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**CHARACTERISATION  
STUDY OF  
WOLVERHAMPTON AREA  
ACTION PLAN AREAS**

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**BILSTON CORRIDOR  
AAP**

On behalf of

**WOLVERHAMPTON CITY  
COUNCIL**

CgMs Ref: 10376

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## 1.0 INTRODUCTION

### 1.1 Background to the study

- 1.1.1 This characterisation study has been commissioned by Wolverhampton City Council (WCC) in order to support the delivery of three proposed Area Action Plans (AAPs) for the City. The AAPs will guide future regeneration in the three identified areas: Wolverhampton City Centre, Bilston Corridor and Stafford Road Corridor. The study will provide an assessment of the historic character and local distinctiveness of each area, which will form part of the evidence base for the development of the AAP options for public consultation.
- 1.1.2 The study also makes recommendations in order to help ensure that the heritage assets of each respective area are fully considered in the formulation of detailed regeneration and development proposals. Buildings and other structures or sites that are identified as having historic significance and/or local distinctiveness and which make a positive contribution to their surroundings are identified. This is explained in more detail in section 2.4 of this report.
- 1.1.3 This report covers the Bilston Corridor AAP area.

### 1.2 Aims

- 1.2.1 The aims of the study are fully detailed in the Brief prepared by WCC, but are summarised here as follows:
- To broadly define the local character and distinctive features of each AAP area (urban morphology, open spaces, townscape and historic built environment) and relate this to the economic and social history of the areas.
  - To define within each AAP zones where there is some degree of uniformity of land-use patterns and character.
  - To undertake fieldwork to inform analysis of the townscape and architectural character of each zone, assess the potential for the survival of buried archaeology, and assess the sensitivity of each zone to development impact.

- To establish the significance of key heritage assets identified as being particularly sensitive to change and to make recommendations on how these assets may contribute towards the regeneration objectives of the AAP.
- To identify areas and sites where further assessment and/or recording will be required in advance of or during development, including areas/sites where the preparation of development briefs will be appropriate.
- To recommend areas where extensions to existing conservation areas or new designations may be appropriate.
- To identify buildings and other sites which meet WCC's selection criteria for inclusion on the Local List.

### **1.3 The Black Country Historic Landscape Characterisation project**

- 1.3.1 The aim of Historic Landscape Characterisation is to gain an understanding of how places have developed over time and to identify landscape types and character areas. The resulting information can then be used to assist in the protection and enhancement of the local character and distinctiveness of an area when development proposals are being considered.
- 1.3.2 The Black Country Historic Landscape Characterisation project (BCHLC) covers the landscape of the four Black Country local government areas (Dudley, Sandwell, Walsall and Wolverhampton). The project, which began in 2004, is supported by English Heritage.
- 1.3.3 For the purposes of the study the whole area of the Black Country has been divided into more than 12,000 parcels of land; each of these has been catalogued in terms of its current land use, period of origin, and previous uses, etc. These small parcels of land have been divided into more than 50 much larger 'Character Areas', each of which encompasses parts of the Black Country with similar characteristics. The creation of the BCHLC relied primarily on desk-based sources, making use of existing documents, maps, aerial photographs and other heritage information.

1.3.4 The BCHLC is an important resource, which has underpinned this study.

#### **1.4 The Bilston Corridor study area**

- 1.4.1 The Bilston Corridor AAP covers an area of 660 ha running from the city centre towards and including Bilston Town Centre. The area is dissected by key transport routes, including the A41 Bilston Road, the Metro line and extensive elements of the Birmingham & Wolverhampton Canal network. The area contains various land-uses, including a large proportion of industrial use and scattered housing estates, as well as the historic town centre of Bilston itself.
- 1.4.2 The Core Strategy recognises the area as having the potential to accommodate between 5800 and 6900 new dwellings (including 2300 commitments) and retained/improved employment areas.
- 1.4.3 The area contains the whole of the Bilston Town Centre Conservation Area and a small part of the Union Mill Conservation Area (primarily included in the City Centre AAP area). The area contains only three statutorily listed buildings outside the Bilston Conservation Area and a small number of locally listed buildings, many of which are outside conservation areas and therefore particularly vulnerable to change.

