

Riverside Conservation Area



Adopted 7th May 2020

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Introduction

The River Severn is an extremely important feature in Worcester. It is the reason for the city's existence, has historic importance as a means of transportation and today is a significant recreational and amenity facility. The Riverside Conservation Area was first designated on 8th September 1992; boundary amendments were made on 13th June 2000, and this appraisal was adopted by Planning Committee on 7th May 2020.



View of the Cathedral from Diglis

A conservation area is defined in the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. This appraisal is in line with sections 69 and 71 of the 1990 Act, which places a duty on the local authority to designate and manage their conservation areas. Designation helps to ensure that an area identified for its special interest and significance is protected and managed appropriately.

Conservation is the management of change to a significant place or asset, in a way that will best sustain its heritage values, while recognising opportunities to reveal or reinforce those values for present and future generations. The conservation area appraisal is a means of identifying and assessing what the special architectural or historic interest of an area is, how this contributes to the areas character and appearance, and is an opportunity to identify where this can be enhanced.

The appraisal is prepared in line with Historic England Advice Note 1: Conservation Area Designation, Appraisal and Management (Second Edition) and Historic England Advice Note 3: The Setting of Heritage Assets, to provide a firm basis on which applications within Riverside Conservation Area and its setting can be assessed.

This appraisal records and analyses the various features which create Riverside Conservation Area's special character, and contribute to its architectural and historic interest. Townscape Plans of the individual character areas indicate the location of listed buildings, locally listed buildings and key unlisted buildings which are significant to the history and/or character of the conservation area (see criteria in Conservation Area Appraisal, Designation and Management, Historic England Advice Note 1 (Second Edition) table 1). The map also shows significant natural, recreational and amenity spaces, boundary treatments and objects, and important views from the conservation area. There is a presumption that all of the identified features should be 'preserved or enhanced', as required by the Planning (Listed Buildings and Conservation Areas) Act 1990.

The plans provide an illustration of trees and landscaping across the conservation area. These illustrate the character of landscaping across the conservation area and where this makes a special contribution. All trees, and hedgerows of historical or archaeological interest, within the conservation area are however subject to usual conservation area planning controls.

The document is a material consideration for planning applications within and in the setting of the conservation area, and should be read in conjunction with the management proposals for the conservation and enhancement of the area,

provided within the character area sections of this appraisal. The appraisal is intended to be used by planning officers, developers and landowners to ensure that the special character is not eroded, but preserved or enhanced through development activity. While the descriptions go into some detail, a reader should not assume that the omission of any building, feature or space from this appraisal means that it is not of interest.



Aerial view over Riverside Conservation Area

The Planning Policy Context

National planning policy, as set out in the National Planning Policy Framework (NPPF), draws attention to the desirability of preserving and enhancing heritage assets in a manner appropriate to their significance, which, subject to appropriate assessment and justification, can also include adaptation and change. In line with paragraphs 185 and 200 of the NPPF, the Appraisal provides a positive strategy for the conservation and enjoyment of the conservation area.

In accordance with NPPF paragraph 186, Worcester City Council designated Riverside Conservation Area for its special architectural and historic interest, the

significance of which is described within this document. In line with paragraph 200 of the NPPF, new development within the conservation area which enhances or better reveals this significance, and proposals that preserve those elements which make a positive contribution to, or better reveal the significance of, the conservation area will be treated favourably.

Applications within the conservation area will be considered against Policies SWDP 6: Historic Environment, SWDP 24: Management of the Historic Environment and SWDP 21: Design, of the South Worcestershire Development Plan (or future replacement policies) with regard to this appraisal.

Due to the nature of Riverside Conservation as an area largely made up of open spaces further local policies will also need strong consideration:

SWDP 5: Green Infrastructure, SWDP 21: Design, SWDP 22: Biodiversity and Geodiversity, SWDP 25: Landscape Character, SWDP 28: Flood Risk Management, SWDP 34: Tourist Development, SWDP 40: Waterfronts, SWDP41: Marinas and Moorings, SWDP 42: Residential Moorings and SWDP 38: Green Space.

Further guidance on the design and protection of historic buildings and places can be found in the Council's Supplementary Planning Documents, and in national guidance from Historic England and other conservation bodies. These provide useful information on appropriate ways to develop within conservation areas, maintain historic buildings, and make environmental and sustainability enhancements. Links to these are provided at the end of this document.

Management Proposals

Management proposals are provided within the character area sections to work alongside the character appraisals to identify issues and assist with the management of change in Worcester's conservation areas, helping to ensure that they retain the special qualities that led to their designation. These documents fulfil the Council's duty under section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to formulate and publish proposals

in order to preserve and enhance the character and appearance of a conservation area. These proposals are particularly relevant where there is pressure for development and where cumulative minor changes may be affecting the character or appearance of the conservation area.

Owners, landowners and developers must give attention to the requirements for planning permission for certain works in conservation areas and for listed building consent for works to listed buildings and their curtilage. Planning applications affecting conservation areas will be determined with regard to the National Planning Policy Framework (NPPF), the South Worcestershire Development Plan (SWDP), the approved conservation area management proposals, and having regard to advice from the Council's Conservation Advisory Panel. The NPPF is also supported by the Government's Planning Practice Guidance: Conserving and Enhancing the Historic Environment.

Any new development should reinforce the character of the conservation area as identified in the conservation area appraisal and be sympathetic to the historical evolution and character of the Riverside Conservation Area. Development opportunities which preserve the character and enhance, or better reveal the significance of the conservation area will be looked upon favourably by the Council. Those proposals that threaten the identified character of the area will be resisted. Consideration should be given to the significance of the historic buildings and their setting, the historic layout and street pattern, significant spaces, massing, volume and scale of the existing and proposed buildings and the employment of suitable building materials and architectural features.

Some works can be carried out under 'permitted development rights', which means that home owners do not need to apply for planning permission. In some cases this can harm the character or appearance of the conservation area. Owners are encouraged to take heed of the special historic character and appearance of the conservation area when carrying out these works.

In order to focus enhancements in the conservation area individual management proposals have been formulated to address identified issues. Availability of public funding places some limits on the programming of enhancement projects these

items will be added to a list of recommended improvements which is reviewed regularly. Proposals by external parties to carry out these enhancements will be supported by the Council subject to the proposals being in accordance with policy. Successful management of the area is a collective responsibility of the Council, owners, developers and stakeholders and can only be done through responsible action which addresses these issues, and needs to be considered in the context of the area as a whole.

The conservation area is highly susceptible to flooding which is a major risk to listed and other buildings within the area. The majority of the area comprises of open spaces which are important for managing flood waters and providing recreational and ecological benefits. Where built development does exist within the flood risk area however mitigation is necessary to minimise the harm to the historic character and significance of the area through flood damage to buildings.



View of the Cathedral from Worcester Bridge, with the river in flood

Location and Setting

The River Severn flows in a southward direction to the west of Worcester Cathedral and the city centre and it separates the main body of Worcester from the western suburb of St John's. The two parts of the city are linked by a single road bridge, part of the A44. Few cities in Britain have such an important recreational and wildlife resource so central to the main conurbation. The boundary of the Riverside Conservation Area has been drawn to include the River Severn and its (including land on the north side of the River Teme), together with selected areas of built development that have a direct bearing on the riverside environment. The north and south edges of the conservation area are formed by the City boundaries.

A large part of the Riverside Conservation Area is an open landscape of floodplain. Whilst conservation area designation is fundamentally designed to protect the built environment or man-made landscapes, much of the land within the designated area holds a high level of significance in relation to the River and have historic value through industrial, agricultural, and recreational uses. These spaces form a strong link between the river and the periphery of the built environment of Worcester with many offering key vantage points for views of the riverside and beyond. Development of these areas could impact on the landscape value of the riverside and its setting, and on key views and vistas, many of which hold significance, not just locally but nationally and internationally.

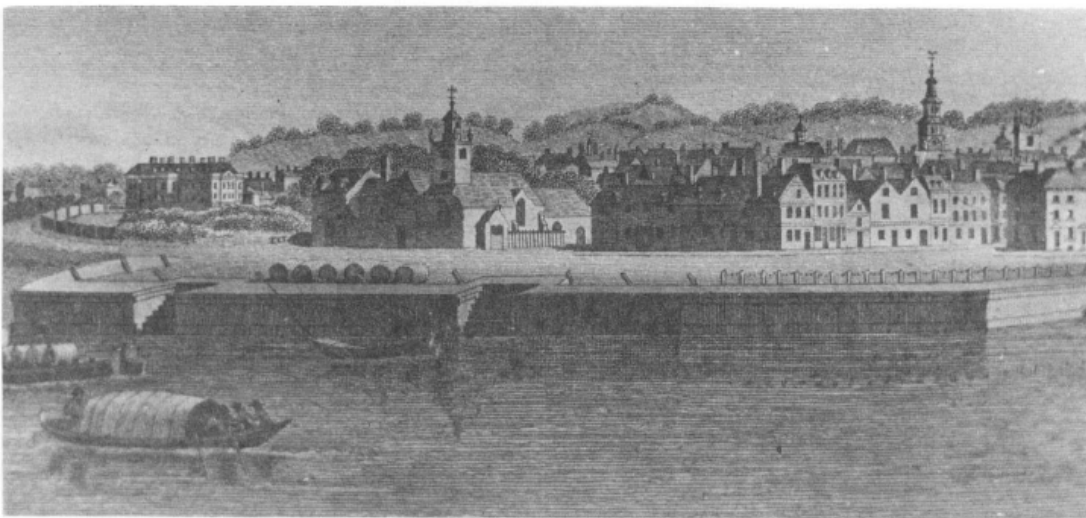
Boundary Review

On review it was found that the boundary generally followed a justifiable line and that adjacent areas of historic interest were already within either the Historic City Conservation Area, the Canal Conservation Area, St Georges Square Conservation Area, Royal Infirmary Conservation Area or the Britannia Square Conservation Area. However, due to changes over the years the review has identified that some parts of the conservation area no longer hold the level of special architectural or historic interest required for designation. In addition some areas were felt to warrant inclusion within the boundary as they have been identified as holding this special interest. Boundary amendments are described further under the relevant character areas.

Character Area	Boundary Change
1. Northwick	Extension to include Northwick House on Old Northwick Lane
2. Barbourne and Kepax	Extension to include Park View Terrace and adjacent properties Exclusion of 15-23 Tower Road
3. Pitchcroft and Hylton Road	None
4. Quayside and Cripplegate	None
5. Chapter Meadows	None
6. Diglis Island	None
7. Cherry Orchard and the Ketch	Exclusion of the industrial units on Weir Lane and the modern housing estate beyond Ketch Coppice
8. Teme Meadows and Powick Mills	None

Historic Development

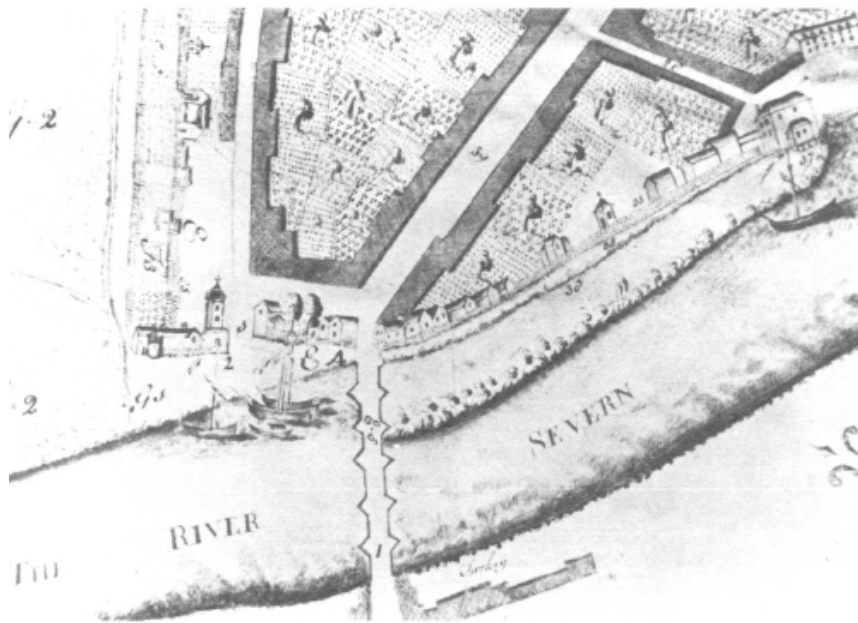
The River Severn is Britain's longest river, rising on the slopes of Plynlimon in Wales and passing through Shrewsbury, on through Worcester and Gloucester, and on to Bristol. The river was a principal trade route from medieval times, known as the 'King's high stream of Severn', a free route with no tolls. Worcester was one of the main inland ports, and by the end of the 18th century trade was also connected through to the industrial Midlands via the canal network.



18th century quayside

The River Severn was of great commercial importance from Roman times up to the mid-19th century and Worcester was a transshipment point during the Middle Ages for manufactured goods brought up river for distribution in the Midlands. Before the building of locks and weirs along the Severn in the second half of the 19th century, the tidal range reached Worcester. Although the river could be forded at low water, the tides caused problems for those trying to navigate craft and plans were made to make the river navigable at all seasons. These plans were defeated in Parliament in 1835 by the citizens of Gloucester who were afraid that Worcester would become the more important port. However, in 1842 the Severn Commission was formed to improve navigation of the upper Severn. Navigation problems were alleviated by the construction of the locks and weirs at Diglis causing the upper tidal limit to move south to Gloucester, the river was dredged and a minimum depth maintained thereafter.

With the industrial revolution, the river became one of the busiest in Europe and street names of North and South Quay are reminders of the city's importance as an inland port. The Worcester and Birmingham Canal was built to provide a direct link between the heavy industries of the Black Country and the sea ports of the Severn estuary. Completed in 1815, the canal extends for 30 miles and forms a link between the River Severn and Birmingham's Gas Street Basin. The Worcester basins of Lowesmoor and Diglis quickly became important focal points for the city's industry, and with the cargoes of coal and iron arriving from Shropshire, businesses in the city flourished. The railways came to Worcester in the 1850's and the Worcester to Hereford line was constructed to include 1½ miles of viaduct and embankment between Shrub Hill and Henwick.



Medieval Bridge over the Severn

Worcester's importance as a city is closely connected to its river-crossing and throughout the centuries river crossings have been afforded by ferry, ford or bridge. A ford existed in Roman times when it was known as Vertis from the Latin "vertere" to turn; this referred to a place on a river which had a sharp turn, being a conspicuous bend on the River Severn. When the river was tidal there was a natural ford site at Worcester, the Newport ford, immediately adjacent to the site of the medieval bridge.

A bridge existed from at least medieval times in Worcester, running from Tybridge Street to Newport Street, and the city developed about this principal east-west thoroughfare. In 1781 a 'new' bridge was erected slightly downstream as a replacement to the original medieval structure. Built to the designs of the architect John Gwynn of Shrewsbury, the bridge was widened several times and the current elevations date from the 1931 remodelling.

The Severn had a number of historic ferry crossings which were maintained by landowners, ecclesiastical and municipal authorities. In the 19th century the Severn Commissioners granted annual licenses to operate a ferry; each ferryman had to conform to regulations and ply his boat between sunrise and sunset. Most of the ferries were in operation until the Second World War. Worcester ferries included the Kepax Ferry at Barbourne, the Dog and Duck Ferry at the north end of Pitchcroft, the Grandstand Ferry and the Cathedral Ferry.

The low lying alluvial plains that lie to either side of the Severn are particularly susceptible to flooding mostly during the winter months. This has ensured that the majority of the land surrounding the river has remained in pastoral or agricultural use while the growth of the city itself over the last two centuries has mostly been on higher ground well back from the river. Flooding has been recorded here since the 17th century. The worst floods affect the built up areas on the periphery of the river with the floods in November 1770 and December 1947 being particularly notorious. More recently, the floods of 2007 (an unusual mid-summer flood), 2014 and 2020 saw most of the surrounding land submerged.

The acceptance by the Scots of Charles I's heir, Prince Charles, as Charles II, initiated the Third Civil War (1650-51). Charles marched steadily southwards, harried all the way by Oliver Cromwell, but England failed to rise in his support. By the time the Royalist army of 12,000 men reached Worcester it was facing nearly 30,000 Parliamentarian troops. Cromwell prepared carefully before he attacked on 3 September 1651 and after several hours of fighting Royalist resistance collapsed. The City of Worcester has subsumed the greater part of the

battlefield, but open ground still exists to the south where the fighting along the banks of the Rivers Teme and Severn developed and spread north towards the city walls. Fighting also occurred in the west by St. John's and Wick Fields and in the east by Perry Wood, Red Hill.

The river itself is no longer used for commerce but is a significant venue for recreational activities with walking and cycling popular along with leisure cruises, rowing and fishing. The Severn, together with the Worcester and Birmingham Canal has become a popular holiday route with boats completing circular routes known as the Avon and Severn 'rings'. The Avon ring links the Worcester and Birmingham Canal with the River Severn, River Avon and the Stratford Canal, and the Severn ring links the Worcester and Birmingham Canal with the Staffordshire and Worcestershire Canal, the River Severn and Birmingham Canal Navigations. There is also the much shorter Droitwich Ring which can be completed in a long weekend.

Townscape & Built Environment

The Riverside Conservation Area is composed of a series of open spaces within the Severn's flood plain, fringed with built development. The character and appearance of the spaces beside the river varies as one moves along it and there is a significant difference between the enclosed urban form of the environs of Worcester Bridge and the open character of outlying countryside to the north and south.



The area provides recreational routes alongside the river

Today the character of the riverside is purely recreational, and riverside footpaths are popular with residents and visitors alike. There is a public right of way along each riverbank; footpaths move from the east to west bank and informal rural tracks give way to more formal paved surfaces in built up areas.

The Severn Way footpath follows a north-south route through Worcester on the west bank, crossing to the east bank at Sabrina Bridge. The riverside walk provides a route of high amenity value, taking in a variety of uses, mainly recreational or agricultural, and walking and cycling along the river bank is

popular. In addition to the riverside footpaths, networks of footpaths cross the open fields that border the River, adding to the recreational value of the conservation area.

As the urban grain tightens closer to the city the open spaces are characterised by fringes or clusters of built development diverse in style and development pattern, reflecting the historic development of the city of Worcester. The juxtaposition of different materials, forms and uses is part of what gives the Riverside townscape its character.

