

**Section 3: The site & its significance**

Organisation	Code	Proposed Modification	Required Amendments to the SA
<b>1. Utilities and Services</b>			
British Waterways Humberts Mrs Barbara Lashford Mr Alan Terry Bob & Paddie Pyman	(P001/-/C) x5 (P178/05/C) (P213/01/C) (P224/03/C) (P234/-/C) x2	Add the following sentence:  "There are also known to be electricity bollards and services for moored canal barges immediately adjacent to the site and this will need to be considered as part of any waterspace strategy (See section 7: Vitality and Viability)."	This is considered too detailed an issue for the SA to address.  No change to the SA required.

**Section 4: Heritage and Design**

<b>2. Paragraph 4 &amp; Policy HD.3</b>			
British Waterways English Heritage Mr Peter Hall Mrs B Banner	(P001/10/C) (P032/03/C) (P226/01/C) (P245/02/C)	Add the following sentences at the end of Paragraph 4:  "The land within the development brief area appears to have a complex industrial heritage. Developers will be expected to undertake an evaluation of existing buildings and structures to consider the possible value of retaining any such features. As a minimum any historic buildings should be recorded prior to demolition. Further advice should be sought from the District Council's Conservation Officer."  Add the following clause to Policy HD.3 (Conserve & Enhance):  "iii) Include a heritage evaluation of existing properties and where appropriate explore the possible retention and/ or recording of features of historic interest."	Heritage and Design issues are covered by SA criteria 38 and 39. (Appendix 3, Page 43)  No change to the SA required.

Organisation	Code	Proposed Modification	Proposed Amendments to the SA
<b>3. Paragraph 6</b>			
Mr David Patten Mr Peter Hall	(P233/-/C)x2 (P226/01/C)	<p>Add the following paragraph to follow Paragraph 6:</p> <p>"This development brief proposes to retain Engine Lane as an important part of the areas heritage. However, careful consideration will need to be given to the detailed design of Engine Lane, the walls, surface treatments and surrounding buildings etc to ensure that the lane remains relevant and an intrinsic part of the wider regeneration project ensuring it has a more appealing aesthetic whilst assimilating into the wider movement network."</p>	<p>The retention and design of Engine Lane has been appraised in the SA under Proposal 9 as follows:                      "Proposals should create a new link to the basins area and retain Engine Lane as a pedestrian route." (Appendix 5, Page 46)                      The SA demonstrated that this would be an important step to regenerating the area and in addressing accessibility issues and transport choice.</p> <p>No change to the SA required.</p>
<b>4. Paragraph 12 &amp; Policy HD.1 (Views and Vistas)</b>			
English Heritage IWA Mr Keith Prentice	(P032/04/C) (P052/-/S) x2 (P227/-/C) x2	<p>Add the following sentences at the end of Paragraph 12:</p> <p>"In particular, links between Bridge Street and the basins should create new vistas e.g. as a minimum requirement, the southern link should offer a strong view of the Clock Tower."</p> <p>Add the following clause to Policy HD.1:</p> <p>"iii) Consider the views from Bridge Street to the basins making the most of land marks such as the Clock Tower."</p>	<p>Making the most of land marks such as the Clock Tower has been appraised in the SA under Proposal 13 (Appendix 5, Page 47) as follows:                      "Proposals should create a positive and public frontage to the clock basins including access to the water's edge.                      The SA demonstrates that this would greatly benefit the regeneration of the town and local economy. However, some negative effects may arise due to the increased numbers of visitors and activity in the area.</p> <p>No change to the SA required.</p>