#### **1.5 Structure of the Report**

- 1.5.1 **Section 2** of this report describes the methodology and approach to the study.
- 1.5.2 This is followed in **Section 3** by the results of the Extensive Area Assessment. This lists all those character zones which, following fieldwork, were not considered to merit intensive area assessment. However, many of these zones contain buildings or other sites which have some historic significance or townscape value and these are identified and described in this section. Recommendations are made where appropriate in relation to potential future redevelopment/regeneration, such as where it is considered that particular buildings or streetscapes should be retained on account of the potential they have to make a positive contribution to the regeneration of the area concerned.

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- 1.5.3 **Section 4** reports on the intensive area assessment. This covers all those zones identified from the extensive assessment as having significant historic interest and/or particular local distinctiveness and which are therefore particularly sensitive to change. These zones were considered to merit further survey in order to investigate levels of significance further.
- 1.5.4 **Section 5** of this report includes information about the existing conservation areas included within the AAP boundary.
- 1.5.5 **Section 6** comprises a brief concluding statement.

## 2.0 METHODOLOGY

### 2.1 Introduction

2.1.1 As required by WCC, the approach to the study was broadly based on that developed by English Heritage for use in the Pathfinder/HMR areas, which aims to assess historical significance in areas of housing renewal. While the current study involves the assessment of land in diverse mixed use rather than purely housing, the approach to extensive and intensive area assessment remains relevant. The approach adopted for similar work commissioned by Dudley MBC for the Brierley Hill AAP has also influenced the approach to the current study.

### 2.2 Key Stages

2.2.1 The study can be broken down into four key phases, as follows.

1. *Desk-based stage*

2.2.2 An initial meeting was held with WCC policy planning and historic environment team officers during which the policy and other background to the AAP project was discussed and various background documents distributed. A substantial amount of information exists for all three of the AAP areas in terms of 'heritage' and other related studies already carried out. This includes:

- Conservation area appraisals (where these exist – there are four available for the 16 conservation areas across all three AAPs)
- Detailed Historic Landscape Characterisation for the All Saints and Blakenhall Community Development Area (Wessex Archaeology 2005)
- East Park Restoration Strategy
- Information on the Park Village Neighbourhood Renewal Scheme
- Canalside Quarter Implementation Plan
- Various archaeological desk-based assessment reports
- Various development briefs and Master Plans

- Details of current planning commitments in the city centre
- 2.2.3 The Black Country Core Strategy Preferred Options Report (hereafter referred to as the Preferred Options Report) was used in order to help determine the degree of change proposed in each AAP area.
- 2.2.4 Wolverhampton Archives and Local Studies was visited in order to carry out broad historical research, and to collate historic mapping for all three areas. Historic Ordnance Survey maps were also provided by WCC.
- 2.2.5 The Wolverhampton Historic Environment Record and BCHLC datasets for each of the three AAP areas was made available in GIS shapefile format. WCC also provided MasterMap data for each of the three AAP areas. This was imported into ArcGIS so that the HLC and HER data could be overlain on a map base and so that the data generated in the course of this study could be digitised onto the same map base.
2. *Extensive area assessment*
- 2.2.6 English Heritage defines 'extensive area assessment' (EAA) as an 'initial overview of the historic environment across a wide area'. This is undertaken in order to gather information on the historic environment which can then be integrated with other social, economic and environmental factors in order to reach a decision on appropriate levels of change. It is carried out over the whole of an area where improvements are being considered and is designed to provide an initial impression of the surviving heritage asset and its significance. It also allows the identification of areas where historic survival is relatively intact and coherent and where intensive area assessment would be beneficial.
- 2.2.7 The EAA fieldwork was carried out by team members working in pairs. Character zones were identified across each AAP area. All character zones in the Bilston Corridor AAP area are shown on **Fig. 1**. Modern mapping was annotated with buildings and sites of heritage interest (including potential candidates for local listing), important views, and sites which would benefit from the preparation of development briefs. Digital photographs were taken of all buildings, sites or

townscapes considered to be of historic significance or character and which made a positive contribution to their environment. A representative series of digital photographs was also taken in those areas considered to be of negative or neutral heritage value.