Building use within the conservation area is primarily residential with commercial and office uses on both sides of the river close to Worcester Bridge. The predominant architectural style and character is from the 18th and 19th centuries and those buildings which relate directly to the river are principally linked to the growth of the city as a commercial centre, such as large houses for merchants, warehouses, and improvements in the communication network.



Denser urban grain around Worcester Bridge

The 18th century buildings within the conservation area are typical of the Georgian architectural idiom found throughout the city. Most 19th century buildings take the form of traditional red brick terraces with some late 19th/early 20th century domestic buildings built in a cottage vernacular revival style. There are some good examples of mid-20th century buildings along with examples of well-designed 21st century buildings. Bridges feature strongly in the conservation area, generally concentrated over the Severn close to the city centre, although two bridges cross the River Teme, the A4440 crosses the river via Carrington Bridge and there is a footbridge just south of Diglis Island.



Diglis Bridge

Red brick is the prevalent building material for both residential and commercial buildings with slate being the predominant roofing material, although tile roofs also feature. Many other building materials can be found in the conservation area including stone and cast iron, used both structurally and decoratively, along with concrete, glass and timber which are used in a number of modern buildings adding to the diversity of the building stock and the interest of the conservation area. Decorative cast-iron is found at the fountain in Cripplegate Park, and the lamp standards on Worcester Bridge and the cast iron street signs, are all from the Worcester foundry of Hardy and Padmore.



Hardy and Padmore fountain at Cripplegate Park and light on Worcester Bridge

Many of the buildings and structures along the river's length are listed and there are several locally listed buildings. There are also a number of key unlisted buildings which have been judged as making a positive contribution to the character and appearance of the conservation area and which hold townscape merit. These buildings are considered to be good, relatively unaltered examples of their type where original materials, details and the basic historic plan form have survived.

The Cathedral is Worcester City's 'signature' building and is a key landmark which dominates the city skyline both from within and outside Worcester. Sitting within the Historic City Conservation Area but directly adjacent to the Riverside Conservation Area boundary the Cathedral is both dominant and prominent in the riverside landscape, forming a major component of significant views and complementing the Riverside setting.

The public realm is generally in good condition, riverside paths are well paved or maintained gravel in the urban areas. More informal grass tracks exist in the rural character areas although this contributes positively to the character of these areas. Street furniture is generally good and unobtrusive and there are good examples of decorative cast-iron gates and railings, particularly the Pitchcroft gates and Cripplegate Park gates. There is an appealing contrast between the metal street furniture in the more urban areas and the wooden gate, benches and fingerpost signs which define the rural areas.

The impact of traffic on the conservation area is only really noticeable in the central, urban sections of the conservation area. Elsewhere the green open spaces which line the riverbank buffer the impact of traffic systems and allow the Riverside Conservation Area to retain an air of rural quality within the heart of the busy city.

Topography & Landscape

The Riverside Conservation Area is distinctive, combining the historic built and natural environment to form a conservation area dominated by large open spaces which help define the city of Worcester. A significant green space in the heart of the city, the Riverside provides a very important local amenity as a unique place of tranquillity, a valuable recreational resource, and a highly significant wildlife habitat and landscape asset.



View across the open space of Chapter Meadows

The landscape of the riverside is historically associated with the river; the low-lying level area of flood plain is enclosed on both sides by higher land upon which the historic core of Worcester has developed on the east bank along an oblong sand and gravel river terrace. On the west bank, the suburb of St John's sits on high ground formed by a sand and gravel river terrace mirroring that on

the east bank. There is a weir and locks at Diglis but otherwise the river's flow is uninterrupted.

The River Severn and its flood plain form a wide north-south corridor through Worcester, the five mile stretch of river following a level course with a generally regular width. As the river meanders through the city, the flood plain is alternately on the east and west banks, cut into a gravel terrace overlying the mudstone. Characteristically where one bank gives way to the flat flood plain, the other bank rises steeply, normally topped with built development.



View from the riverside footpath at Diglis

The areas of floodplain form a key part of the character of the conservation area, many retaining historic field boundaries which help form and frame historic views. The meadows on the floodplains can be experienced from the riverside footpaths and the surrounding landscape provides a green and natural character within the heart of the city. The flooding problems have ensured that much of the river's length has remained open, on the east bank north of the road bridge and on the west bank to the south.



Pitchcroft looking towards the towers and spires of the city centre

The Riverside forms an important green wedge through Worcester and generally speaking, nowhere along the riverbank is without some form of greenery as it moves through the city. An important landscape feature, the Riverside is also a significant linear wildlife corridor; the green space which forms the banks and floodplain of the river notable for the diversity of plant and animal life that it brings close to the city. The richness of flora and fauna is recognised by designations of Northwick Marsh and the River Teme as Sites of Special Scientific Interest (SSSI), Northwick Lido as a Local Nature Reserve and Chapter Meadows. In addition, much of the Riverside is identified as local green network, including the river itself. These significant areas of green space make an important contribution to the conservation area.

As the river corridor penetrates into the heart of the urban area, the open space begins to reduce in width and is more noticeably bordered by development; the character of the open spaces are defined by the scale and proximity of surrounding buildings along with current land uses. Here, although the water and adjoining green spaces have a rural flavour, the sight and sound of suburban Worcester are never far away, the urban and industrial areas of the quayside and Diglis contrasting with the large open spaces of floodplain.

Landscaping contributes greatly to the character and qualities of the area. Mature landscaping bordering the open spaces creates glimpses of built development, whilst maintaining a unique sense of tranquillity close to the city centre. In many places this landscaping extends into the built development area which makes for a soft transition between the open spaces and urban environment.

Parks play a big part in the Riverside and combined they provide a valuable recreational asset with Gheluvelt, Cripplegate and Riverside Parks awarded Green Flag status. The wild or less planned recreational areas such as Kepax Country Park and the west side of Gheluvelt Park form areas of open space to the north of the city. More centrally Pitchcroft and the landscaped greenery of Cripplegate Park create open public green space in the midst of the busy urban areas, their designed landscapes contrasting with the more informal areas.



Gheluvelt Park

South of the city the river plain widens and the river becomes broader and more slow-moving. The River Teme, a tributary of the Severn, flows west to east to join the Severn at The Ketch and forms part of the city's southern boundary and the boundary of the conservation area. The Teme's character is different to that

of the main river, being narrower and more meandering, and surrounded by a large area of flat open landscape. The arable fields and meadows of this area contrast with the flat mown-grass surface of the sports fields south of New Road and the well-managed site of Pitchcroft, and provide a strong connection between the city and the perimeter of the surrounding countryside.

Flood plain, to the north and south, has preserved old hedgerows and trees, which provide a haven for wildlife and enhance the setting of the river. Riverside trees are also visually important in providing a green backdrop of high scenic value, framing views of historic buildings and landscapes, occasionally screening or softening the impact of modern developments. A few large standard trees stand in the middle of fields in the extreme north and south of the conservation area but most trees are found lining the river banks or in hedgerows.

Views

The Riverside is a place of diversity, contrasts and surprise with unfolding views of great variety and historic interest; the low lying setting and absence of tall modern buildings allow for long views both into and out of the Riverside. The Riverside enjoys a variety of views of the city; from glimpses between hedgerows, panoramas over agricultural land and narrow vistas, many views incorporate the distinctive towers and spires which punctuate the city skyline.



St Andrew's Spire (the Glovers Needle) and the tower of All Saints Church punctuate the skyline

The level alluvial plain enables far reaching views in all directions, being particularly striking along the north-south corridor of the Severn through the city of Worcester. The buildings of Worcester are located above the flood plain and therefore one generally looks *up* to the buildings, increasing their perceived scale and giving landmark buildings a commanding presence. Worcester Cathedral is naturally a key landmark and can be seen from numerous locations within the conservation area with some of the finest views of the west front from Chapter Meadows.

Equally attractive views are available from the river itself, or from the adjacent riverside footpaths which provide a popular walking and cycling route close to the city centre. Although the river flows in a generally north-south direction through the city, views up and down the river are afforded by the gentle bends that create ever-changing, but never very long, views up and down-stream.

Bridges provide the best standpoint for views up and down the river affording panoramic views of the built up historic core of Worcester, and some of the most well-known images of Worcester. Here from an elevated position one can see further and often enjoy longer views than those gained on the riverside footpath.

Close views of riverside greenery or buildings contrast with panoramas over the flood plains. Elsewhere narrow gaps between buildings and landscaping allow for glimpses of landmark buildings.

Only in the northern and southern areas do views have a truly rural atmosphere; these more remote spaces of the conservation area offer long and panoramic views which often extend beyond the boundaries of the conservation area and include key landscape features and buildings.

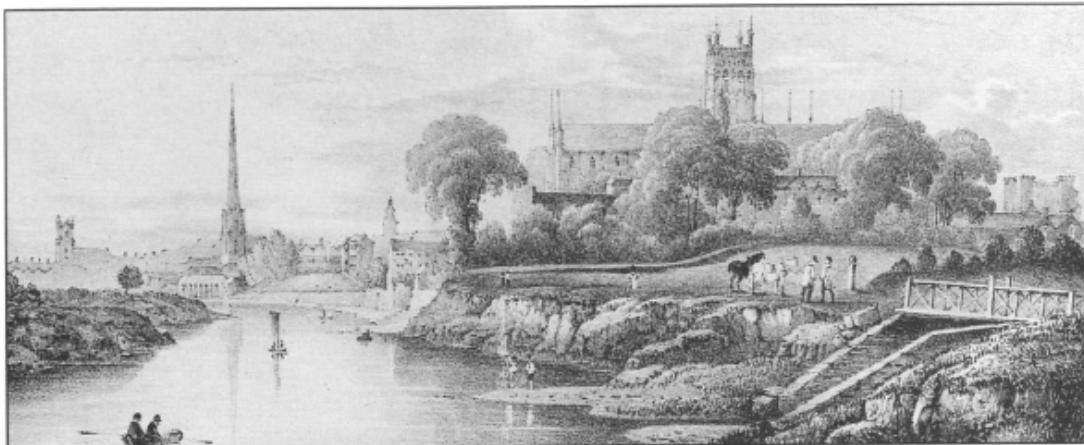


The chimney of Powick Mills and Powick Bridge

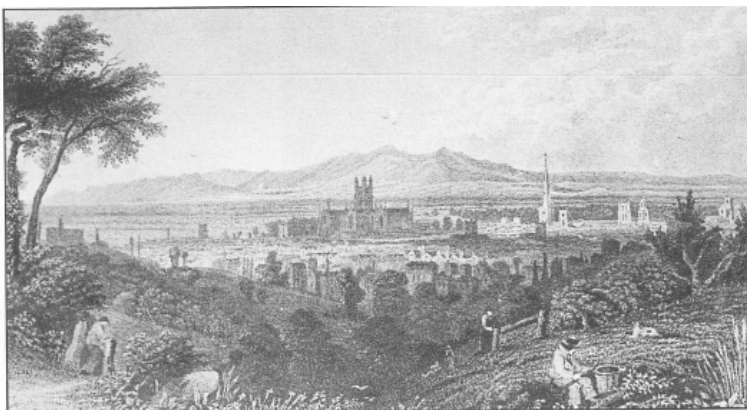
The chimney of Powick Mills is a local landmark in the south with views possible along much of the A4440. Because of its visibility it is also a proxy marker for Powick Bridge, the site of the first battle of the Civil War in 1642. Similar heritage assets constituting key views include St Andrews Spire (the Glover's Needle) and the tower of All Saints Church.

The A4440 also provides good long distance views of the city centre in which the lower built development and raised topography allows for distinctive views of the cathedral and city skyline. The floodplain to the north also provides distinctive long distance views of the city as do raised points in neighbouring authorities.

Naturally, given the picturesque qualities of the city's skyline many people have painted and drawn views of the city, several drawn from within the Riverside Conservation Area. Many of these views are still recognisable today and have become part of the national and international image of Worcester.



View from Diglis 1815



View from North-east 1829

View Management

The small number of tall buildings in Worcester has preserved a large number of quality views, one of the most precious and fragile components of the city's historic townscape. These are important to the attractiveness of Worcester as a tourist destination and several have significant historical or cultural associations. Preservation of the inherent character and qualities of these views is important to both the historical significance of the city but also the attractiveness of the riverside as a recreational resource.

In order to work towards a consistent and systematic approach to the implementation of policy SWDPR 25: Design, this appraisal identifies prominent views from Riverside Conservation Area, which are often recognisable and that effectively capture the image and character of Worcester.

A full assessment, within and of the city, would be necessary to identify all views significant to the historic significance, character and quality of the city. This document however intends to provide a starting point for identifying and preserving the views that contribute to the historical value, character and recreational amenity of the Riverside Conservation Area.

Conservation should not however be simply about safeguarding these views from harm but should also be about enhancement. The conservation management plan identifies where there is potential for enhancements to be delivered, by tree management, promoting high quality development or reducing street clutter for example. Developments will be supported where they deliver opportunities to deliver enhancements including the creation of new or improved views of Worcester subject to accordance with other relevant planning policies.

Character Areas

The conservation area is divided into eight character areas based on land use and the changing balance between open space and built development. The character areas relate, in succession, to the River Severn as it follows its five mile southward course through the City of Worcester from Northwick to the southern edge of the city.

The character areas are:

1. Northwick
2. Barbourne and Kepax
3. Pitchcroft
4. Quayside
5. Chapter Meadows
6. Diglis Island
7. Cherry Orchard and the Ketch
8. Teme Meadows and Powick Mills

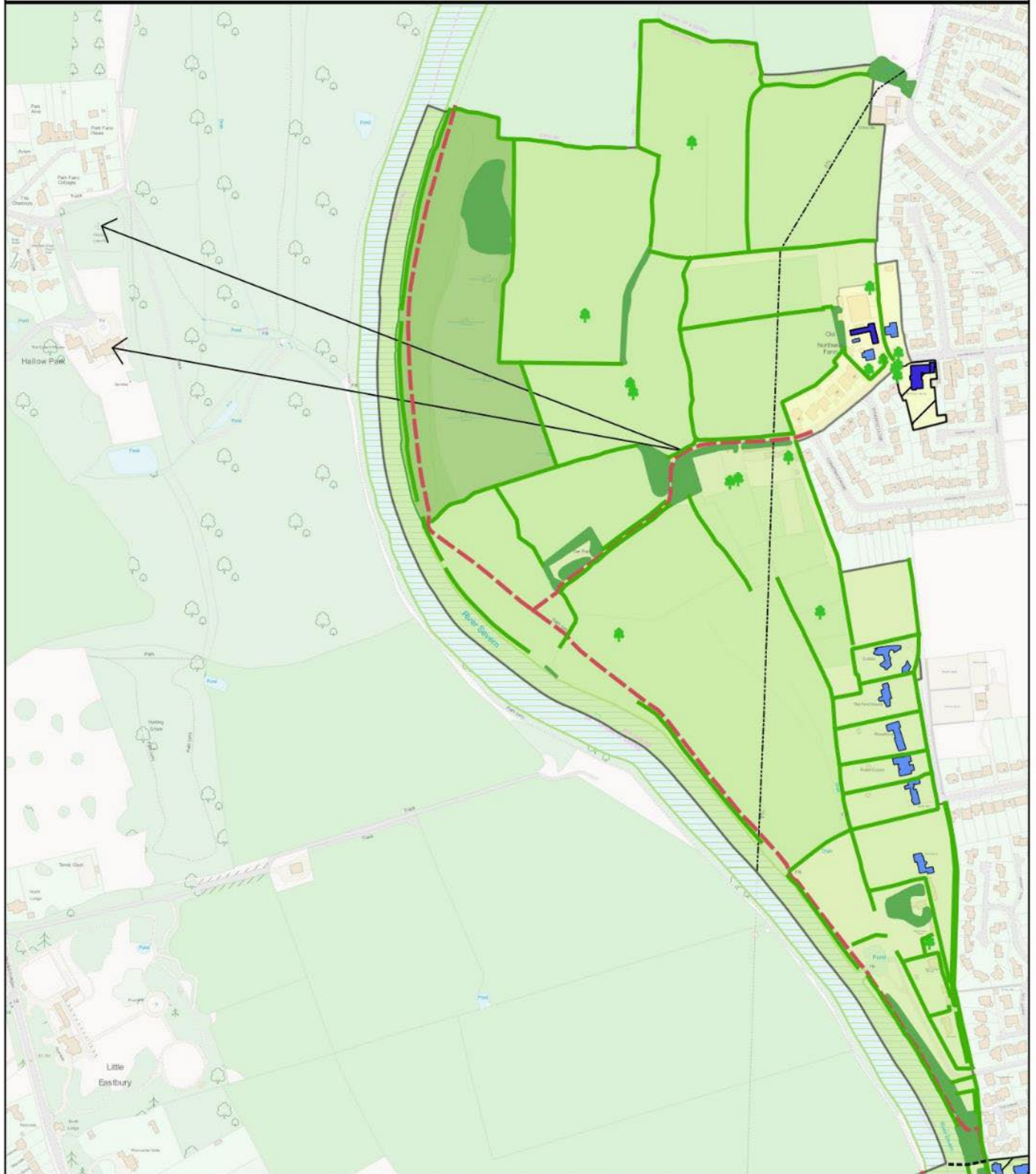
Each character area is identified by key landscape and townscape characteristics which contribute to this waterway conservation area, and each division of the conservation area has distinct social functions defined by its current and past uses and activities. The character of each area is described in more detail in the following sections of this document.