**Section 5: Environmental Issues**

Organisation	Code	Proposed Modification	Proposed Amendments to the SA
<b>5. Trees</b>			
British Waterways English Nature	(P001/-/C) x3 (P050/-/C) x5	Delete subheading (Trees) and replace with 'Nature Conservation' to include new paragraph as follows:  "Urban waterside habitats are important for numerous species including bats, amphibians and birds. Design details should provide opportunities for roosting, nesting and hibernation of species. In particular, opportunities should be sought for utilising roof voids, the creation of gaps in masonry etc in addition to artificial boxes and the like. Landscaping scheme must include appropriate native planting regimes to facilitate bat foraging and habitat for birds and other wildlife. These measures will help to ensure that any proposals are consistent with PPS9: Biodiversity and Geological Conservation".	Propose an additional two SA assessment criteria at Appendix 3 to ensure that Nature Conservation issues have been fully considered in the SA of the SPD proposals as follows:  <u>Nature Conservation</u>  46. Does the proposal provide opportunities for roosting, nesting and hibernation of species?  47. Are there opportunities for planting regimes to facilitate bat foraging and bird habitats?
<b>6. Policy ENV.4 Trees</b>			
Mr Keith Prentice	(P227/09/C)	Add the following sentence to the end of Policy ENV.4:  "A landscaping scheme will need to be submitted with any proposals and this should include the planting of specimen trees."	Landscaping schemes and the planting of specimen trees is covered by SA Assessment Criteria 33: Does it offer opportunities to facilitate tree planting in the area? (Appendix 3, Page 43)  No change to the SA required.

Organisation	Code	Proposed Modification	Proposed Amendments to the SA
<b>7. NEW Policy ENV 5 (Nature Conservation)</b>			
British Waterways	(P001/-/C) x3	<p>Include a new Policy ENV.5 to read:</p> <p>"Proposals should include measures to create appropriate habitat to sustain species including bats, birds and amphibians. Where possible, designs should include in-built features that make use of roof voids, gaps in masonry etc in addition to planting schemes. Artificial habitat features such as nesting and/ or roosting boxes should also be considered."</p>	<p>Propose that this new policy is assessed using the revised SA framework. To be assessed as a new Proposal as follows:</p> <p>21. Proposals should include measures to create appropriate habitat to sustain species including bats, birds and amphibians. (Appendix 4, Page 45)</p>
<b>8. Include new sub-section on "Environmental Influences"</b>			
Mr David Patten	(P233/06/C)	<p>New sub section on 'Environmental Influences to follow Nature Conservation and reading as follows:</p> <p>"There are a number of factors that will influence how people react to any given space within the development. Particular influences in the setting of the Bridge Street Basins Link will include microclimate including the impact of shadowfall on the indicative seating areas, proximity to water and soundscape. Designers will be expected to demonstrate full consideration of such factors and how they have influenced the design/ proposed use of space. Certain factors including microclimate can also impact on the function of buildings in addition to space e.g. passive solar gain and in line with Policy ENV.3 (Energy Efficiency) full regard should be paid to this potential."</p>	<p>Propose an additional SA Assessment Criteria at Appendix 3, Page 44 under "To promote energy efficiency and recycling" as follows:</p> <p>45. Do the proposals pay full regard to the microclimate of the area?</p>