2.2.8 In order to select areas for intensive area assessment, each character area was considered against the following criteria:

- Historic significance
- Local distinctiveness
- Townscape value
- Sensitivity to change

2.2.9 Areas which met these criteria, i.e. were considered to have significant heritage value and/or local distinctiveness and townscape value, and which are therefore sensitive to inappropriate change, were then subject to intensive area assessment.

3. *Intensive area assessment*

2.2.10 Intensive area assessment (IAA) is defined by English Heritage as 'a more detailed characterisation...with the aim of informing the regeneration of individual neighbourhoods, streets and associated buildings'. For those areas where there is a degree of coherent historic survival and where major change is envisaged, this level of assessment provides more detailed information on how the surviving heritage asset can inform emerging redevelopment and regeneration proposals.

2.2.11 The EAA resulted in a number of areas being identified as meriting intensive assessment and a second phase of more detailed field survey was carried out in these areas. In the Bilston Corridor AAP area, five zones were selected for IAA. These are shown on **Fig. 5**.

2.2.12 Together, the results of extensive and intensive area assessment can demonstrate the following:

- How the historic environment contributes to the character of a place
- Where elements of the historic environment survive in largely intact form and areas where it has been significantly eroded
- Whether any part of the historic environment is of special importance
- The extent to which the heritage asset can inform the planning and design of new buildings and places
- Areas where change can be accommodated without damaging the overall character of the environment
- Where future recording priorities lie in areas that will be subject to change
- Where there are opportunities for enhancement of heritage assets and heritage-led regeneration

4. *Report writing and GIS*

2.2.13 The character zones and 'anchor' buildings and sites identified as part of this study were digitised in ArcGIS. The character zones are for the most part co-terminous with existing 'bundles' of polygons contained within the Black Country HLC, except where the latter extend beyond the AAP boundaries, in which case the AAP boundary has been followed. The BCHLC polygons are quite narrowly defined and are based on a detailed map study, whereas the character zones identified for this study are more broadly defined, each one usually corresponding to one or more HLC polygons.

2.2.14 The resulting GIS data has been used to produce mapping for the reports, showing the location of all identified anchor buildings, statutorily and locally listed buildings and sites, conservation areas and HER records.

2.2.15 **Fig. 2** illustrates the principal broad land-use types in all character zones across the AAP area.

## 2.3 Conservation Areas

- 2.3.1 The existing conservation areas within all three AAP areas were not assessed in detail as part of this study. As conservation areas already enjoy a higher degree of statutory protection against insensitive change they are less vulnerable to large-scale redevelopment and regeneration proposals and were therefore considered to be of lower priority in terms of this study than areas not so designated.
- 2.3.2 However, Section 5 contains a brief summary of both the Bilston Town Centre Conservation Area (included in the Bilston Corridor AAP area) and the Union Mill Conservation Area (a small part of which is included in the AAP area). This includes information on the date of designation and the reasons why the areas were considered to merit designation. This summary also makes reference to the appropriateness of existing conservation area boundaries. Bilston Town Centre Conservation Area is also dealt with in section 4.6 of this report, as its environs were subject to intensive area assessment.
- 2.3.3 The location of the conservation areas is shown on **Figs. 1, 3 and 4**.

## 2.4 Anchor Buildings and Sites

- 2.4.1 As referred to above in paragraph 1.1.2, buildings and other structures or sites identified as having historic significance and/or local distinctiveness and which make a positive contribution to their surroundings have been identified.
- 2.4.2 These fall into three distinct but sometimes overlapping categories. The first, and probably most significant, are those sites and buildings that can be regarded as 'anchors' (**Category 1**), (defined here as buildings or sites of sufficient heritage value and appropriate size or scale to act as potential catalysts for schemes of regeneration and redevelopment to emerge around them), while Category 2 includes buildings of smaller size or scale that have heritage value and contribute to local identity and distinctiveness. Category 3 includes buildings and sites of townscape value (not always necessarily of heritage value).