Character Area 1 Northwick

Northwick is largely defined by agricultural and equestrian land use with marshy farmland and horse paddocks. Built development is limited in this area and there is a strong rural feel with views across open landscape and informal footpaths



Riverside Character Area 1 - Townscape Plan



- Conservation Area
- Adjacent Conservation Area
- Proposed Extension to Conservation Area
- Character Area Boundary
- Important Green Space
- Significant Tree Area
- Significant Landscape Boundary
- Key Boundary Feature

- Significant Trees
- Recreational Route
- Electric Line
- Locally Listed Building
- Key Unlisted Building
- Listed Building
- Site of Special Scientific Interest
- Special Wildlife Site

Summary of Significance of Character Area 1 – Northwick

- Archaeological significance as the site of the Bishop's medieval palace with Northwick Marsh Local Nature Reserve forming the last of the associated fishponds
- The route of Old Northwick Lane following the ancient route down to the river crossing Hallow Ford, with associations to 1265 battle at Evesham
- Area of rural character and countryside recreations including fishing, walking and equestrian uses
- Mature landscaping and tree lined banks separating the area from and limiting views to built development
- Modest development and dominant landscaping
- Open views
- Recreational value of Northwick Heritage Trail
- Hallow Church and Park in long distance views
- Archaeological and historical significance of the brickworks and their relationship to Old Northwick Farmhouse

Historic Development and Archaeology

The river meadows in this area have been exploited for their raw materials since medieval times and the fields alongside the river were once bustling with the industrial activity of brick making; clay and sand were dug out by hand and the brick making took place in the nearby fields, The fields on both sides of the river have depressions from old brickyards.



Doharty's Map 1751

Evidence exists of an earthen causeway between Old Northwick Lane and where the brick kilns stood. The causeway is believed to have been constructed to allow the fired bricks to be carted away from the fields and up the lane.

Doharty's map of 1751 depicts a 'brickworks' sited in the field south of 'The Slip' close to what is now Northwick Marina. In the 19th century the site was owned by Joseph Knapp of Northwick House; the remains of his brickworks can still be seen as lumps and bumps in the surrounding fields.

At the far north east of the conservation area is the last obvious remnant of Northwick's medieval fishing pools. Doharty's map shows an expanse of water in this area known as the 'Great Pool' and alongside the road a small spur of water is depicted, believed to be the last remnant of the moat that surrounded the Bishop's medieval palace. Fishponds are shown on mapping of the area up until the 19th century but by the 20th century most had been filled in leaving a large area of marshland.



People using the river at Northwick for recreation

The riverside fields at Northwick have been known locally for centuries as 'The Slip'. Until 1844 the River Severn was fordable at various points and one such crossing point here was known as Hallow Ford. It was here that Prince Edward (later King Edward I) crossed the river in 1265 on his way to do battle with the rebel army of Simon de Montfort at Evesham. Old Northwick Lane follows the line of the ancient route down to this crossing.

Landscape & Townscape Character

The overall character of this area is rural, characterised by open countryside and tree-lined banks. This stretch of the river is slow moving due to its meandering route and gentle curves making it one of the most pleasant and natural lengths. Footpaths and riverside walks are informal, often grassy tracks and there is an emphasis on equestrian use.

Northwick Marsh on the east bank is a Local Nature Reserve; this area is important environmentally forming part of the local green network and being designated as a Site of Special Scientific Interest (SSSI). Considered to be one of the largest surviving examples of open, species-rich marsh in the county with several rare plants, the area is a popular attraction for river-users and residents alike.



A point of access to the river provides a glimpse view of the opposite bank

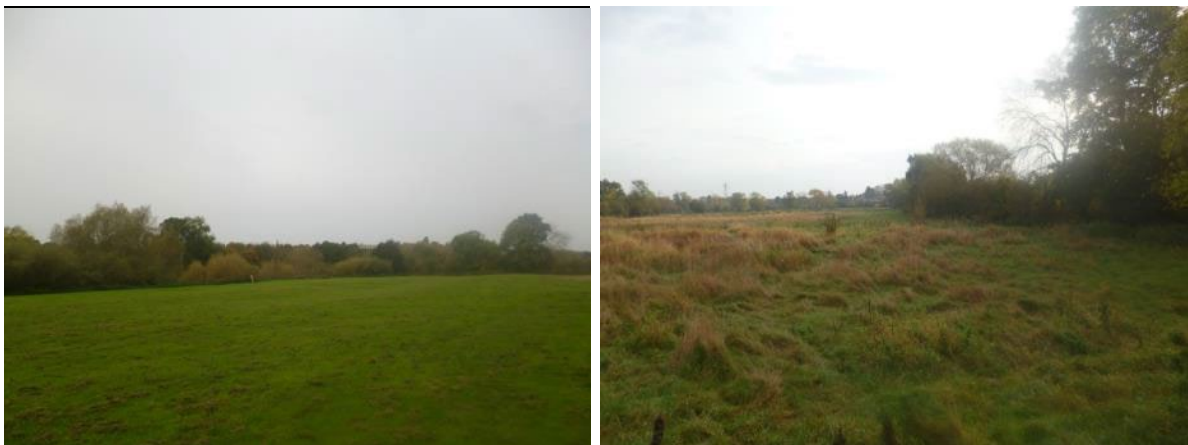
The flat pastureland adjacent to the river is known locally as Northwick Lido. Main access to the lido area is from Old Northwick Lane and an un-surfaced car park has been formed to meet demand. This area of the riverside is liable to flooding and the lane and the car park are also susceptible.

Rural character is signified by wooden stiles and benches of simple timber constructions. Finger-post signs are also wooden and are co-ordinated with a symbol of cathedral and bridge. The Northwick Heritage Trail begins here and a number of interpretation boards are found throughout the area.



The area has a more rural feel than others which is signified by the timber street furniture

The woods and meadows below the village of Hallow on the west bank are outside the city boundary and therefore not included in the conservation area, but, taken together, the open spaces, and the field and river landscape boundaries on both sides of the Severn are the start of a wide green corridor that extends almost as far as Worcester Bridge.



Pastureland and marshland make up the majority of the area

A slightly more urban feel is experienced to the south of the character area and rear gardens appear on the east bank, several of which have private moorings. The small boatyard adjacent to the man-made river inlet is the first non-rural and discordant note. Beyond the boatyard the steep riverbank has been divided

into gardens bounded by a vertically boarded fence and tall trees; the domestic character of gardens and fences mark a change in character from the earlier natural wildness of the riverbank.

Landmarks & Views

The distinctly rural character in this area is encapsulated by views from the river and riverside footpaths of open fields, hedgerows and trees. The riverside footpath is well used here and affords views across the fields with occasional views of the river itself where ground level is elevated. Trees enclose the river on both banks and views of the river can often only be glimpsed due to density of foliage, particularly in summer months.

From the main entrance to Northwick Lido the openness of this marshy area gives good views across the landscape and equestrian grazing land. To the north of the area the marsh land forms the foreground to a view over agricultural land with distant views of Old Northwick Farm.

Both Hallow Church and Park (the Eclipse care home) on the west bank are prominent landmarks in views; the chimney stacks of the latter being particularly prominent on the skyline.



The spire of Hallow Church and the chimneys of the Eclipse care home can be seen above the trees

Key Buildings

There is little built development within this character area, the most notable in historic terms being the locally listed late 19th /early 20th century Old Northwick Farmhouse and its outbuildings. Built with red brick under clay tile roofs the farmstead with unconverted buildings sits in a regular courtyard L-plan arrangement with additional detached buildings including a 2-bay pigsty.



Old Northwick Farmhouse

Six large detached dwellings, mostly obscured by trees, have an elevated and commanding position above the fields on the east bank. One of these, Cobtun House, has received awards and been widely published for its design incorporating 'sustainability' features. This eco-house is described by Alan Brooks as 'a remarkable, ecologically designed house of 2000-1'. Built by *John T. Christophers*, Cobtun House has a curving, earth-red, cob wall, with brick/stone base and corrugated aluminium capping which circles the garden before serving as the north wall of the single-storey house. Of mostly timber-framed construction, the house is clad in horizontal oak boarding, with projecting eaves and floor to ceiling glazing. The use of traditional and modern building materials and design allows Cobtun House to sit comfortably in its setting.



Cobtun House





On the north side of Northwick Close is Saint's Hill, built by county architect *A.V.Rowe* for himself in 1925. The building is of white painted brick with a half-timbered porch, weather-boarded gable, and oriel and bay windows. Houses of a similar style, most likely also by *Rowe*, lined the close from c.1930s.

Boundary Amendments

There is one proposed boundary amendment in this character area which is the inclusion of the locally listed Northwick House on Old Northwick Lane. This early 19th century building was formerly set in much larger grounds which extended to the River Severn to the west and was the home of John Knapp, owner of the riverside brickworks at this time. It is therefore considered that this building holds the level of special historic interest required for inclusion in the Riverside Conservation Area.

Management Issues and Proposals

The following management issues have been identified in Riverside character area 1 - Northwick:

	Location	Issue	Action	Responsibility
1. 	All	Electricity lines and pylons have a negative impact on the rural atmosphere and impact on positive views	Consider relocation in any future works	National Grid Developers Planning Officers
2. 	Northwick Marina	Currently of a negative appearance and in need of enhancement	Planning proposals in place to enhance this area. Monitor progress	Owners Planning Officers Conservation Officers
3. 	Various	The loss of trees and/or hedges would harm the amenity of adjacent recreational routes and spaces	The Council will resist the loss of trees or hedges particularly where they contribute to the amenity of public recreational routes or spaces	Owners Planning Officers Conservation Officers
4. 	Various	Use of the area is restricted and difficult to navigate due to indistinctive footways	Recreational routes to be improved to increase accessibility and widen recreational use. Treatments should reflect the informal character of the area	Owners Planning Officers Conservation Officers

Character Area 2 Barbourne and Kepax

As the Severn Way follows the west bank of the river a public footpath runs alongside the north edge of the former tip eastward from Riverview Close to the western slip of the former Kepax Ferry. The east and the west banks here are notably different in character, the east providing glimpses of built development against the more open and rural character of the west bank.





- Conservation Area
- Adjacent Conservation Area
- Proposed Extension to Conservation Area
- Important Green Space
- Character Area Boundary
- Significant Tree Area
- Significant Landscape Boundary
- Key Boundary Feature

- Significant Trees
- Recreational Route
- Electric Line
- Locally Listed Building
- Key Unlisted Building
- Listed Building
- Special Wildlife Site

Prepared by: Rebecca
 Planning
 Department

- The Barbourne/Kepax Ferry crossing and its relationship to the late 19th and early 20th century development of Barbourne
- The relationship of dwellings to the River Severn
- Historical significance of Park View Terrace dwellings as examples of the large houses which previously formed the riverside edge
- Archaeological and historical significance of the city corporation waterworks and pump house
- Archaeological interest of the Pope Iron Works
- The communal recreational significance for river based and other recreational activities of Kepax Country Park (former Hallow Tip) and Gheluveld Park
- The tranquillity of the area created by mature landscaping screening the area from built development

Historical Development and Archaeology

Historically both sides of the river were linked by way of ferry. It is thought that there was a ferry here, known as Barbourne Ferry, from at least the early 19th century. The ferry became popular in the late 19th century, when Barbourne Park, a private estate which stretched from Barbourne Brook beyond Park Avenue, was sold and built up. One of the earliest parts of this estate to be developed was Park View Terrace. A number of the dwellings here were built by the 1880s and early 1890s overlooking the river.



Avenbury, Park View Terrace

The ferry became known as Kepax Ferry although it was sometimes known as Bailey's boat after the boatman Mr. Bailey. The embarkation point on the east bank was in the vicinity of today's Kepax Ferry Cottage. The ferry remained operational until the 1940s.



Kepax Ferry c.1900

18th century former water tower

The city corporation waterworks was relocated from the city centre in the 1770s following its demolition to build the new bridge. A tall water tower was built as part of the works and a water-wheel driven pump was used to pump water from the River Severn to a storage tank at the top of the tower. The tower became redundant when a new waterworks was built next to it in the 1850s and was unfortunately demolished in the 1950s. The replacement waterworks were demolished in the 1990s and landscaped to form an extension to Gheluvelt Park. The pump house is the only surviving building.

An early iron works site was located just south of the waterworks on the Barbourne Brook. Known as the Pope Iron works it is thought to have been founded by Bromwich Pope. In the early 19th century the works covered a substantial riverside site but by the late 19th century they had been demolished and replaced by the terrace housing of Waterworks Road.



Claines Tithe Map of 1843 showing Pope Iron works

Landscape & Townscape Character

Moving south into this character area, the conservation area opens up to the west bank and to the large open space of the reclaimed Hallow Tip. This area is raised as a plateau above the flood plain and has been capped and seeded to create Kepax Country Park. The park gives a rural quality here, similar to that of character area 1, however there now begins a shift in focus from agricultural to recreational land use with river-based activities becoming more apparent.



Kepax Country Park

On the east bank, a wooded area and a number of modest dwellings screen the river from view, opposite larger plots and more grandiose properties on the other side of Park View Terrace. The gardens here are gated, with long driveways, high boundary walls, well-manicured hedges and trees, such that the properties are largely screened from view. This combined with the informal, un-surfaced road makes for a tranquil connection between Northwick Lido and Gheluvelt Park, and a soft transition between the riverside and urban area. The woodland subsequently gives way to the retaining wall which once contained the former waterworks' filter beds and settlement tank.

The western extension of Gheluvelt Park stretches beyond the wall, providing important green space and continuing the open feel of the west bank.

Substantial landscaping on the park boundaries screens much of the surrounding development, creating an oasis of open space in close proximity to the city centre. Only the pump house of the waterworks survives out of a number of Victorian and 20th century buildings, and the area of former filter beds has been grassed over. To the north of the pump house the foundations of the original water tower remain visible above Barbourne Brook.



Gheluvelt Park

The nature of the landscape is primarily low lying. Both banks are well wooded along this stretch, although the trees on the east bank give way to the residential moorings on Park View Terrace and Waterworks Road.

Landmarks & Views

River views are limited due to the low-lying landscape although from the western end of Gheluvelt Park the riverside footpath provides good extended views up and down river. Views across the park take in the Pump House which is the built focus of the area, and beyond to the eastern end of the park and the more built up area of Barbourne.



Views up and down the river from Gheluvelt Park

From the west bank views are open across Hallow tip towards Northwick and there are distant views of the tower of St. Stephen's Church. From the river bank pleasant views across to the east bank pick out the rear of the house on Park View Terrace.

Key Buildings

Built development on the west bank is very sparse and less prominent than on the east bank where it is directly associated with the riverside. Buildings on the east bank are distinctly Victorian and Edwardian in character with Kepax Ferry Cottage and the adjacent Kepax Cottage attractive buildings built in an Arts and Crafts style with a distinctive use of clay tile roofs and applied timber-framing.



Kepax Ferry Cottage and Kepax Cottage

The large residential properties off Park View Terrace are described by Pevsner as “an area of large 19th century houses...showing Norman Shaw’s half-timbered Old English Style”, some of the houses in the area are the work of local architect J.H. Williams. Avenbury to the north of the Terrace is notable for its distinctive turret whilst Nimrod House to the south is a locally listed building.

The surviving pump house of the former Waterworks in Waterworks Road is a locally listed building successfully converted into a community environmental centre. Now the Pump House Environment Centre, it is a large building in 3 parts; the west part, by Thomas Hawksley, 1857-8, is of red brick with blue brick banding and stone dressings. The matching east range of 1868 copies the eccentric details and sits alongside a taller, plainer centre of 1901-2 by Thomas Caink, The two and a half-storeyed building is described by Pevsner as being of an “odd chunky Franco-Jacobean style”. The surviving base of the original circular water tower is also locally listed.



Pump House Environmental Centre

An attractive row of Victorian houses completes the boundary to this character area. Built on the site of the former Pope Iron Works, the terrace faces the river at the end of Waterworks Road and has a strong association with the river, with good elevations and substantial moorings.



Victorian dwellings on the site of the Pope Iron Works

Kepax Bridge is proposed to link the recreational sites of Gheluvelt Park and Kepax Country Park which will improve connectivity between the areas of North Worcester east and west of the Severn. However there are significant constraints with a need for clearance for large boats, and achieving accessible approaches, especially at its east end. Great attention will need to be given to the design of the bridge and its approaches to ensure that they do not harm the attractiveness of the conservation area, the riverside and the two parks.




Boundary Amendments

A small area of modern housing on Tower Road (Nos.15-23) has been excluded from the conservation area. This area formed part of the waterworks site at the time of original designation but has now been developed with late 20th century housing which is not considered to hold the level of special interest required for inclusion. The houses hold an identifiable character with the other modern houses on Tower Road which are not in the conservation area. The modern houses to the west of this development are recommended to remain as they have land boundaries with the river and so their plots provide an important contribution to the character and appearance of the conservation area.

The conservation area is also extended to include plots to the east of Park View Terrace. The large plots and their substantial boundaries and foliage create the tranquillity of this part of the Riverside walk between Northwick Lido and Gheluveld Park. The dwellings directly overlooked the riverside prior to 20th century infill development, forming the riverside edge of the 19th century suburban expansion of the city. The buildings therefore also have special historic interest as rare examples of the large, high status houses which overlooked the east bank of the river and contributed to the expansion of the Kepax ferry service.

