; Movement</b>				
Disability Action Wyre Forest	P067 / 01/ C	The access to the basins area is too limited	Noted. Agree that Option C would offer greater flexibility for movement. Agree that a single access (particularly to the south - Option B) may create difficulties in terms of movement. It also may give the appearance of being a cul-de-sac with resulting impacts on movement and pedestrian flows. For these reasons it is proposed that Option B should be identified as the least preferred of the three identified options and further text should be added in section 9 to alert designers to the District Council's concerns.	Clearly indicate a preference for Option C in the development brief and amend the text of section 9 to refer to concerns about the merits of Option B.
<b>Design Options</b>				
Vicki Evans	P199 / 01/ C	Although too many houses	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.
Mr Keith Prentice	P227 / 01/ C	Fails to open up the natural tourist route along the banks of the river. Produces security and privacy impact to residents of houses and boat owners.	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.
<b>General</b>				
Mr Ian Shaw	P212 / 01/ C	This would favour local residents entering from High Street	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.

<b>Respondent</b>	<b>Code</b>	<b>Summary of Comments Received</b>	<b>Head of Planning, Health &amp; Environment Response</b>	<b>Head of PHE Recommendation</b>
Mr Alan Terry	P224 / 01/ C	Would single access cause a bottleneck with resultant congestion?	Noted. Agree that Option C would offer greater flexibility for movement. Agree that a single access (particularly to the south - Option B) may create difficulties in terms of movement. It also may give the appearance of being a cul-de-sac with resulting impacts on movement and pedestrian flows. For these reasons it is proposed that Option B should be identified as the least preferred of the three identified options and further text should be added in section 9 to alert designers to the District Council's concerns.	Clearly indicate a preference for Option C in the development brief and amend the text of section 9 to refer to concerns about the merits of Option B.
J Cook	P239 / 01/ S	Yes but not the best	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.
R Hardwick	P240 / 01/ C	Access too near York Street cross roads	See above comments in response to Disability Action Wyre Forest (P067/01/C). Concerns over the potential traffic and safety implications of a northern access link are noted and will need to be considered at the more detailed (planning application) stages.	See above recommendation.

## ii) OPTION B:

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
<b>Access &amp; Movement</b>				
Disability Action Wyre Forest	P067 / 01/ C	Whilst this may be somewhat better than Option A the access to the basins area is still limited	The vast majority of respondents favoured Option C and It is suggested that this option i.e. offering two links presents the best solution for the site and wider regeneration. It is also considered that Option B (only offering access to the south) may in fact have undesirable consequences for natural surveillance and movement etc whilst presenting an over dominant presence in the townscape. It may limit movement choices and have the appearance of a cul-de-sac in the north-easterly corner of the site. For these reasons it is proposed that Option B should be identified as the least preferred of the three identified options and further text should be added in section 9 to alert designers to the District Council's concerns.	Clearly indicate a preference for Option C in the development brief and amend the text of section 9 to refer to concerns about the merits of Option B.
<b>Design Options</b>				
Vicki Evans	P199 / 01/ C	Although too many houses	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.
Mr Keith Prentice	P227 / 01/ C	The compromise solution that opens up the vista, encourages the tourist flow around open spaces and helps maintain security and privacy for residents and boat owners.	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.
<b>General</b>				
Mr Ian Shaw	P212 / 01/ C	This would favour tourists entering from the park.	Noted. See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.
Mr Alan Terry	P224 / 01/ C	Would single access cause a bottleneck with resultant congestion?	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.

<b>Respondent</b>	<b>Code</b>	<b>Summary of Comments Received</b>	<b>Head of Planning, Health &amp; Environment Response</b>	<b>Head of PHE Recommendation</b>
J Cook	P239 / 01/ S	Yes but not the best	Noted. See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.
R Hardwick	P240 / 01/ C	Only one access and near to the Bridge	Noted. See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.



## iii) OPTION C:

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
<b>Access &amp; Movement</b>				
Disability Action Wyre Forest	P067 / 01/ C	It offers the best arrangement for people to be able to become aware of the basins area, for reaching it and for using it.	The vast majority of respondents favoured Option C and It is suggested that this option i.e. offering two links presents the best solution for the site and wider regeneration. It is also considered that Option B (only offering access to the south) may in fact have undesirable consequences for natural surveillance and movement etc whilst presenting an over dominant presence in the townscape. It may limit movement choices and have the appearance of a cul-de-sac in the north-easterly corner of the site. For these reasons it is proposed that Option B should be identified as the least preferred of the three identified options and further text should be added in section 9 to alert designers to the District Council's concerns.	Clearly indicate a preference for Option C in the development brief and amend the text of section 9 to refer to concerns about the merits of Option B.
West Mercia Police	P208 / 01/ C	The way this option opens up the view to the Basin with two different approaches, in my opinion, makes it a winner.	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.
<b>Design Options</b>				
Vicki Evans	P199 / 01/ C	Likes two openings and more space.	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.
Mr Keith Prentice	P227 / 01/ C	Reduces the value to the developer and increases security and privacy issues over option B.	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.
<b>General</b>				
Mr Ian Shaw	P212 / 01/ C	The canal basin needs opening up as much as possible to encourage the	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.

Respondent	Code	Summary of Comments Received	Head of Planning, Health & Environment Response	Head of PHE Recommendation
		widest number of people to visit		
J Cook	P239 / 01/ S	More access/better visibility to basin and greater flexibility, concept could be improved though.	See above comments in response to Disability Action Wyre Forest (P067/01/C)	See above recommendation.
R Hardwick	P240 / 01/ C	Two accesses would cause traffic problems	The vast majority of respondents favoured Option C and it is suggested that this option i.e. offering two links presents the best solution for the site and wider regeneration. However, concerns over the potential traffic and safety implications of a northern access link are noted and will need to be considered at the more detailed (planning application) stages.	No further action.