2.4.3 The table below provides a definition of each category.

<b>Anchor Category</b>	<b>Definition</b>	<b>Examples May Include</b>
1	Buildings or sites of sufficient heritage value and appropriate size or scale to <u>act as potential catalysts for schemes of regeneration and redevelopment to emerge around them</u> . Could be expected to add character and to help maintain or create a sense of place in promoting proposals for regeneration and redevelopment in their locality.	<ul style="list-style-type: none"> <li>• Canal corridors</li> <li>• Important open spaces</li> <li>• Structures such as the Highfields Works Building on Ash Street, which have a significant visual impact and could be a focal point in promoting schemes of enhancement, redevelopment and regeneration.</li> </ul>
2	Buildings or sites which are of smaller size and scale and for this reason are <u>less likely to act in themselves as catalysts for regeneration and redevelopment</u> . Such buildings may, however, <u>still be of significant heritage value</u> (indeed most will have clear architectural or historic interest), <u>contribute positively to their surroundings and help to create a sense of place</u> . They will normally also contribute to local identity and distinctiveness.	<ul style="list-style-type: none"> <li>• Public Houses</li> <li>• Small chapels or schools</li> <li>• Other buildings of a more intimate or modest scale (e.g. the Lincoln Works on Lincoln Street or the Stanton Road works buildings).</li> </ul>
3	Buildings or sites of <u>townscape value</u> . These do not necessarily have to be of heritage value (although they may be) but <u>must make a positive contribution to streetscape, either by virtue of their architectural quality, design features or location</u> .	<ul style="list-style-type: none"> <li>• Leisure Centre, Proud's Lane</li> <li>• Nos. 112-118, Church St</li> <li>• Could include public open space where it makes a positive contribution to townscape.</li> </ul>

2.4.4 Typically, the retention, enhancement and beneficial re-use of such 'anchors' (whether individual buildings or wider areas) will add character and help maintain or create a sense of place in promoting proposals for regeneration and redevelopment in their locality.

- 2.4.5 As stated above, buildings and sites identified in this study will not necessarily belong exclusively to any one of these categories and there will often be a degree of overlap between categories. Some buildings in all three categories meet the criteria for local listing (and are accordingly recommended for inclusion on the Local List) but this will not necessarily be the case, particularly in terms of more recent buildings identified as being of townscape value.
- 2.4.6 In **Section 3.0** of this report (which describes zones subject to Extensive Assessment only) buildings and sites identified as being of note are recorded by name/address followed by notation indicating which of the three 'Anchor' Categories they fall into, i.e. [1,2,3]. If any of these buildings are also considered to meet the Council's criteria for inclusion on the Local List, they will be additionally indicated by an asterisk [\*]. This is also done in **Section 4.0** (which describes zones subject to Intensive Assessment).
- 2.4.7 In **Section 4.0**, buildings recommended for inclusion on the Local List are described further in the 'Recommendations for Designation' section of each zone.
- 2.4.8 It should be assumed that all currently statutorily and locally listed buildings will automatically fall into Categories 2 and 3. However, some of these buildings may also be regarded as anchors (i.e. falling into Category 1). Throughout the report, those listed and locally listed buildings that do fall into Category 1 have been identified additionally by the notation [1].
- 2.4.9 Statutorily and locally listed buildings within conservation areas have **not** been subject to the same assessment process as that described above in paragraphs 2.4.1-2.4.7 as these benefit from the additional protection of conservation area designation. Large-scale regeneration proposals are unlikely to be implemented in existing conservation areas (and, if they are, will be limited by the additional planning controls applicable to conservation areas).
- 2.4.10 However, buildings in conservation areas (listed or un-listed) that could act individually as Category 1 'anchors' to adjoining non-designated character zones have been referred to in the text and shown on the accompanying mapping for each zone.