Management Issues and Proposals

The following management issues have been identified in Riverside character area 2 – Barbourne and Kepax:

Picture	Location	Issue	Action	Responsibility
1. 	All	Electricity lines and pylons have a negative impact on the rural atmosphere and impact on positive views	Consider relocation in any future works	National Grid Developers Planning Officers
2. 	Various	Wooden finger post signs in need of repair or replacement	Replace or carry out maintenance to existing signage	Conservation Officer
3. 	Old waterworks tower	This important historic feature currently has no interpretation of its significance	The site would benefit from new interpretation material	Conservation Officer
4. 	Former waterworks site	Exposed concrete wall of former waterworks site is unsympathetic to the setting of the river	Consider improvements to the appearance of this area in any future works	Planning Officers Conservation Officers
5. 	Park View Terrace	Risk of the removal of boundary features and mature landscaping which make an important contribution to the setting of the river and walks	Seek to preserve garden boundaries and landscaping	Owners Planning Officers Conservation Officers

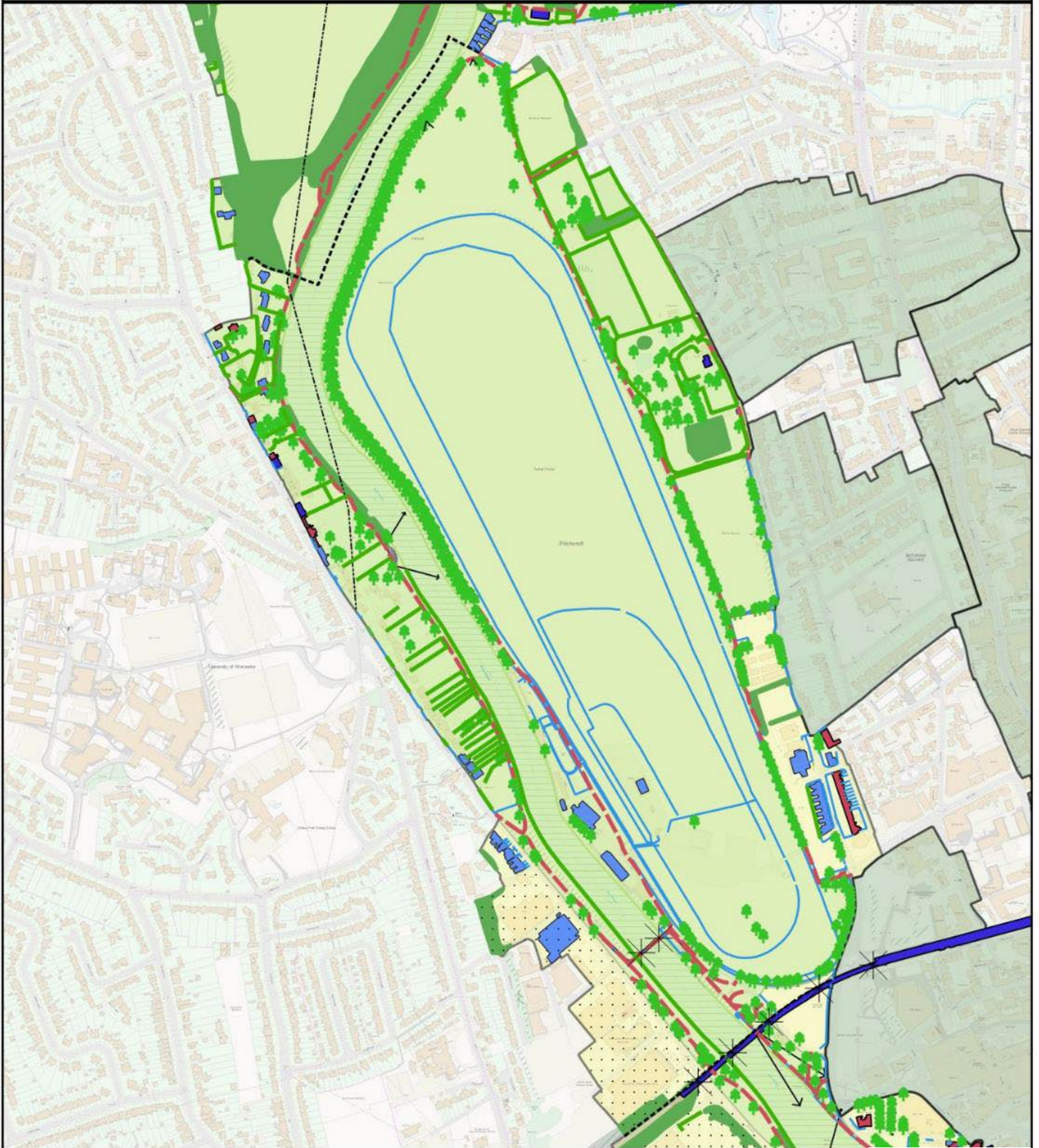
6.	Kepax Bridge	Through improving connectivity the proposed Kepax Bridge could harm the attractiveness of Gheluvelt Park and Kepax Country Park as a recreational resource	The design of Kepax Bridge should seek to maintain the character and significance of the conservation area in order to maintain the attractiveness of Gheluvelt Park and Kepax Country Park	Planning Officers Worcester City Council Worcestershire County Council Conservation Officers
7.	Various	Risk of removal of landscaping which makes an important contribution to the amenity of adjacent recreational routes and spaces	The Council will resist the loss of trees or hedges particularly where they contribute to the amenity of public recreational routes or spaces	Owners Planning Officers Conservation Officers
8.	Kepax Country Park	Access is currently limited for cyclists and those of reduced mobility on the west bank of the river to Kepax Country Park	Recreational routes to be improved and signage and street furniture to be included to increase accessibility and widen recreational use.	City Council Riverside Park Management Group Conservation Officers

Character Area 3 Pitchcroft and Hylton Road

Situated on the east bank of the River Severn, Pitchcroft is the site of the present day racecourse, contained between a broad bend in the river and the river terrace. Within this character area is the built development along Hylton Road and the northern end of Henwick Road.



Riverside Character Area 1 - Townscape Plan



- Conservation Area
- Adjacent Conservation Area
- Proposed Extension to Conservation Area
- Character Area Boundary
- Important Green Space
- Area for Enhancement
- Significant Tree Area
- Significant Landscape Boundary
- Key Boundary Feature

- Significant Trees
- Recreational Route
- Electric Line
- 360 Degree View
- Locally Listed Building
- Key Unlisted Building
- Listed Building
- Special Wildlife Site

Summary of Significance of Character Area 3 – Pitchcroft and Hylton Road

- Historical and archaeological significance as the site of a Roman river-crossing, ironworking and a medieval waterfront
- Pitchcroft as Priests Croft is significant as a medieval meadow with some features remaining
- The area is home to one of the oldest race courses in the country
- Historical and archaeological significance as the site of the second siege of Worcester and as the assembly point of the Royal Cavalry in 1651
- An area of recreational importance historically holding events including bare knuckle fighting, fares, circuses, parades, Worcester Rowing Club, swimming races and betting on dogs at the Dog and Duck pub

Historical Development and Archaeology

It is thought that there was a Roman river-crossing at the southern end of Pitchcroft and some evidence for ironworking has been recorded. It seems likely that the dumps of iron slag present on Pitchcroft were known of locally at least as early as 1646 when a Richard Saunders was granted a lease of land at Little Pitchcrofte 'in consideration of leavelling the workes raised upon the same'.

On the west bank, archaeological recording has revealed part of a possible medieval waterfront along Hylton Road and on the Worcester Arena site. There are former river channels here of prehistoric and Roman date.



Racing on Pitchcroft 1823

Pitchcroft, formerly Priests Croft, was the medieval common meadow of the city and some earthwork remains of former boundaries and some ridge-and-furrow survives.

On the 14th June, 1646, during the second siege of Worcester, the Parliamentary besiegers completed a bridge of boats, with a plank floor allowing passage of eight men abreast, to cross the river to the north of the city at the upper end of Pitchcroft (opposite Henwick). The bridge was defended by a half-moon emplacement on Pitchcroft which would give two points of attack from the west across the river. It was on Pitchcroft that the Royalist cavalry was assembled in 1651.

Racing at Pitchcroft began in the early 18th century, recorded from 1718. It is home to National Hunt horse racing and is considered to be one of the oldest racecourses in the country. Racing was operated by the city corporation until 2000 when it was taken over by Arena Leisure Services.

As well as horse racing, Pitchcroft has historically hosted a number of other sporting and recreational events over the centuries including bare knuckle fighting in the 19th century. Fairs, circuses and parades also have a long history on Pitchcroft and this tradition continues today.

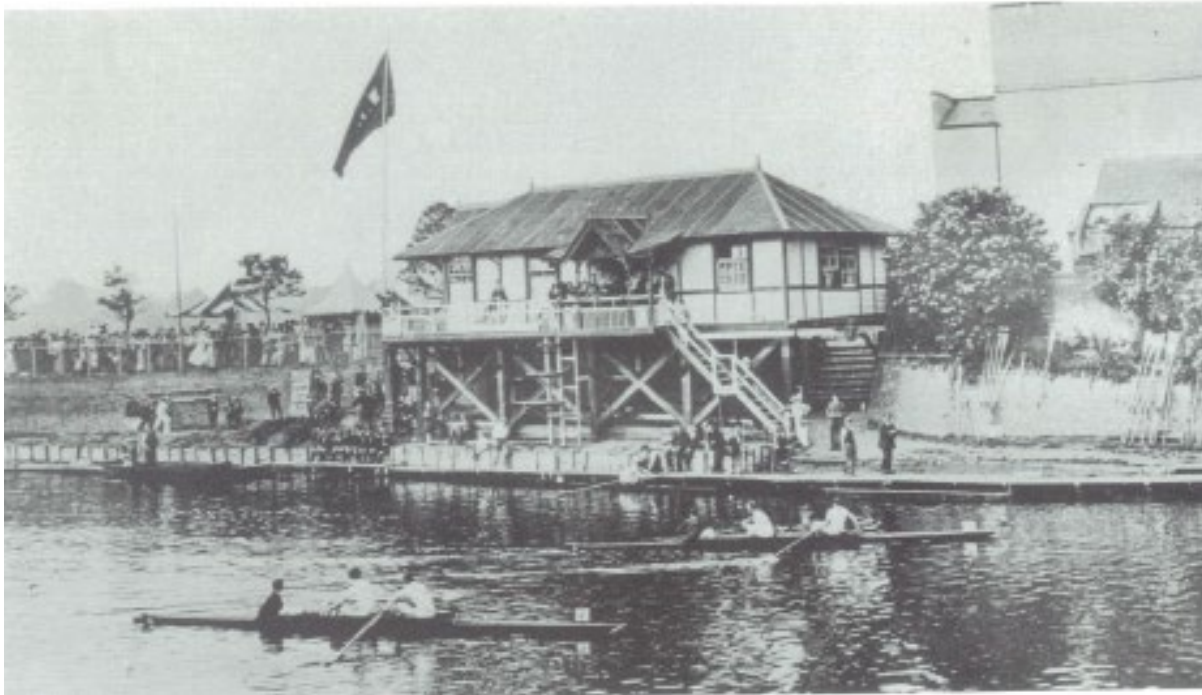


Dog and Duck Ferry 1935

The site of the Dog and Duck Ferry was located at the north end of Pitchcroft. The name originated from the pub on the west bank and the local sport of betting on dogs which were then let loose on the river to catch ducks. Although the pub is no longer there the cottages and ferry site remain.

River sports have also featured on the River Severn throughout history. A boat club was established in Worcester in 1841 which saw the start of competitive rowing in the city, and Worcester Rowing club was formed in 1876. Swimming barges were often moored to the river banks near Pitchcroft for locals to swim

off and in the 1930s a 'mile' swimming race from Kepax down to the Racecourse grandstand was held.



Worcester rowing club boathouse 1915

Landscape & Townscape Character

Approaching the northern tip of the character area the focus shifts to Pitchcroft, an important landscape feature of over 40 hectares of open space close to the city centre. The racecourse comprises the greater extent of the land on the east bank. Land use here is distinctly recreational and outside of organised races is also used for a variety of public events throughout the year. The white painted race rails are a distinctive feature of the racecourse, as too is the impressive tree-lined avenue to the east of the course, significant to both the character of the area and to the local ecology.

Pitchcroft is liable to flooding, which can dramatically alter the character of this open green space on a seasonal basis. Development on the east side of the river is set at a distance from the Severn, beginning as the land starts to gently rise up from the floodplain. Pitchcroft Allotments and the gardens and sports facilities to the south east add to the extensive open space of Pitchcroft Racecourse and

provide a good transition to the built-up residential areas of Britannia Square and Barbourne.



Pitchcroft and the adjacent tree-lined avenue

From the north mature trees line the eastern riverbank, framing views from Pitchcroft until the trees are replaced by a number of low-lying buildings, including the boathouse and service facilities associated with the racecourse. The tree border begins again on the south-eastern edge of the racecourse, visually enclosing the space.

The south-eastern edge of the racecourse takes on a more urban feel and a car park separates the racecourse from the terraces and the Swan Theatre. The urban edges of the racecourse are bound by wrought iron railings, culminating with gates onto Croft Road.

To the south of the racecourse Butts Parade indicates the start of a more urbanised route along the river, starting with Sabrina Bridge and continuing through the city centre as far as Severn Street. The railway viaduct is an imposing feature in views through the area, forming a backdrop to Butts Parade and the opposite car park. Street trees are an important feature here, helping to create a human scale and separating the pedestrian realm from the adjacent highway. There are good examples of historic street surfaces in this character area, such as the granite setts along Severn Terrace. Traditional street furniture also features, particularly along the 'parades', identifying this area as becoming increasingly urban.

Sabrina Bridge was erected in 1992 as a pedestrian and cycle bridge and is the crossing-point for the Severn Way from the east to the west bank. Named after the Roman name for the Severn, the footbridge crosses the river from Butts Parade to Henwick Parade, just north of the railway viaduct. The bridge is now heavily used by students following the expansion of the university from its original St John's campus into the City and Riverside campuses. The latter includes the University Arena which is now a prominent building along the Riverside.



Sabrina Bridge

Running parallel to the river on the west bank the houses on Henwick Road are elevated on an escarpment above the flood plain with rear gardens running down to the riverside footpath, some with private moorings. From the front elevation many of the houses are reasonably modest in scale, however when viewed from the riverside path the rear elevations of these properties are prominent, commanding views of the river, Pitchcroft and the city beyond.



Pitchcroft from the river edge on the west bank

Dropping down to the riverside from Henwick Road two small cottages sit below the escarpment looking out to the river. This area is quiet and peaceful despite the busy road above and the open aspect of the river is framed by the trees which border the riverbank opposite with Pitchcroft beyond.



Henwick Parade

Moving south from the Henwick Road, the Hylton Road is separated from the river by the narrow corridor of the well-landscaped green of the river bank and Henwick Parade. The built up feel continues with a group of two-storey red brick

terraced groups, Jubilee Villas (1897) and Arthog Villas (1924), which overlook Henwick Parade, the river and racecourse grandstand beyond.

A number of large 20th century light-industrial units set in large urban blocks continue the building line. Foliage on the western riverbank is important in helping to soften the appearance of many of these in views from the racecourse and Butts Parade opposite. Due to their scale however they remain somewhat visible and within this disjointed urban form there is limited aesthetic value. Although described by Pevsner as 'mostly scrappy c20' the Hylton Road does have some good 20th century buildings which are now firmly established in the street scene and there are a number of valuable components that could be used to structure future change and offer enhancement opportunities for better riverside frontages. This area is now increasingly occupied by the university which has progressively redeveloped several sites.

Landmarks & Views

It is from this character area that many views are captured as the river approaches the heart of Worcester and gives us the first glimpses of many of the landmark buildings of the city. The location of the historic dog and duck ferry remains accessible and provides views downstream towards the city centre. From the river bank itself, views down-river incorporating Sabrina Bridge are possible and the level of the footbridge itself enables dynamic views encompassing the railway viaduct, Worcester Bridge and the Cathedral.



Views from Sabrina Bridge

Good views of Pitchcroft are to be had from a number of vantage points and the footpath between the river and racecourse provides numerous dynamic views and presents various glimpse views of the city skyline.



Glimpse views between the trees towards the city skyline

From the east side of Pitchcroft, particularly from the Swan Theatre and car park, views encompassing the entirety of the racecourse are possible. At this eastern boundary the land begins to rise gently up from the floodplain and views from Pitchcroft eastwards look upward to built development.

The racecourse grandstand and boathouses of Worcester Rowing Club and Worcester Canoe Club are focal buildings from both river and road and provide the city focus for these renowned water sports.

Key Buildings & Structures

The built environment in this character area allows for a variety of architectural styles from a range of periods which creates some pleasing contrasts and adds interest to the area. The buildings vary from historic residential buildings to modern commercial and industrial properties, but all make a contribution to the area either through their appearance or the “gaps” in between.



The boathouse (left) and racecourse grandstand (right)

Buildings on both sides of the river provide a range of leisure and commercial space; Recreational buildings help to define the built character of the area and include the racecourse Grandstand built in 1976, a dominant feature in the area of Henwick Parade.

The gates to Pitchcroft from Croft Road are an impressive structure, built in 1899, comprising of main gates, flanked by side gates and panels, in wrought iron with gilding, said to be by Bromsgrove Guild. The main gateposts are topped with stone capitals by William Forsyth of a swan holding the Lygon Arms, and a bear and ragged staff, both badges of Earl Beauchamp. The other four pillars are each topped with a castle with four small turrets at its base referring to the arms of the City of Worcester.



Pitchcroft gates

A significant number of listed buildings and locally listed buildings front the Henwick Road on the west bank, and Severn Terrace on the east bank is a 19th

century grade II listed terrace; the three-storey red-brick houses are raised above street level to accord with the rise in the land. Front gardens are set behind brick retaining walls and rear service ranges access onto the remnants of a back lane.

Opposite are Nos. 1-27 Severn Terrace, a terrace of modest dwellings of varied design and detailing. Croft Villas are elaborately detailed two-storey Victorian dwellings, set back from the street frontage behind very small gardens. Tall red brick gate posts and boundary walls are surmounted by Malvern rubble stone cresting.



Croft Villas(left) and 1-27 Severn Terrace (right)

Along Henwick Road the mainly Georgian buildings have good retention of historic features including sash windows and Georgian doorways, and contain a number of both listed and locally listed buildings. Some larger mid-19th century houses include The Cedars with its Italianate and picturesque architecture, and Henwick Grange, which displays Tudor Gothic style with diapered brickwork and tall chimneys.



Henwick Road




20th century architecture features in this character area. Buildings of note include the Berrows Newspapers premises by Austin-Smith, Salmon, Lord 1964-5. This two storey building of pre-cast concrete panel is typical of its 1960s period with angular staircases at the corners and staggered monopitched roofs. The former colour printing works by Henry Gorst 1960-1 also has a monopitched roof and a series of hyperbolic paraboloid shells with a timber-clad office range. Other modern buildings are a striking group of four steel-clad gabled houses by John Edwards of Droitwich 1997, these two storey buildings with balconies over-looking the riverside.