**Section 6: Movement Patterns**

Organisation	Code	Proposed Modification	Proposed Amendments to the SA
<b>9. 'Local Site Access Issues' &amp; Policy MP.1</b>			
Disability Action Wyre Forest British Waterways	(P067/01/C)  (P001/-/C) x2	<p>Sub-section to begin:</p> <p>"In line with Local Plan Policy D.1 (Design Quality) and the Wyre Forest District Design Quality SPG a key focus will be the need for any development to secure access for all in the design of public realm and buildings."</p> <p>Policy MP.1 to be re-titled "Accessibility for all &amp; shared surfaces" and the text to read:</p> <p>"Proposals should deliver a series of pedestrian priority routes that link into the wider movement network <u>with buildings and spaces that facilitate access for all.</u>"</p>	<p>Accessibility for All in the design of the public realm and buildings is covered by SA Assessment Criteria 27: "Will it provide easy access for the mobility impaired? (Appendix 3, Page 42)</p> <p>No change to the SA required.</p>
<b>10. 'Strategic Access (Public Transport)'; Local Site Access Issues; and NEW Policy MP.5 (Provision for Cyclists)</b>			
Beth Williams	(P202/02/C)	<p>Under 'Strategic Access' amend sub-section title from 'Public Transport' to "Public Transport &amp; Cycling" and insert a new paragraph:</p> <p>"Through route 45/ canal towpath improvements and the Severn Way, Stourport is well connected to the strategic cycle network. Any scheme(s) involving the STC.4 site should seek to make connections (including off-site improvements) between the site and strategic cycle routes."</p> <p>Under 'Local Site Access Issues' include new heading and paragraph immediately before 'Public Realm' to read:</p> <p><i>"Provision for Cyclists"</i></p> <p>"Adequate on-site provision should be made for cycle parking and full consideration given to the movement of cyclists to/ through the site. Further guidance on cycle parking standards should be sought from Worcestershire County Council (the Local Highway Authority)."</p>	<p>Propose that this new policy is assessed using the revised SA framework. To be assessed as a new Proposal as follows:</p> <p>22.Proposals should make provision for cyclists and connecting the site to nearby local and strategic cycle routes. (Appendix 4, Page 45)</p>

		<p>New "Policy MP.5 Provision for Cyclists" to read:</p> <p>"Proposals should make provision for cyclists and connecting the site to nearby strategic cycle routes."</p>	
<p><b>11. 'Local Site Access Issues (<i>Open Access to the Basins</i>)'</b></p>			
<p>British Waterways IWA Rod Fox</p>	<p>(P001/14) (P052/05) (P205/01/C)</p>	<p>Add the following wording to the end of the first paragraph of sub-section "Open Access to the Basins":</p> <p>"This lane provides essential access to Stourport Yacht Club (the 'Clock Tower' building) and any proposals for the site must facilitate continued and appropriate access to the yacht club through the site."</p>	<p>Appropriate access to Stourport Yacht Club is incorporated within SA Assessment Criteria 22: Will it enhance access to recreational facilities for residents and visitors? (Appendix 3, Page 42)</p> <p>No change to the SA required.</p>

**Section 7: Vitality & Viability**

Organisation	Code	Proposed Modification	Proposed Amendments to SA
<b>12. New Paragraph to precede Section 8 (Land Use Analysis) NEW Policy V.8 (Waterspace Strategy)</b>			
British Waterways Stroudwater Cruisers Humberts Mrs Barbara Cashford Mr Alan Terry Mr Keith Prentice Bob & Paddie Pyman	(P001/-/C) x6 (P117/-/C) x3 (P178/05/C) (P213/-/C) x2 (P224/03/C) (P227/-/C) x4 (P234/04/C)	<p>Add the following paragraph:</p> <p>"The following section of the brief looks at land use which is somewhat inevitable given the nature of this 'development brief'. However, fundamental to the success of any scheme is the effective use of the adjacent waterspace. It is clear that the development proposals will require the remodelling of the waterspace and boating activity in the immediate vicinity of the site. In particular detailed consideration must be given to the residential moorings and the security and provision of services and utilities to the boaters. As with other businesses directly affected by the proposals it will be important to ensure that appropriate measures are taken to relocate any displaced service providers for the boating community i.e. Stroudwater Cruisers. Developers will be expected to work in partnership with British Waterways to prepare a Waterspace Strategy to review existing facilities and to explore options for enhancing the waterspace layout. This should seek to incorporate the basins and surrounding land as an integral part of the redevelopment proposals with the aim of making the basins a more significant and attractive destination as an active source of leisure and commercial opportunity and not simply a visual backdrop."</p> <p>Add NEW Policy V.8 (Waterspace Strategy) to read:</p> <p>"Developers within the Development Brief area shall work in partnership with British Waterways to prepare and implement a waterspace strategy."</p>	<p>Propose that this new policy is assessed using the revised SA framework. To be assessed as a new Proposal as follows:</p> <p>23. Developers within the development brief area shall work in partnership with British Waterways to prepare a waterspace strategy. (Appendix 4, Page 45)</p>