2.4.11 **Fig. 3** shows the location of all buildings and sites identified in Categories 1-3.

**Fig. 4** shows all statutorily and locally listed buildings across the AAP area.

## 2.5 The Canal Network

- 2.5.1 The Birmingham Canal (Wolverhampton Level) runs through a number of different character zones in the Bilston Corridor AAP area, with a section of the Wyrley and Essington Canal running through the northern tip of the area. However, the various canal corridors have been identified as separate character zones (30 and 31) in order to emphasise their importance and key role as a linear feature extending through the AAP area.
- 2.5.2 The canal network, while having an overall continuity of character, exhibits different qualities with regard to its historic canal-side built environment, its recreational and amenity value, and its importance as a 'green' corridor. In places these qualities are particularly rich and enhance the overall character of the canal as a historic and townscape feature. Other sections of the canal have an overall poorer quality of built environment and in some cases a reduced amenity value.
- 2.5.3 Throughout most of its length where it passes through the AAP areas, however, the canal acts as an important green corridor, offering relief to both pedestrians and wildlife from the urban and industrial environment to either side of it.
- 2.5.4 While the respective canal corridors have been identified as single zones (see **Figs. 1 and 2**), the various sections have been described in conjunction with other adjoining character zones (both in the extensive and intensive assessment sections of this report) in order to reinforce the canal's close relationship with its surroundings, particularly with the city's industrial heritage, and to avoid its being seen as an isolated feature.
- 2.5.5 The whole of the canal network throughout the area should be seen as an 'anchor' around which to focus regeneration proposals, and it is recommended that those sections of the canals not already included within conservation areas are themselves considered for conservation area designation. This should also help support the Council's aspiration for World Heritage Site status for the Black Country canal network.

2.5.6 With reference to this, the stretch of the Birmingham Canal between Chillington Wharf and Horseley Fields (adjoining Zone 4) is strongly recommended for conservation area designation. This designation should include parts of Zone 4 in order to firmly root the canal within its context.



### 3.0 EXTENSIVE AREA ASSESSMENT

#### 3.1 Introduction

- 3.1.1 The Extensive Area Assessment (EAA) identified a number of character zones for each AAP area. These were delineated in broad terms in relation to their general character (for instance, canal corridors, areas of primarily industrial or residential use or a mix of the two, cleared sites, and recreational facilities, etc.) and, while their boundaries are drawn as 'solid lines', there will in some cases be a degree of overlap between zones. They are generally co-terminous with groups of existing BCHLC polygons (see 2.2.13).
- 3.1.2 The EAA also identified zones where Intensive Area Assessment (IAA) was considered appropriate. These zones are reported on in Section 4.0.
- 3.1.3 Each zone identified as part of the EAA is briefly summarised below, with particular reference to elements of its built environment or townscape that make a positive contribution to the area and which could serve as 'anchors' for regeneration and redevelopment proposals (see 2.4 above).
- 3.1.4 The zones subject to EAA are numbered 1-3, 5-8, 10-11, 13-22 and 26-31 (excluding the two conservation areas, which are identified by letters A and B). Zones 4, 9, 12, 23, 24 and 25 are discussed in Section 4.0. **Fig. 1** illustrates the location of all character zones in the AAP area.
- 3.1.5 Each of the zone-by-zone sections contains a plan extract showing the boundaries of the zone and the location of anchor buildings and sites (of all Categories, 1-3). The plan also shows conservation areas. A second plan (showing statutorily listed and locally listed buildings) has only been included where designated buildings are included within the zone or immediately adjoining its boundaries.