Berrows Newspapers premises

Management Issues and Proposals

The following management issues have been identified in Riverside character area 3 – Pitchcroft and Hylton Road:

Picture	Location	Issue	Action	Responsibility
1.	University	Buildings on Hylton Road dominate over the riverside character	Consideration to be given to producing a masterplan of landscaping and development enhancement opportunities in this area	Conservation Officer Planning Officers Owners University Estates dept.
2. 	Hylton Road	Heavy traffic and noise pollution	Future master planning and highways proposals need to address this	Planning Officers Highways Authority Developers
3. 	Pitchcroft	Car parks are a negative feature in this character area	Consider landscaping enhancement opportunities	Conservation Officer Planning Officers Owners Riverside Park Management Group
4. 	Pitchcroft	Highly significant open space of the social and sporting heritage of Worcester	Historical features including gates and railings should be preserved and opportunities should be taken to celebrate and provide interpretation of Pitchcroft's heritage value	Conservation Officer Planning Officers Owners Riverside Park Management Group
5.	Pitchcroft and rivers edge	Trees make an important contribution to views, recreational amenity and	Seek to retain and maintain trees within the conservation area	Conservation Officer Planning Officers City Council

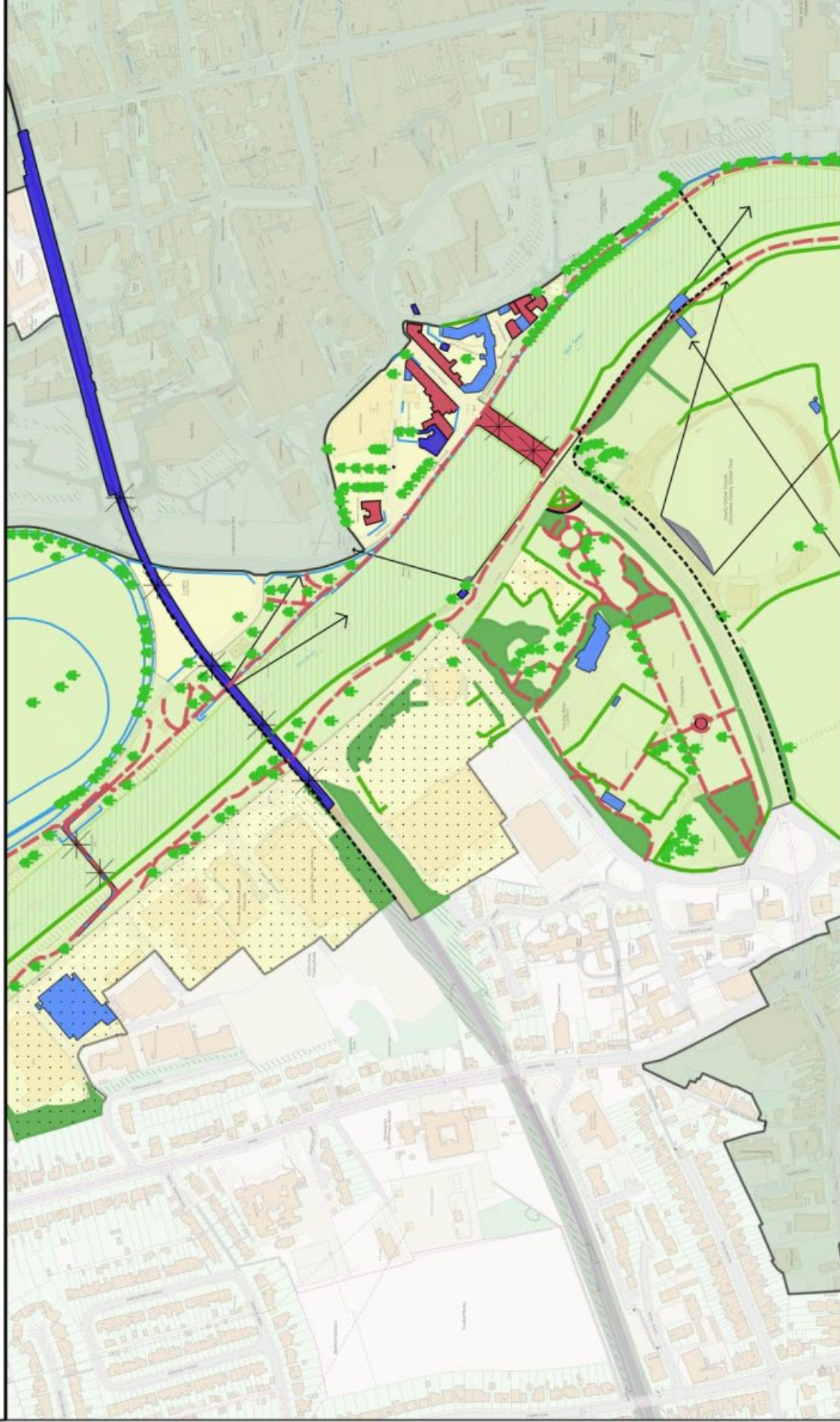
		biodiversity		
6. 	Butts Parade Pitchcroft	Paint is peeling off railings	Treat and repaint railings	City Council Riverside Park Management Group
7. 	Various	The skyline makes a significant contribution to the character and recreational amenity of this area	Identified views must be protected	Planning Officers Developers
8. 	Butts Parade	The northern end of Butts Parade is relatively underutilised compared to other areas of the riverside	Consider opportunities to enhance	Conservation Officer Planning Officers Owners Riverside Park Management Group
9.	Various	Signage is currently disjointed with minimal interpretation	Signage should be repaired or replaced sensitively to the character of the conservation area	Riverside Park Management Group
10.	Sabrina Foot Bridge	Use and flooding has put the bridge in need of repair	Repair or improve the bridge to respond sensitively to the character and significance of the conservation area	Conservation Officer Planning Officers Riverside Park Management Group















Character Area 4 Quayside and Cripplegate

Dominated by the Railway Viaduct, Worcester Bridge, and many industrial and commercial buildings, this "central" character area has the greatest density of built development which adds a depth to the conservation area.



Riverside Character Area 4 - Townscape Plan

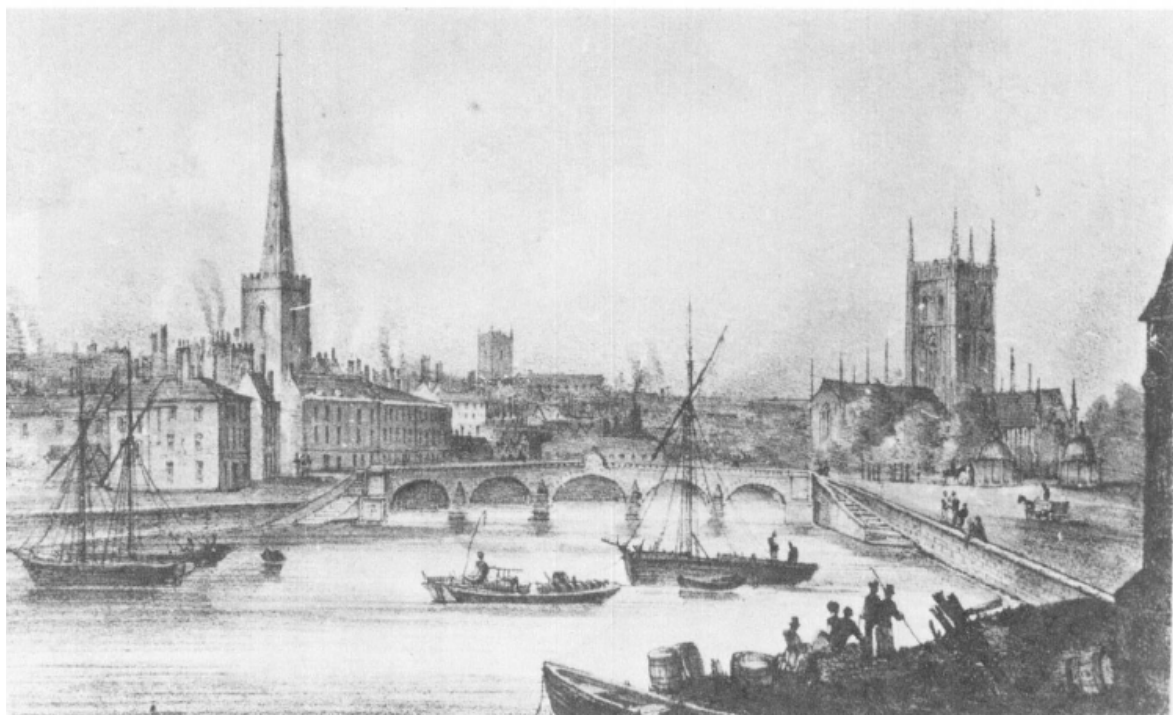


- | | | | | | |
|---|----------------------------|---|--------------------------------|---|-------------------------|
|  | Conservation Area |  | Significant Tree Area |  | 360 Degree View |
|  | Adjacent Conservation Area |  | Significant Landscape Boundary |  | Locally Listed Building |
|  | Character Area Boundary |  | Key Boundary Feature |  | Key Unlisted Building |
|  | Important Green Space |  | Significant Trees |  | Listed Building |
|  | Area for Enhancement |  | Recreational Route |  | Special Wildlife Site |

- Historical significance as the nucleus of the city's river trade encompassing its two main Quays
- Archaeological significance as the site of the medieval river bridge, parts of the medieval defences, and Roman and later reclamation of the floodplain
- Historical and archaeological significance as a principal gateway into the city culminating in the formal urban planning of Bridge Street and Worcester Bridge
- Archaeological significance as the site of the original waterworks
- Historical and communal significance as an area of recreation and tourism since the later part of the 19th century
- The area is the subject of many historical paintings
- The area forms an important part of the setting of Worcester Cathedral, St Andrews Spire, All Saints Tower and Worcester Bridge

Historical Development and Archaeology

The point of river crossing has shaped the pattern of development in Worcester; the city grew up around the medieval bridge spanning between Tybridge Street and Newport Street. In 1781 the old bridge was replaced by Worcester Bridge slightly further downstream, connecting Bridge Street to New Road. Land adjacent to the bridge proved to be an excellent location for a nucleus of commercial activities, and remnants of these industries continue to be visible on the east bank from North Quay to South Quay.



Worcester quayside, 19th century

The original stone bridge of the 14th century ran between Tybridge Street and Newport Street. Tybridge Street was a main route into the city from the west as it led directly onto the bridge. Built of red sandstone the 'old' bridge had six arches and a central toll gate. The present bridge was built between 1769 and 1781 and was designed by John Gwynn who also designed Magdalen Bridge, Oxford and Atcham Bridge, near Shrewsbury. It was considerably widened and encased in new stonework in 1931 with new lanterns by Hardy and Padmore.



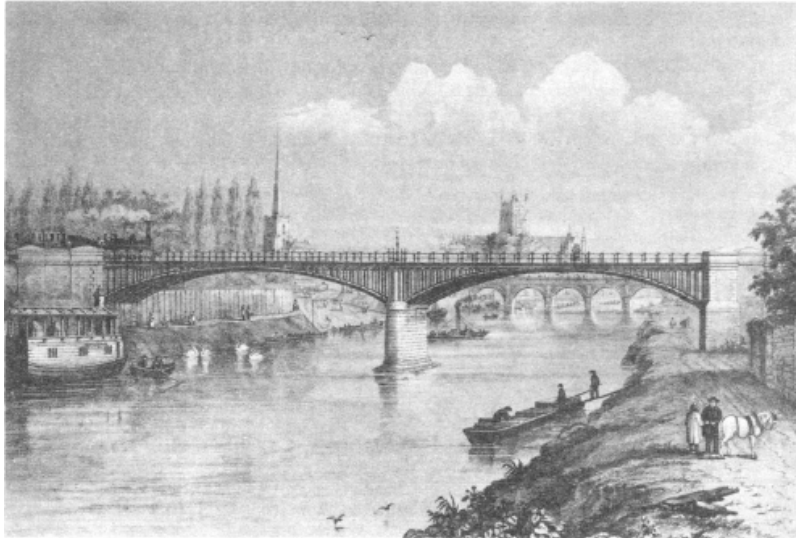
Old Worcester Bridge c.1760.

Worcester was a main port of call for trade on the River Severn until the arrival of the railway in 1850 heralded a decline in river-borne industrial transportation. However, in the later part of the 19th century and early 20th century pleasure steamers were a popular pastime, and these moored along the quaysides.



North Parade 1899

The first railway bridge over the Severn at Worcester was erected in 1860 to carry the Worcester and Hereford Railway, upstream from Worcester Bridge. The arched spans were superseded by a girder bridge in 1904, which used the original abutments and the central support. Designed by the Great Western Railway's chief engineer, J. C. Ingles, the bridge is a significant engineering structure.



Railway Bridge of 1860

As a result of the electrification of Worcester's tram system a new power station was built on the Hylton Road and opened in 1903. The Power Station was a dominant feature in the riverside landscape for the first part of the 20th century finally closing its doors in 1943. The power station was eventually demolished in the 1970s although the small screen house for cooling water intake survives on the west bank of the river.



Hylton Road Power Station

Landscape & Townscape Character

The railway viaduct announces the start of this character area and again the east and west banks are very different. The River Severn is liable to flood on both

banks due to the level low-lying land and the character of the area can alter dramatically through the winter months. Grass verges form banks on both sides just south of the viaduct where there are formal planting beds. Street furniture is modern but traditional in style with the exception of the cast-iron lamp standards by Hardy and Padmore on Worcester Bridge.

The North and South Quays form the east bank of the river either side of Worcester Bridge. Along this bank there is a tight urban grain as the riverside development begins to merge with that of the Historic City; the increasingly urban character of the area is reflected by the reduced density of trees along this section of river bank.

The Quayside plays a commercial, cultural and residential role and is identified by a number of quayside buildings; the former 19th century warehouses on North Quay and South Quay encompass a mixture of commercial and residential use. Bridge Street emerges between the former warehouses aligning with Worcester Bridge. Although somewhat marred by the busy traffic along the street and crossing Worcester Bridge, these late 18th century tall red brick terraces provide a coherent set-piece streetscape between the North Quay and South Quay.



Bridge Street

Although much of the North Quay area has fallen victim to clearance, the Severn View Hotel and former warehouse buildings acknowledge the historic street pattern. Gascoyne House and Bond House form a significant streetscape feature overlooking the River Severn, and together with Merchant House, Quay Street,

Worcester Bridge, and Bridge Street these buildings form part of the visual framework for Worcester Cathedral from the River.



North Parade and North Quay

On South Quay the warehouses have been converted to residential and leisure use but retain their distinctive painted facades. South Quay has been landscaped to form a pleasant pedestrian area, bordered by cast-iron railings and bollards, and cast-iron benches decorated with the Worcester insignia. The fountains in this area have created a significant area of public space as well as a destination and viewpoint. South Quay also provides the location for a swan sanctuary which is an attraction for passers-by.



Hardy and Padmore light on Worcester bridge (left) and painted signage on warehouses at South Quay (right)

The character of the west bank is entirely different, being dominated by the busy multiple lanes of traffic along New Road and Hylton Road, although this is somewhat balanced by the river walk along Henwick Parade which has a pleasant riverside character. The avenue of mature trees which line New Road enhance what is otherwise a very busy three-lane road.

Cripplegate Park on the west bank forms public open space in an area heavily dominated by the noise and movement of a busy traffic system. With its mix of formal and informal landscape features, the park is described as a valuable “green lung” within this predominantly urban area.



Cripplegate Park

The park has a diverse range of spaces and facilities, areas of lawn, specimen trees and formal planted beds interspersed by meandering paths and small timber pavilions. Public art is on display in the form of the Cripplegate Pear and a fountain of 1858 from the foundry of Hardy and Padmore forms a focal point at the centre of the park. The main gates to the park have a strong townscape value and are clearly seen when entering St. John’s from the city centre across the bridge.

Landmarks & Views

The prominence of the railway viaduct has a significant visual impact on the character of the riverside; views of the city centre, the skyline in particular, can be seen by train with visitors and commuters observing a panorama over the immediate character area and much of the city itself.

The view down-stream includes the landmark Worcester Cathedral with St Andrews Spire offset to the left. Worcester Bridge appears nicely aligned with the Cathedral and from here numerous views are afforded up river to the north and down river to the south, where views are dominated by the Cathedral.



View from Worcester Bridge towards the cathedral

The open space of Le Vesinet promenade along the east bank enables both glimpse and direct views of Worcester Bridge and the Cathedral. The car park between North Parade and Newport Street allows for clear views through to the well-detailed rear elevations of the buildings on the north side of Bridge Street and the distinctive John Gwynn House.

Along the footpaths of the west bank it is possible to gain glimpse and panoramic views of St Andrews Spire, All Saints' tower, Worcester Cathedral and Worcester Bridge. Such views are also possible from Hylton Road and adjacent buildings as well as from Cripplegate Park which, combined with the landscaped foreground enhance views in this area.



View from the west bank

Key Buildings & Structures

The buildings on North Parade, South Parade and Bridge Street form the dominant built environment for this area. The Severn View Hotel holds a prominent riverside position alongside the Old Rectifying House. A grade II listed building the Severn View was an ale-house before 1801 and during the 19th century was known as the Hope and Anchor.



Severn View Hotel (Left) and Worcester Bridge (Right)

The quayside buildings were built as functional buildings, designed to provide extensive floor space for storage. The elevations are pierced by numerous window openings and the remnants of openings for haulage joists which give a distinctive industrial character to this area. John Gwynn House includes a grade II listed former hop warehouse, now converted to flats. The building is an

architecturally elaborate warehouse associated with Worcester's significant regional industry. Standing four storeys high the red brick building is articulated with pilasters and cornices to each storey.

The Bridge Street terraces were designed by John Gwynn along with the bridge; these 3-storey red brick terraces are distinctly Georgian in appearance with well-proportioned facades, articulated by sash windows and timber door cases of Doric pilasters and pediment. Worcester Bridge itself is grade II listed; the soffits of the arches surviving from the original bridge of 1781 are detailed in the manner of Classical rusticated stonework.



Screen House






Cripplegate Park Gates





On the west bank the Screen House was built in the 1930s and relates to former Hylton Road power station brought here by the Worcester Corporation in 1902. Designed by Architect A.B. Rowe, this modest scale, single storey building stands out on the riverside and is a locally listed building. Of stucco over brick with a flat roof the building is currently unoccupied and in a poor condition.

The Cripplegate Park gates are also locally listed. The gates were designed and made by the Bromsgrove Guild, recognised nationally as one of the greatest names in Arts and Crafts work, and as such hold strong artistic value. The design incorporates the Worcester Coat of arms giving the gates a strong local distinctiveness.