**Section 9: Design Options**

Organisation	Code	Proposed Modification	Proposed Amendments to SA
<b>13. Preference for Option C</b>			
Many respondents (organisations & individuals)	83+%	Amend paragraph wording to finish: "...the three most appropriate scenarios for consideration. The preferred approach that maximises choice and movement through the area, is Option C which proved to be the favoured option to emerge during public consultation. The Council, would therefore, strongly encourage new access links to be created in the north and south of the site. This will also help to add relief in the built form and has a clear historic and planning relevance to the area. The District Council does, however, have reservations about Option B particularly in terms of linkage/ movement to the basins and also in terms of visual dominance. Any designers looking at this option will need to satisfactorily resolve these issues."	<p>The provision of new access links is covered by SA Assessment Criteria 26: "Will it improve connectivity and permeability with the canal basins area? 27. Will it provide easy access for the mobility impaired." (Appendix 3, Page 42)</p> <p>No change to the SA required.</p>



**Section 10: Implementation**

Organisation	Code	Proposed Modification	Proposed Amendments to the SA
<b>14. Developer Section 106 Contributions</b>			
British Waterways	P001/20/C	Insert the following table in Section 10 of the brief:	It is considered that the issue of S106 Contributions has been covered in the SA through the assessment of the initial 20 proposals listed at Appendix 4, Page 45.  No change to the SA required.

SPD Page No	In addition to on-site services and infrastructure etc, S.106 Developer contributions will be sought towards:
13	General Highway works (Strategic Access)
15	Public realm and crossing points for routes linking the STC.4 site with bus stops could be improved and offsite contributions may be sought.
15	Improving links to existing car parks i.e. via Bridge Street, Raven Street, Coopers Lane and Engine Basin.
	Improving links to the strategic cycle network
15	For proposals that require off-site parking, the District Council may require s.106 payments for existing car parks at Raven Street or the Riverside in line with Local Plan Policy TC.5 (Town Centre Parking Areas).
16	Improvements to existing car parks e.g. Raven Street & Riverside Meadows
17-18 (after proposed modifications listed in Appendix 4)	Any requirements to emerge through the preparation of a 'waterspace strategy'.
18-19	30% of dwellings to be affordable.
Standard Requirements	S.106 Education contributions – for further advice contact the Development Control team.

Organisation	Code	Proposed Modification	Proposed Amendments to the SA
<b>15. Recognise the need to address the specific requirements of the boating community(s)</b>			
British Waterways	P001/X/C	Add the following paragraph: “Any proposals for the Bridge Street Basins Link will inevitably have a significant impact on boating interests particularly for the Clock Basin. Section 7 (Vitality and Viability) of this brief places a requirement on any scheme to be accompanied by a waterspace strategy and this is further supported by Policy V.8 (Waterspace Strategy). Any ‘strategy’ must fully consider the needs of the boating community (including residential, visitor and business interests). As with any of the existing businesses operating in the area, it will be critical to understand how the needs and services of those businesses can be satisfactorily accommodated as part of any scheme.”	Propose the insertion of a new SA assessment criteria under “Encouraging Development which sustains the local economy,” as follows: 3: Does it fully consider the needs of existing businesses operating in the area?

**APPENDIX 1: Design Options**

<b>16. Remove Option B from final version of the brief</b>			
Many organisations and individuals		Delete Option B from Appendix 1 and reorder the options by preference as follows:  Option A - becomes Option B Option B – becomes Option C Option C – becomes Option A  Amend text (e.g. Section 9) accordingly.	The deletion of Option B would not affect the SA.  No change to the SA required.