Management Issues and Proposals

The following management issues have been identified in Riverside character area 4 – Quayside and Cripplegate:

Picture	Location	Issue	Action	Responsibility
1. 	Various	Modern retail units offer neutral to negative contribution to the character area but are sited in prominent areas in relation to the riverside	Consider future enhancement opportunities in these areas	Planning Officers Developers Owners
2. 	Various	Heavy city traffic dominates this area and impacts on the riverside and green areas	Consider opportunities for traffic reduction and/or management in this area	Highways Authority Planning Officers
3. 	Screen House	Locally listed building is currently in a poor state of repair and in need of a sustainable future use	Encourage repair and use	Conservation Officer Owner
4. 	Various	Views of city buildings and the Worcester skyline are a key feature of this area	Identified views must be protected	Planning Officers Developers
5. 	New Road	Trees on New Road are an important green feature in this area of heavy traffic	These trees must continue to be managed and maintained	Owners Highways Authority City Council

<p>6.</p> 	<p>North Parade</p>	<p>Traffic management signs obscure key views</p>	<p>Consider relocation in future highway schemes</p>	<p>Highways Authority Conservation Officer</p>
<p>7.</p> 	<p>Various</p>	<p>Heavy traffic and a limited number of pedestrian crossings restrict pedestrian connectivity between Cripplegate Park, the Cricket Ground and eastern bank</p>	<p>Consider opportunities to improve pedestrian connectivity in the area</p>	<p>Highways Authority Planning Officers</p>
<p>8.</p> 	<p>Various</p>	<p>Paint is peeling off railings</p>	<p>Treat and repaint railings</p>	<p>City Council Riverside Park Management Group</p>
<p>9.</p> 	<p>Newport Street</p>	<p>The urban framework dissolves here due to previous clearance</p>	<p>New development here would be an opportunity to restore the historic street pattern and enhance the setting of the Severn View Hotel, Old Rectifying House and quayside buildings</p>	<p>Planning Officers Developers Owners</p>
<p>10.</p> 	<p>Croft Road and Grandstand Road car parks</p>	<p>Long railings restrict pedestrian access to the riverside</p>	<p>New development here would be an opportunity to improve pedestrian connectivity and views to the riverside</p>	<p>Planning Officers Developers Owners</p>

11.	Garage, Hylton Road	The site detracts from the setting of Cripplegate Park and the Riverside	Consider opportunities to enhance	Conservation Officer Planning Officers Owners
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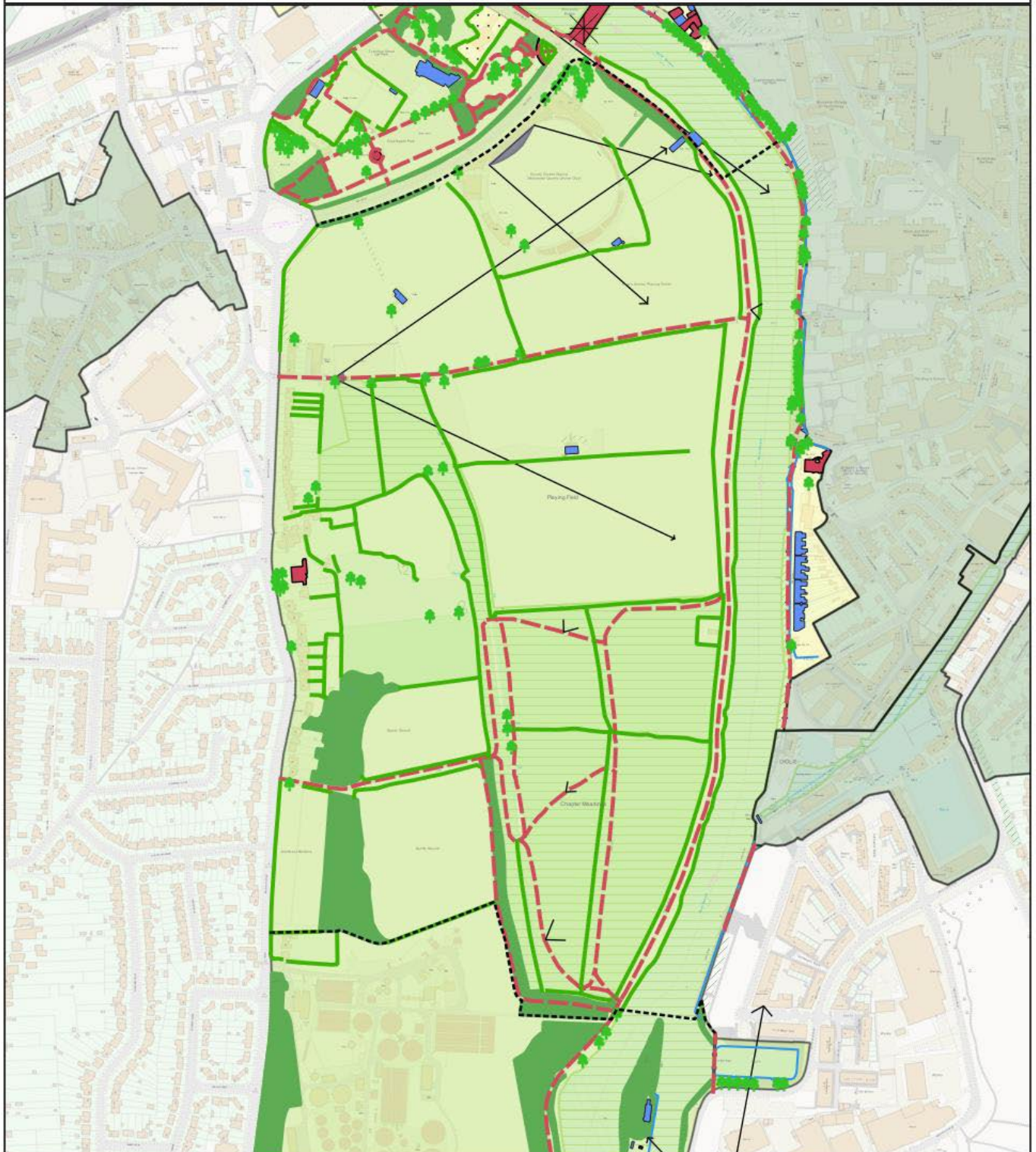
Character Area 5 Chapter Meadows

Chapter Meadows is an important area of open space close to the city centre. The area as a whole forms a green buffer that separates the city from the suburb of St. John's to the west. The majority of the character area is on the west bank which has a distinctly rural atmosphere whilst the east bank is more urban being located adjacent to the Historic City.



Summary of Significance

Riverside Character Area 5



- Conservation Area
- Adjacent Conservation Area
- Character Area Boundary
- Important Green Space
- Area for Enhancement
- Significant Tree Area
- Significant Landscape Boundary
- Key Boundary Feature

- Significant Trees
- Recreational Route
- 360 Degree View
- Locally Listed Building
- Key Unlisted Building
- Listed Building
- Special Wildlife Site

Summary of Significance of Character Area 5 – Chapter Meadows

- Historical, Archaeological and ecological importance as meadows since at least AD904
- An area closely associated with and an important part of the setting of Worcester Cathedral
- Slingpool Walk and the historic ford has historical and archaeological significance as being the suggested line of a Roman Road to Kenchester
- The location of the internationally known Worcestershire Cricket Ground famous for its riverside setting
- Some of the best views of the city's skyline can be had from this character area
- Historical significance as the junction of the Worcester and Birmingham Canal with had major impacts on the city's industry and the functioning of the River Severn

Historical Developmental and Archaeology

Chapter Meadows are a remnant survival of historic flood meadows that would have been carefully managed to produce hay crop and also provide grazing. The earliest mention of the importance of the meadows came from a reference in a document dated AD904, which recorded meadowland as lying beside the River Severn opposite the *burh*. Throughout history these meadows have been harvested, providing Romans, Norman Monks and subsequently Worcester Cathedral with hay. Once cut, the land would be grazed by cattle for the rest of the summer and autumn. This traditional management, which continues today, has allowed bird, flower, insect and mammal inhabitants to thrive.



Worcester Cathedral by Benjamin Williams Leader

Chapter Meadows were owned by the Priory of Worcester from at least the 13th century and were given to the Dean and Chapter of Worcester Cathedral by Henry VIII in 1542 during the Reformation. The lands were, up until the early 19th century, part of the Manor of Hardwick. The meadows passed from Worcester Priory into the ownership of the Dean and Chapter of Worcester Cathedral after the dissolution. The fields of Chapter Meadows have been managed by the Duckworth Worcestershire Trust since 1998.

It seems likely that the line of Slingpool Walk may represent an ancient drovers track between the meadowland and the Roman town of Worcester, possibly even connecting with a prehistoric settlement to the west in the modern St John's area. Slingpool Walk is also suggested as being on the line of a Roman road to Kenchester, following on along Swanpool Walk and on to Bransford Road.

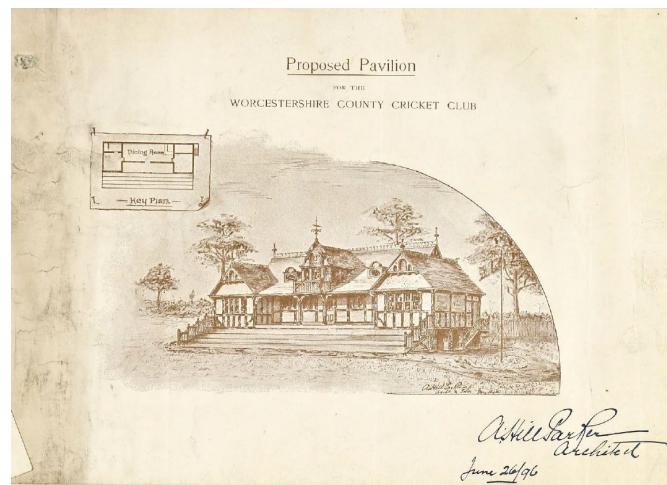


Chapter Meadows and Diglis from the Cathedral tower

It is usually accepted that a historic fording point of the River Severn lay just to the north of Slingpool Walk, below the Cathedral before the establishment of the bridge across the Severn. The road from the ford followed the line of Slingpool Walk, one of a number of old lateral footpaths (e.g. Weir Walk and Old Northwick Lane) that link the river to the surrounding areas.

The Cathedral Ferry, also known as Priory Ferry, worked from Watergate to Payne's Meadow. It was established for the convenience of the monks and the Priory milk-maids to reach the Priory Manor of Hardwick in St John's. Worcestershire County Cricket Club moved their ground from Boughton to what was then a farmland site made available by the Dean and Chapter beside New Road in 1896. The original pavilion designed by Worcester architect A. H. Parker

has since been replaced and supplemented by 20th century terraced seating and function rooms around the pitch.



Cricket Pavilion design by A.H. Parker, 1896

The Diglis Hotel was formerly Diglis House, home to Edward Leader Williams, the chief engineer to the Severn Navigation Commission. His son, Benjamin Williams Leader, the famous landscape artist known for his paintings of Worcester, was born in the house in 1831. Thought to have been built on the site of an earlier house which was destroyed in the Civil War, the house was run as a brewery by an Andrew Carpenter who acquired the house in 1902 and subsequently ran it as a public house serving his own brew.



The Diglis Hotel

Landscape & Townscape Character

Moving southwards on the east bank, South Quay links through to the riverside walks along Kleve Walk under the Old Palace and Cathedral. Part of the Severn Way, the formal riverside footpath is well maintained and follows the boundary of part of the historic City Wall.



The Old Palace from the west bank

The Diglis Hotel is a focal building along Kleve Walk and from the river. Just south of the hotel a row of Victorian terraced houses have a direct bearing on the riverside environment and add character to the east bank.

A canal footbridge marks the junction of the Worcester and Birmingham Canal and the River Severn. Former industrial and commercial sites to the east, which are just outside the Riverside Conservation Area, have been developed for residential and other uses creating a pleasant riverside location which enhances the setting of the conservation area.

Recreational uses continue along the west bank of the river with the County Cricket Ground, allotments, and school sports grounds. The Cricket Ground is known internationally for its riverside setting and the adjacent playing fields are used by the King's School and Christopher Whitehead School.



Diglis Parade

Chapter Meadows is dominated by the west front of the Cathedral. Extending southwards as flat pastureland the area is subject to periodic flooding. The retention of the meadows is highly significant in this city centre setting and the openness, interspersed with field boundaries and tree-lined riverbanks, truly encapsulates the character of this historic area. In addition, the meadows form an integral part of the wildlife corridor that runs through the heart of Worcester and provide an ecological haven.



Chapter Meadows

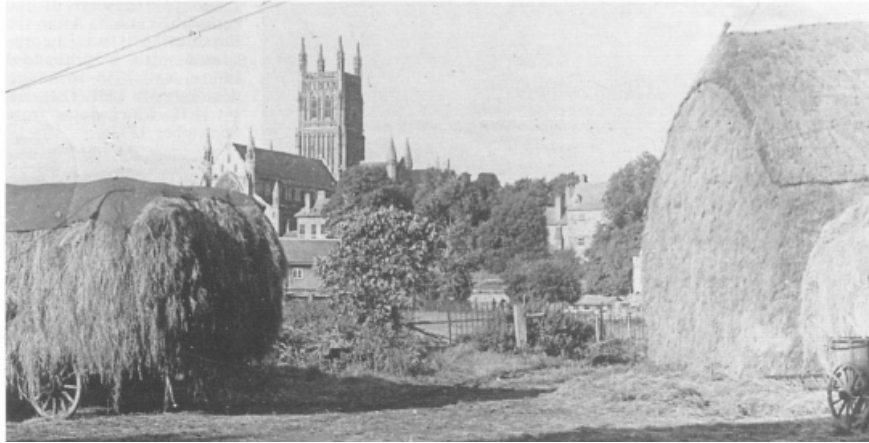
Bromwich Parade is the formal riverside footpath which follows the west bank of the river providing a stunning riverside walk. With a surface of compacted gravel it provides a good walking and cycling surface and the high proportion of trees and shrubs along the immediate river bank enhance the walk. Slingpool Walk links Bromwich Road to Bromwich Parade and south of Slingpool Walk the footpaths become more informal; the distinction between the east and west banks is clear in this character area with notable contrasts in, footpaths, street furniture and signage.



Formal and informal styles of signage distinguish urban and rural character areas

Landmarks & Views

The contrast between the open space of Chapter Meadows and the densely built environment of the Historic City is further encapsulated by views. The Cathedral features as the dominant landmark in this area and Chapter Meadows provides one of the finest views of the Cathedral which has remained unaltered for centuries and which has been captured in paintings and photography. Though the number of trees in the area has dramatically increased, the view of the Cathedral from this location is historic having been farmed since the medieval period.



*Early 20th Century view of Worcester Cathedral from Chapter Meadows.
Present view of Worcester Cathedral from Chapter Meadows.*



Present view of Worcester Cathedral from Chapter Meadows

The cricket club and grounds benefit from views of the Cathedral and a range of city skyline views are possible at numerous points along Bromwich Parade, many framed by the trees along the river bank. From the steps leading down to the river some of the best views along the river are to be had, encompassing the tower of All Saints church, St Andrews Spire and Worcester Cathedral. Further south along Bromwich Parade, gaps in the foliage allow for views across to the east bank of the Diglis Hotel and the eye-catching prow of the boathouse of Kings School, which although it sits in the boundary of the Historic City, is a notable landmark in this riverside setting.

Along Bromwich Road, additional glimpse views of the Cathedral are possible between houses, the most notable of which is that from No.55; such views provide a sense of direction and convey proximity to the city centre.



Kings School Boathouse

Key Buildings & Structures

The Diglis Hotel is a grade II listed house of the early-mid 18th century and Nos. 1-24 Diglis Avenue is a late 19th century red brick terrace with a front-facing aspect over the Severn. Some of the consistent character and appearance of the terrace has been eroded by minor alterations and additions, however there remain a number of features of interest including the blue brick wall and iron railings which mark their boundary.



Diglis Hotel (Left) and 1-24 Diglis Avenue (Right)

On the west bank the buildings include those of the cricket ground and a boat house, built in 1920 for The Blind College sits on the riverbank. The housing on Bromwich Road is included within the conservation area and is a mix of inter-war semis and more recent additions, located on an elevated position above the flood plain. Whilst of moderate historic or architectural interest, these dwellings command exceptional views of the river and Cathedral beyond.



The boat house






55-57 Bromwich Road is a grade II listed building built in 1810. Formerly the Bishop of Worcester's guest house and later a school, it was divided into two houses c1886-1926; no.55 has since been converted to flats. The house is of stucco over brick with a hipped slate roof, rear and right stuccoed stacks with cornices and pots, moulded into an arcaded ground storey with pilasters above.





55 Bromwich Road

Management Issues and Proposals

The following management issues have been identified in Riverside character area 5 – Chapter Meadows:

Pictures	Location	Issue	Action	Responsibility
1. 	All	A Risk of harming highly significant historic views in this area	Identified views must be protected	Planning Officers Developers
2. 	Kleve Walk	Poor management of the Chestnut trees on Kleve Walk would be harmful to the amenity of the area	These trees should be well-maintained and protected	City Council
3. 	Swan Sanctuary	Swan Sanctuary is an important feature of the riverside	Future protection of the sanctuary is necessary to safeguard this key riverside feature	Canal and River Trust City Council Swan Group
4. 	Cricket Club	A significant area of sporting heritage with limited interpretation	Consider opportunities to celebrate and present Worcester's sporting heritage	Conservation Officer Owners
5. 	South of Kleve Walk	Benches are limited which restricts access to those with reduced mobility	A street furniture strategy should be prepared for character areas 5 and 6 to make the route more accessible for more people	Conservation Officer Planning Officers Developers Riverside Park Management Group

<p>6.</p> 	<p>Slingpool Walk</p>	<p>The view here is marred by wire fencing</p>	<p>Consider alternative options</p>	<p>Planning Officers Conservation Officer Owners</p>
<p>7.</p> 	<p>Various</p>	<p>The loss or poor management of trees would harm views and the coherence of the wider landscape</p>	<p>Seek to retain and maintain trees within the conservation area</p>	<p>Planning Officers Owners</p>
<p>8.</p>	<p>Various</p>	<p>Signage and interpretation could be better co-ordinated and utilised</p>	<p>Consider options to improve signage and interpretation</p>	<p>City Council Conservation Officer Riverside Park Management Group</p>

Character Area 6 Diglis Island

Diglis Island is a key feature of the river, the industrial character inherent in the survival of locks, workshops, and canal cottages.



Riverside Character Area 6



- Conservation Area
- Character Area Boundary
- Important Green Space
- Significant Tree Area

- Significant Landscape Boundary
- Key Boundary Feature
- Significant Trees
- Recreational Route

- Locally Listed Building
- Key Unlisted Building
- Listed Building
- Special Wildlife Site

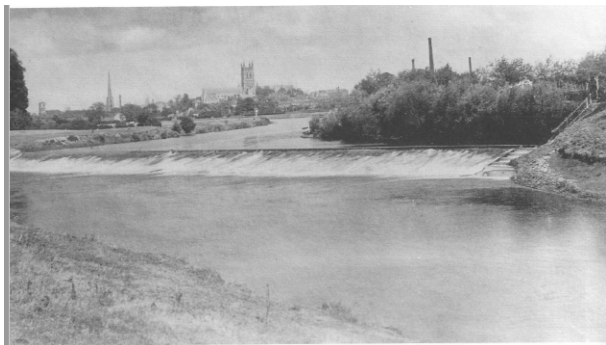
- Historical and communal significance as an area of recreation since at least the 18th century
- Archaeological significance as an area of Roman activity suggested by findings of coins and pottery during the digging of the locks
- The area is the subject of several historic images
- Strong associations with the manor of the Bishop of Worcester
- Historical significance as an area of river trade and engineering including the locks, weir, oil basin and Diglis Island
- Historical and communal significance for various features and pursuits relating to fish including the fish pass, weirs and the areas role as a location for fishing

Historical Development and Archaeology

The name Diglis first appears in records as the place name "Dudleg" in 1232. The area was formerly meadow known as Digleys or Dudleys and was attached to the manor of the Bishop of Worcester.

The low-lying floodplain area is likely to have been compressed marshland pasture in the early medieval period from which it became known as Diglis Meadows.

Images from the 18th and early 19th century suggest that the meadows were a popular place for recreation prior to the construction of the canal and the resulting urbanisation.



Diglis Weir (1930s)



Diglis Weir (2017)

The locks and weir at Diglis were completed in 1844 under the direction of the Worcester engineer, Edward Leader Williams. They were constructed along with similar devices further upstream which resulted in a substantial raising of the river level making the river navigable regardless of season. The construction of the locks and weir enabled ships of four feet draught to reach Worcester.

The Diglis Dock Oil Basin was a transshipping dock constructed in the 1890s to encourage steel barges of oil to come up to Worcester.

The workshops and cottages on Diglis Island were built as part of the engineering works and included a chapel or 'Bethel' for the navvies engaged on

the site, as well as being used as accommodation and workshops. The buildings also included a blacksmiths forge which still survives.

Landscape & Townscape Character

Management of the riverside in this area has created a tranquil countryside walk that is well used by the public. The riverside walk carries the east bank footpath over the dock via Oil Basin Bridge. The dock area has been developed with several apartment buildings which, whilst outside the boundary of the conservation area, make a positive contribution to the industrial character and setting of the area through design, materials and orientation.



Oil Basin Bridge (Left) and docks (Right)

Progression down the footpath leads past the weir and Diglis Island with its attractive buildings and features which add interest to the landscape. With industrial uses now extinct the area's primary social functions are more concentrated on leisure pursuits with fishing near the weir and country walks along the riverside.



Diglis Island

The character area continues just south of Diglis Island to the Diglis Footbridge. The bridge connects this southern part of the city to St. John's on the west bank and is well used by walkers and cyclists.

The land on the west bank of the river is part of Severn Trent Water Company's Sewage Works and an extensive solar farm which occupy several acres in this area. The Sewage Works is included in the conservation area due to its riverside association and the open nature of the site. Other than occasionally giving rise to an unpleasant smell in the vicinity, the presence of the works has little immediate impact on the environment of the area and is quite well concealed from the riverside path by trees and woodland.



Footpath on the west bank, trees screen the sewage works

Landmarks & Views

The footpath continues to provide glimpse and dynamic views of key skyline features. Notably, where views of Worcester’s historic buildings, including the Cathedral, were once possible from the river bank the increased density of foliage now often limits these views. The addition of trees along the west river bank has also dramatically altered the view around Diglis Weir and can be considered to be an enhancement of the area.



Views towards the City Centre from the east bank (Left) and Bridge (Right)

Diglis Island is a key riverside feature which not only stands alone as a landmark but also holds strong historic links to the east bank, the canal and the weir. As well as the interest of the buildings, a focal point on the island is the Dock Crane which is thought to originate from Cardiff docks. Originally operated by a steam engine, it is now powered by electricity.



Diglis Island Dock Crane

The Diglis footbridge provides a multitude of views due to its elevated position and is an important crossing point between the east and west banks of the river to the south of the city. The bridge offers dynamic views of the city skyline to the north, with trees and the lock cottages and lock in the foreground. Views looking south are more rural in nature, overlooking agricultural land with distant views of the Malvern Hills. The footbridge forms an obvious boundary to this character area.



View from Diglis footbridge to east



View to city centre

Key Buildings & Structures

The river locks themselves are locally listed structures and the Lock Cottages on Diglis Island are former canal workers' cottages and are grade II listed. Now three houses, they are built in a Domestic Tudor Style and date to 1844. The cottages are two-storey, of painted brick with a gabled Welsh slate roof and polygonal clustered stacks to the ridge. Windows are two-over-two pane sashes and the gabled three-window centre has a canted full-height bay and carved bargeboards.










Lock Cottages (Left) and workshops (Right) on Diglis Island

Other buildings on Diglis Island are former workshops, stables, accommodation and a chapel, all built in the 1840s with later additions and alterations. The buildings are all listed Grade II as a single entry and sit as a continuous range of two long, narrow single storey buildings with a covered entrance range between; the north range is shorter, narrower and lower. Built of red brick in English bond with blue brick sills, slate roofs and blue clay ridge tiles, the buildings have a strong canal-like character. Traditional features and detailing are found in the brick stack with corbelled cap and pot, cast-iron window frames with ornate, lattice pattern glazing bars and a small side-hung opening section in the centre; two windows in northern section retain some red and blue glass to lower panes.

Management Issues and Proposals

The following management issues have been identified in Riverside character area 6 – Diglis Island:

Pictures	Location	Issue	Action	Responsibility
1. 	Setting of Diglis Island	Modern industrial areas impact on the historic setting of this area	Any future development of these areas should enhance the setting of Diglis Island	Planning Officers Developers Owners
2. 	Oil Basin	This significant dock area is currently underused	Consider alternative uses for the area and seek to enhance the area as a recreational facility and connection between riverside and the canal	Conservation Officer Planning Officers City Council Riverside Park Management Group
3. 	Diglis Island workshops	The workshops currently have limited accessibility	This important historic industrial area would benefit from increased public access and interpretation In hand	Conservation Officer Canal and River Trust Planning Officers
4. 	Sewage Works	Metal fencing boundaries to sewage works create an unsightly appearance	Future change should have regard to the riverside character	Planning Officers Owners
5. 	River and Weir	To not complete the National Lottery Heritage Fund and European Commission project would miss the	Complete the project	City Council Canal and River Trust

		opportunity to enhance the ecological value of the river and to install a fish viewing gallery		
6. 	Arts, signage and interpretation	Artwork and interpretation is currently limited in the area	Encourage arts and cultural projects in the area	Conservation Officer Planning Officers Community Riverside Park Management Group
7. 	Street furniture, benches and access	There are few opportunities to rest in this area which restricts access to those of reduced mobility	A street furniture strategy should be prepared for character areas 5 and 6 to make the route more accessible for more people	Conservation Officer Planning Officers Developers Riverside Park Management Group
8. 	Views	Inappropriate development could harm important historic views	Ensure identified views are preserved	Planning Officers Developers
9.	Various	The loss or poor management of trees would harm views and the recreational amenity of the area	Seek to retain and maintain trees within the conservation area	Planning Officers Owners

Character Area 7 Cherry Orchard & The Ketch

This character area takes in the east bank of the River Sever as it continues its path to the southern border of the City and beyond into the south Worcestershire countryside.



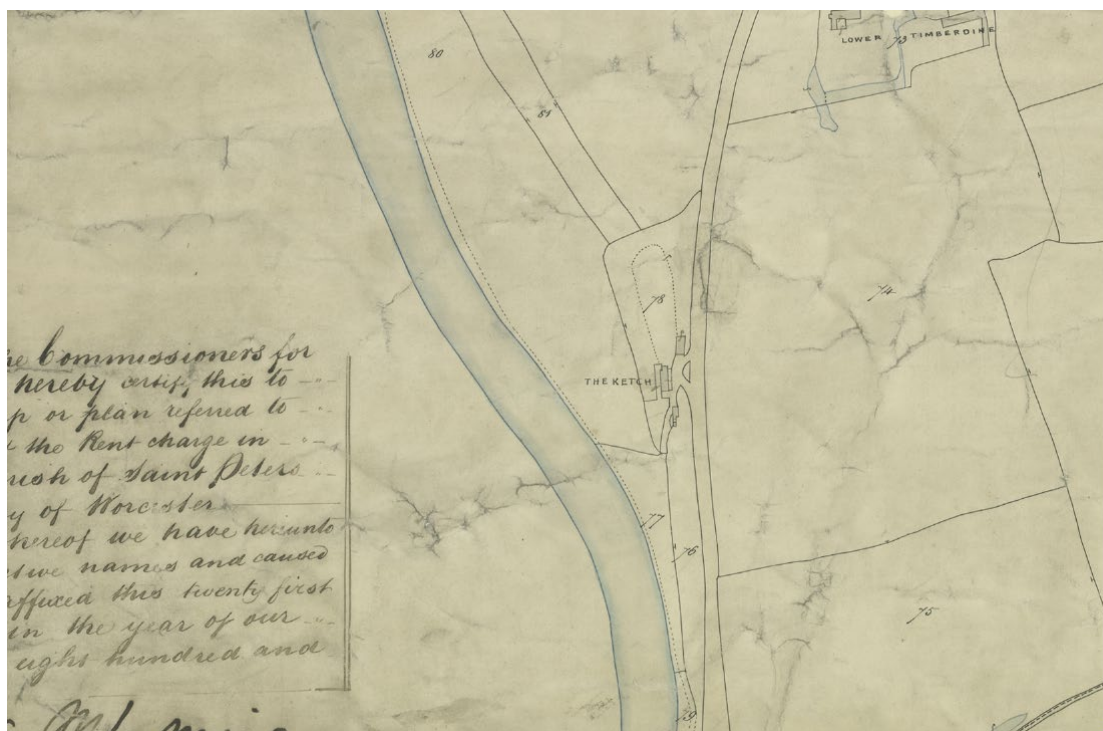
Summary of Significance of Character Area 7 – Cherry Orchard and the Ketch

- Historical and archaeological significance as the site of Cromwell's boat bridges across the Severn and Teme during the Battle of Worcester
- Historical and archaeological significance as the location of a fuel oil depot and petrol storage facility from WWII
- Recreational value providing panoramic views of the city

Historical Development and Archaeology

There is archaeological evidence of a possible small rural settlement in this area, spanning the Iron Age and into the Roman Period and it is along this part of the river bank area that the remains of Civil War crossings could potentially survive. The crossing of the Severn beneath Bunns Hill at Timberdine was used by travellers back in the long distant past and a bronze spearhead and other ancient relics have been found.

This part of the riverside is also the site of Cromwell's boat bridges across the Severn and Teme during the Battle of Worcester. Interpretation regarding this is provided on the east bank next to the confluence. At the Ketch viewing point descriptive panels show the scene of the Battle of Worcester as it was on the afternoon of the 3rd September 1651.

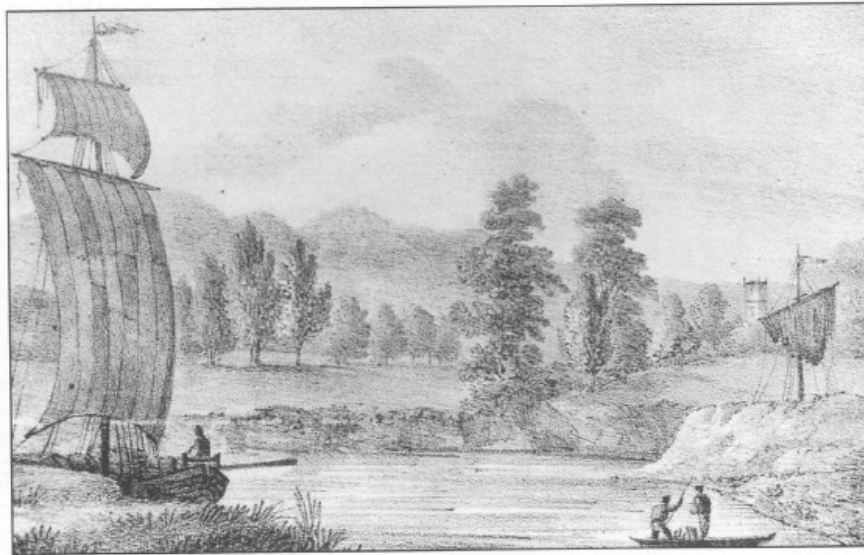


St. Peter's Tithe Map 1843

The Ketch Inn is shown on the tithe map of 1843 although it is thought to date to at least the 17th century; rumour has it that Samuel Butler wrote part of his 17th century satirical poem 'Hudibras' looking down the river from a window in the inn. Although altered and extended over the years the building survives

today and is still in use as a public house. The site of the Ketch Ferry is located below the Ketch public house.

For some time after the building of the locks and weirs at Diglis the stream below Diglis was affected by the tide. When the tide was out, the river at this point was often a shallow stream and at the outfall of Duck Brook, the Withybed Ford allowed a crossing by way of the gravel shallows, where the water barely came up to the knees. The building of the lock and weir downstream near Tewkesbury in 1858 raised the river levels so that the tide no longer affected the river levels between Diglis and Tewkesbury, and the ancient fords were lost.



Confluence of the River Sever and River Teme, print of 1825

A fuel oil depot and petrol storage facility was built during the early years of WWII which comprised of six large tanks partially covered with grass to camouflage them from potential air attack. The depot was used to fill jerry tanks and vehicles. The depot was connected to an existing oil pipeline which runs from Liverpool to Avonmouth following the Severn and skirting round the east side of Worcester. The area was developed for housing in the early 21st century and the historical context of this site subsequently lost, although the depot pipe to the river to connect with barges still exists, as does the loading pier or jetty.

Landscape & Townscape Character

This character area starts just beyond the Diglis footbridge and north of the confluence of the River Teme and the River Severn. The character of the landscape becomes agricultural once again with the exception of the golf range on the west bank. The golf range is enclosed by a ring of tall cypress trees which are quite conspicuous and appear out of character in this semi-rural riverside location. Beyond the golf range the riverside footpath becomes much less enclosed after a stile and there is open space on either side of the river.



Cherry Orchard Nature Reserve

On the east bank is an elevated plateau of rough land. Formerly a municipal tip and site for river dredgings, the area is now occupied by the managed rich grassland and scrub of Cherry Orchard Nature Reserve. Designated as a local nature reserve in 2003, Cherry Orchard forms part of the green corridor which extends into the City via the River Severn. This large area of undeveloped land is home to a variety of wildlife species and is an important green space for people in the Cherry Orchard area offering great potential for recreational and ecological uses.

South of Cherry Orchard, Duck Brook joins the Severn from the east. The woodland around Duck Brook is an important area and in notable contrast to the west bank which is open pastureland.

Proceeding southwards on the east bank the footpath bank is distinctly wild in character. The wooded area of Ketch Coppice wildlife site stands within a bund (designed to contain oil in the event of a spillage) at the rear of large houses on Wheatfield Avenue. The path in this area is narrow and uneven, and quite remote as it passes the former fuel depot, with its concrete jetty and pipe. Redevelopment of the depot land in 2007 as a residential area has resulted in a compact estate of houses although some valve gear and old concrete bund walls have been retained.



Caravan park from the Worcester Link Road

The bank continues in its wooded character southwards until towards the southern end of the character area where the wooded area gives way to the Ketch Caravan Park, a static caravan site on two parallel raised stepped plateaus situated just above the floodplain. The site has a jetty and moorings. Just beyond the caravan park the Worcester link road, Temeside Way, crosses a modern road bridge elevated across the river and the meadows.

Beyond the busy bridge, south of the road and forming the southernmost tip of the conservation area and the city boundary, is The Ketch viewpoint. Here a

series of descriptive panels show the scene of the Battle of Worcester as it was on the afternoon of 3rd September 1651.

Landmarks & Views

Although views of the city are now limited, long distance views of landmark buildings can still be gained from some vantage points. Diglis Bridge provides panoramic views of Worcester City Skyline with glimpses of key towers and spires.



Diglis Bridge (Left) and view towards the chimney of Powick Mill

The viewpoint offers further panoramic views across the meadows of the Teme and towards Powick Mill chimney which are framed in turn by the Woodbury and Abberley Hills, the Clee Hills and the Malvern Hills. From just outside the conservation area good views are afforded into this southerly area from Temeside Way (A4440) which presents numerous glimpse views across the conservation area skyline with clear views of Worcester Cathedral.

With little significant built development this area character is defined mainly through views of key landscape features, both within and beyond the scope of the conservation area. Of particular note is a view across the river where the Severn converges with the Teme.

The densely wooded east bank means that views are restricted beyond the scope of trees and vegetation. However, across to the west the riverside

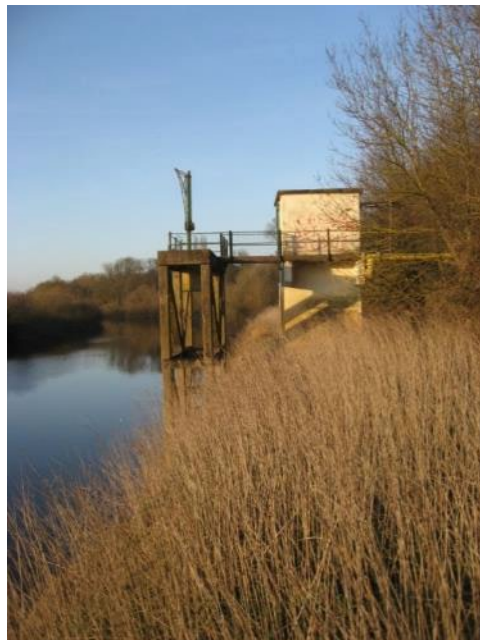
footpath affords open views. Occasional glimpse views of the tall chimney of Powick Mills, beyond the arable fields, take in the area of battlefield framed by a dramatic backdrop of the Malvern Hills to the south west.

The open nature of the Ketch Caravan Site means that it is visible from a great distance and is particularly prominent in long views across the floodplain from the west and from the elevated southern link road of Temeside Way.

Key Buildings & Structures

Similar to Northwick, this character area has little in the way of significant buildings, the built environment being more limited to modern housing situated on the east bank and turning their backs to the river.

Of note is the Ketch Inn which is situated on Bath Road and is historically associated with the River Severn, and the surviving structures of the fuel depot which are still visible on the river bank; the jetty being locally listed.



The jetty

Boundary Amendments


There are two proposed boundary amendments in this character area which are:

- to exclude the industrial units on Weir Lane. The trading estate-style of the buildings do nothing to enhance the conservation area and the buildings hold no historic association with the riverside. There is a loss of cohesion around this area and links towards the riverside are more tenuous
- to exclude the modern housing estate beyond Ketch Coppice. All of these buildings have been constructed since the conservation area was originally designated and bear no relationship to the character of the Riverside Conservation Area.

The Swimming Pool off Heron Close and golf driving range are recommended to remain within the conservation area as they have recreational uses compatible with the open green space in which they are located.

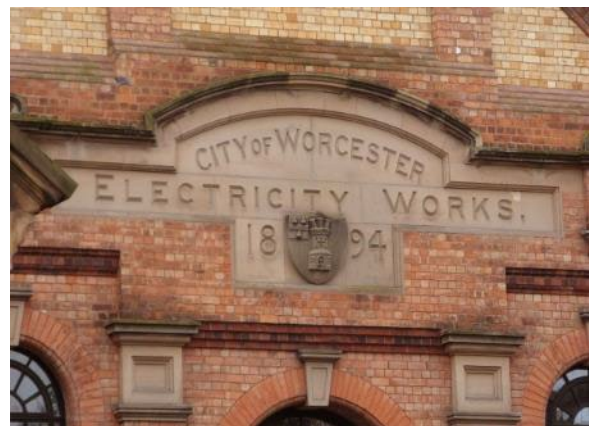
Management Issues and Proposals

The following management issues have been identified in character area 7 – Cherry Orchard and the Ketch:

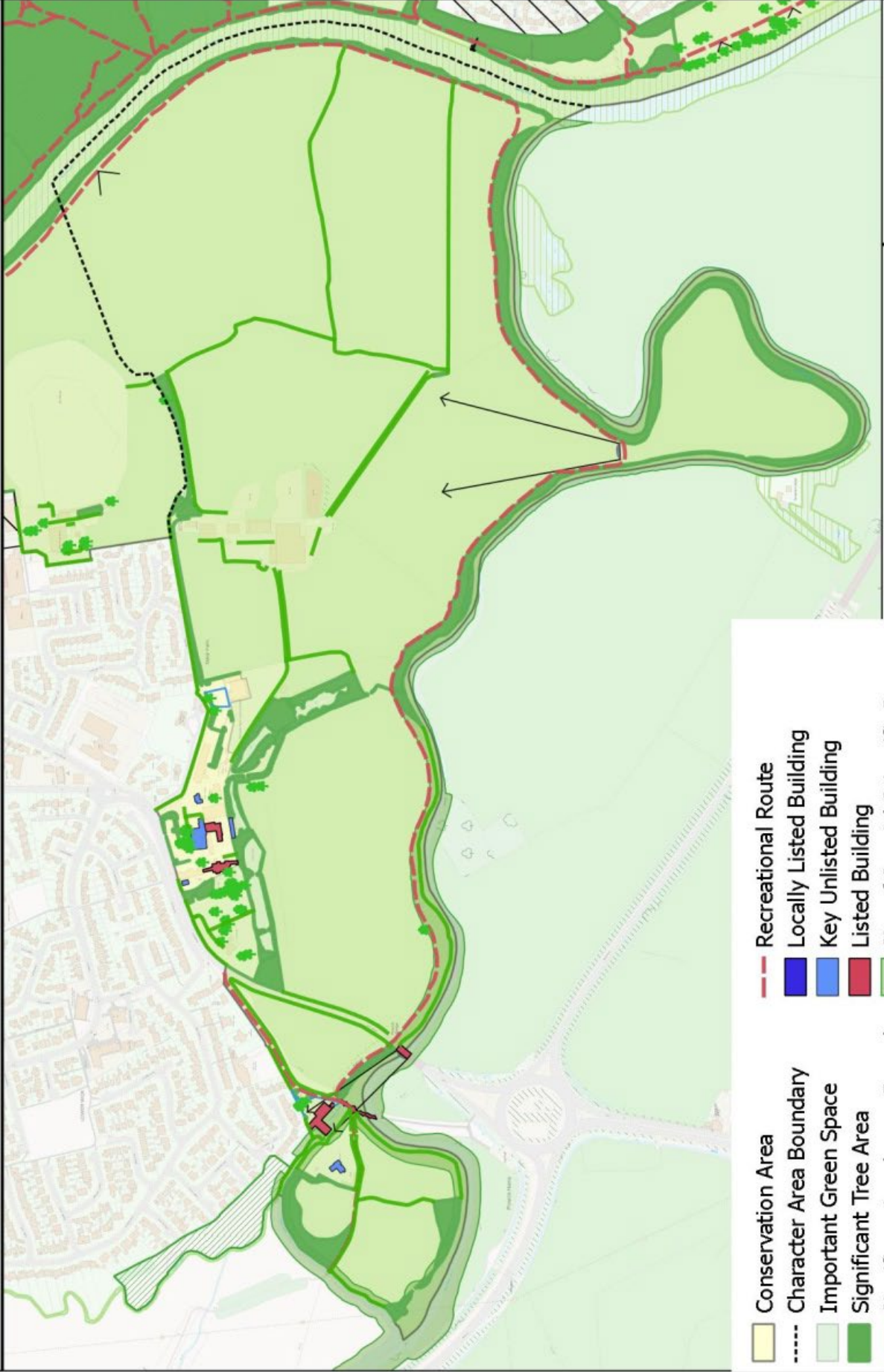
Pictures	Location	Issue	Action	Responsibility
1. 	Various	Inappropriate development could harm important historic views	Ensure identified views are preserved	Planning Officers Developers
2.	Ketch viewpoint	Road works have made the Ketch viewpoint unattractive and difficult to access	Recommend the location and interpretation be reviewed as part of the ongoing Southern Link Road project	Conservation Officer
3.	Various	The loss or poor management of trees would harm views and the recreational amenity of the area	Seek to retain and maintain trees within the conservation area	Planning Officers Owners
4.	The Jetty and potential other locations	There is little interpretation in the area which limits the areas recreational value	Seek to add interpretation to the Jetty and other historical or wildlife attractions	Conservation Officer Owners

Character Area 8 Teme Meadows and Powick Mills

This Character area is largely agricultural land bordering the rivers Teme and Severn. The area includes the site of the Registered Battlefield and the Teme forms the southern boundary of the conservation area.



Riverside Character Area 8



- Conservation Area
- Character Area Boundary
- Important Green Space
- Significant Tree Area
- Significant Landscape Boundary
- Key Boundary Feature
- Significant Trees
- Recreational Route
- Locally Listed Building
- Key Unlisted Building
- Listed Building
- Site of Special Scientific Interest
- Special Wildlife Site

Summary of Significance of Character Area 8 – Teme Meadows and Powick Mills

- Powick Old Bridge is significant as a centre of industrial activity for at least 900 years
- Powick Mills is significant as the city's first electricity works and a historic hive of industrial activity
- Historical and archaeological significance as the site of the first and last battles of the Civil War
- The area includes the Registered Battlefield, one of the sites of the Battle of Worcester and the route of Charles II's escape following his defeat
- Manor Farm has historical and archaeological significance as the site of the former hamlet of Lower Wick including St Cuthbert's Chapel and a crescent of medieval fish ponds
- The area provides several of the panoramic long distance views encompassing Worcester Cathedral and Powick Mills

Historical Development and Archaeology

Powick Old Bridge has been a centre of industrial activity for at least 900 years. The Domesday Book records two mills here in 1086. By the late 13th century the mills were in the ownership of the Prior of Malvern who is thought to have had the Laughern Brook diverted to flow into the River Teme to supply the mill stream. From the 16th century water power was harnessed here to operate ironworks and by the mid-18th century, nearby Powick Forge was producing bar iron for the nail makers of south Worcestershire. As the ironwork industries declined in the area following the growth of steam power, the local iron trade became centred in the Black Country.



English Civil War memorial

The area around Powick Old Bridge was the scene of the first and last battles of the English Civil War in 1642 and 1651 respectively, and the site of main cavalry action to the south of the city in 1651. The fighting was centred within an area roughly bounded in the south by the River Teme between Powick Bridge and the confluence of the Teme and Severn.

Landscape & Townscape Character

Rural character returns to this most southerly part of the conservation area with arable farmland dominating the landscape and forming the setting of both the Severn and the Teme. This area contains the largest expanse of open landscape but also reintroduces the historic built environment to the conservation area. Significant buildings and sites are located in the Powick Mills and Manor Farm areas; the openness of the Teme meadows creating a dramatic setting for these small settlements.



Signage is rural in character

This character area is rich in historic interest and of high historical significance on a national level. On the west bank, opposite the outfall of Duck Brook, is one of the sites of the Battle of Worcester; here the riverside walk takes in part of the 615 mile Monarch's Way Route which follows the escape of Charles II following his defeat at the Battle of Worcester. Today it is a level area of arable

fields and the site is included on Historic England's *Register of Historic Battlefields* whose purpose is to offer protection and to promote a better understanding of its significance.

The River Teme joins the River Severn at its west bank. Its winding course can be followed upstream, curling through water meadows and marking the southerly boundary of the conservation area and of the City. The riverscape of the Teme is predominantly rural, agricultural land, mostly associated with Manor Farm, and divided into fields by occasional hedges some with trees. This flat, low and fertile land is often subject to flooding.

A public footpath follows the northern bank of the Teme and land beside the banks is generally enclosed by trees and scrub. The whole of the River Teme is designated as a Site of Special Scientific Interest (SSSI), the notified channel is of special interest as a representative, near-natural and biologically-rich river type associated with sandstones and mudstones.



Powick 'New' Bridge from Powick Old Bridge

Two bridges provide crossings of the River Teme, one medieval and the other 19th century. The 16th century Powick Old Bridge is no longer used for traffic but it was once part of the main route connecting Worcester with Malvern. Today the principal route into the city of Worcester is by the 19th century, Powick 'New' Bridge which connects the outer city ring road (A4440) to Malvern Road (A449). As it crosses the Teme the road is initially bordered by flat open fields to either side, but it is soon enclosed by residential development. Both bridges make a significant contribution to the character of Riverside Conservation Area.

To the west of the new bridge is the site of Powick Mills, formerly the City's Electricity Works. Powick Mills are accessed from the north along Old Road, a narrow lane bordered by rural hedges, verges and fencing on the east and by the boundary walls and high clipped hedges of the adjacent domestic buildings on the west. Today this area has the feel of a small rural hamlet although historically it was a hive of industrial activity. It is secluded and quiet, though the distant noise of traffic is ever present.

At the north of the Old Bridge, the Laughern Brook tributary joins the Teme, the mill building sits on the north-eastern side of the Brook but straddles the water in part; at this point the water widens into a wide shallow pool. Beyond the Mills is a secluded area bordered all around by rivers.

In contrast to the seclusion of Powick Mills, Malvern Road is dominated by the dense traffic flow entering the city of Worcester from the west. Dense tree planting on the southern side of the road prohibits clear views through to Orchard House and Manor House. This tree cover breaks down and is replaced by a large roadside car park on the forecourt of the 20th century public house at Manor Farm.

The Manor Farm area is highly significant with remnants of the former hamlet of Lower Wick. Bennett's Farm, which was the original manor house survives and to the rear of the Manor Farm pub a barn incorporates the remains of the mid-12th century St. Cuthbert's Chapel; the pub itself also incorporates part of an historic

barn. Beyond the farm buildings a crescent of medieval fish ponds indicate a former loop in the River Teme.

Landmarks & Views

The tall chimney of Powick Mills is a landmark structure which can be viewed from the riverside walks and from the most southerly part of the conservation area. The scale of the Powick Mills complex makes it a distinctive landmark in the conservation area and in wider views, signalling the start of Worcester to those approaching from the south-west.

Powick New Bridge is a prominent feature in views across the flat fields whilst the 16th century stone bridge is a distinctive feature when viewed from the main road and from the river bank.



Powick Mills and Powick Old Bridge

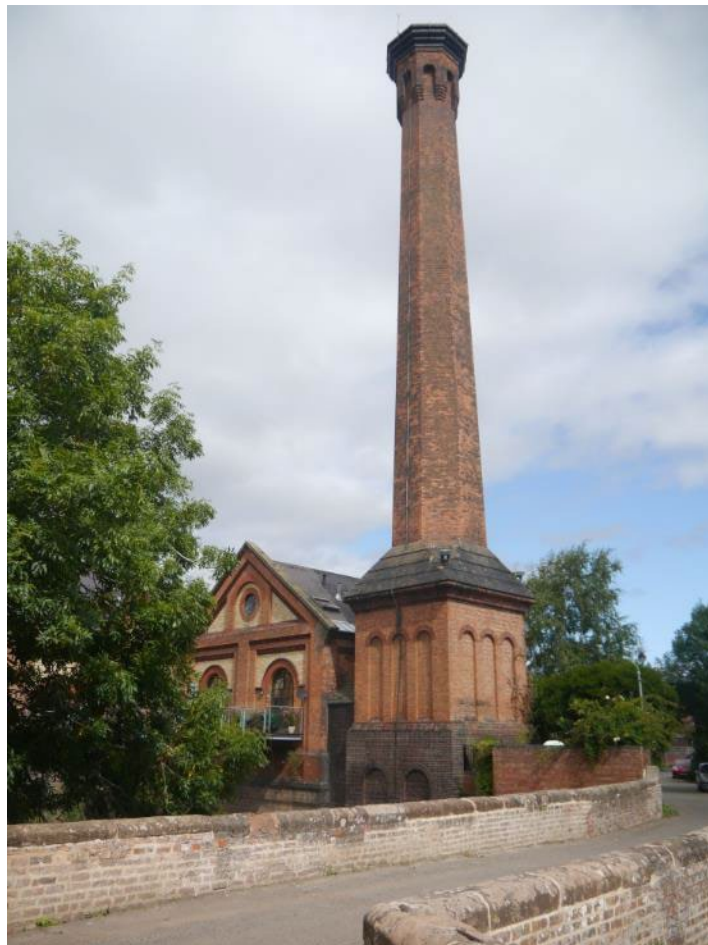
The wide open spaces which are characteristic of this area mean that views are far reaching and predominantly rural in character. Views in this area are enhanced by the open countryside which stretches west from the River Severn and forms the north bank of the Teme. Of particular note is the view across the river where the Severn converges with the Teme.



The cathedral is dominant in views to the city

Key Buildings & Structures

The buildings in this character area are mostly located in two groups, Powick Mills and Manor Farm. Powick Mills is a grade II* listed building, particularly decorative in red and yellow polychrome brickwork with round-arched windows and elaborate mouldings. The tapering red brick chimney towers above the mill building which was converted to residential dwellings in 1999.



Powick Mill and chimney

Powick Old Bridge is a medieval bridge, grade I listed and a Scheduled Monument. The bridge is built of sandstone with later brick repairs and has three segmental skewed arches across the River Teme and a further two across the mill stream. The bridge is thought to have been rebuilt in the 17th century following Civil War damage. The current Powick Bridge is a grade II listed road bridge built in 1836-7 of Arley sandstone with a cast iron arch.






Bennett's Farm is the former manor house and is grade II listed. It has 16th and 17th century origins but is mostly c.1800. The notable St. Cuthbert's Chapel, also grade II listed, is a medieval chapel with origins dating to c.1195. Built mostly of red sandstone it has a timber-framed upper storey with brick infills and late 19th century brick additions, including an 1860-80 grain store.



St Cuthbert's Chapel

Management Issues and Proposals

The following management issues have been identified in Riverside character area 8 – Teme Meadows and Powick Mills:

Pictures	Location	Issue	Action	Responsibility
1. 	River Teme	Road noise intrudes upon riverside walks	Difficult to manage but road surfacing should be designed to reduce noise levels on busy roads	Highways Authority
2. 	Battlefield	The Registered Battlefield is a significant feature in the area with little interpretation	This highly significant historic site must be preserved and opportunities should be sought to provide further interpretation	Conservation Officer Planning Officers Owners
3. 	Various	The character of this area is largely defined by important historic views	Identified views must be protected	Planning Officers Developers
4. 	Mill walls and machinery	Currently suffering from lack of maintenance	Identify responsibility For maintenance and agree a maintenance plan	Conservation Officer Owners
5. 	St Cuthbert's Chapel and barn	Linking barn of St Cuthbert's chapel is in poor condition. The barn and chapel would also benefit from a wider use	Undertake repairs and identify a use for the barn and St Cuthbert's Chapel	Conservation Officer Owner
7.	Various	The loss or poor management	Seek to retain and maintain trees within the	Planning Officers Owners

		of trees would harm views and the recreational amenity of the area	conservation area	
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Appendix 1 - Links to Further Information

Council Guidance

For Supplementary Planning Guidance, maps and policy including:

- Design Guidance
- Conservation Area Maps and Appraisals
- Historic Environment Record, and
- Information on preparing Listed Building Consent and Planning Applications in Conservation Areas

Historic England Guidance

Providing advice for maintaining historic buildings and improving energy efficiency

Historic Information Sources

Worcester - A Pictorial History, *T. Bridges & C.Mundy, Philimore, 1996*

Tracing the History of Houses, *Trevor Yorke, Countryside Books, 2011*

The Buildings of England: Worcestershire, *Brooks and Pevsner, Yale UP, 2007*

Urban Renewal and Suburban Growth: The Shaping of Georgian Worcester, *David Whitehead, Worcestershire Historical Society,*

Ancestry

Worcestershire Historic Environment Record

You can also contact the Council at:

Tel: 01905 722549

Email address: planning@worcester.gov.uk

Address:

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