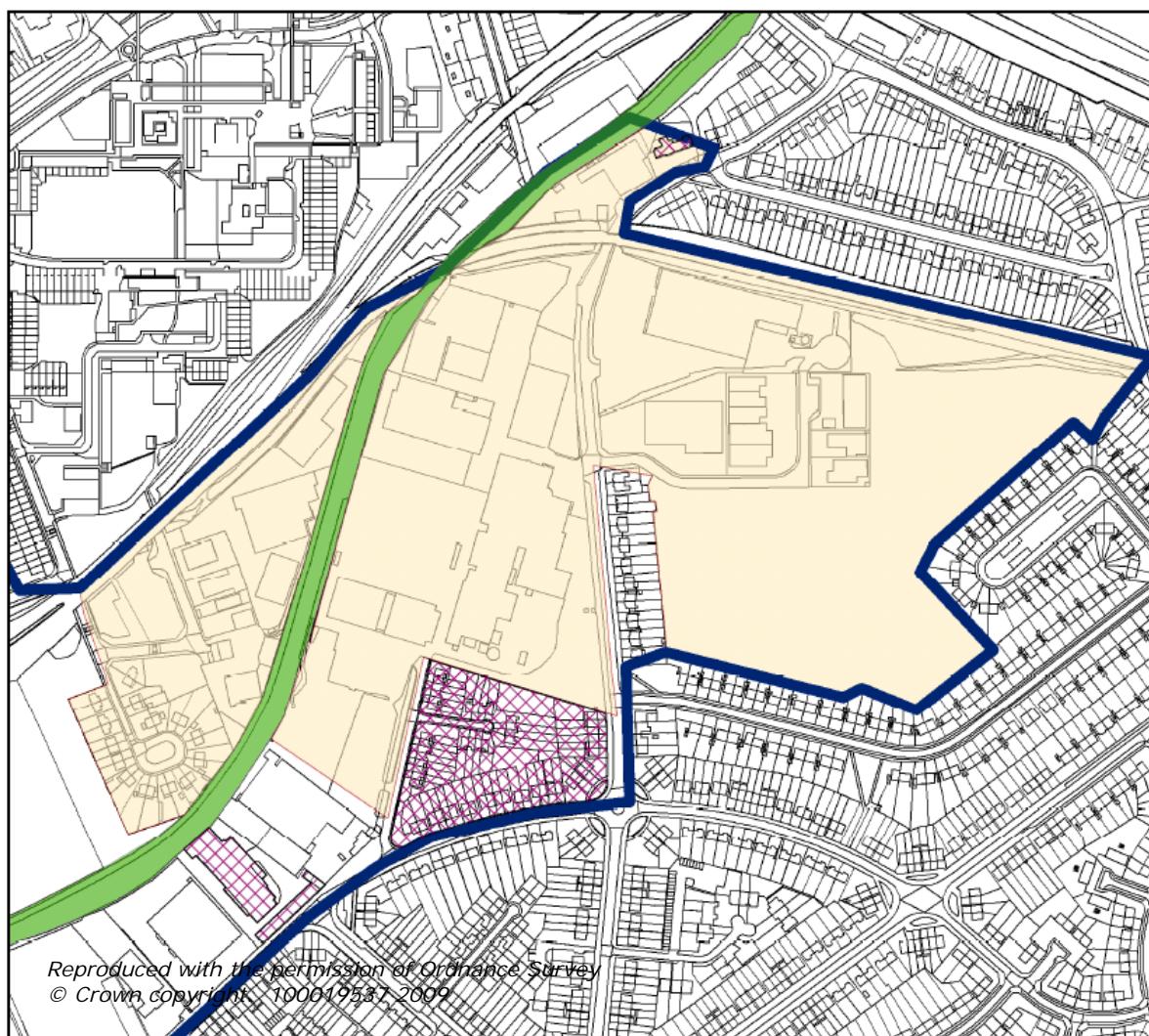
- 
- 3.1.6 Digital photographs are embedded within the text in this section. These include representative images of each zone (the number of images depending on the size and/or complexity of the zone) and, where appropriate, photographs of the identified anchor buildings.
  - 3.1.7 The results of the EAA indicated that the zones described in this section of the report, notwithstanding any buildings or sites identified as falling within Categories 1-3 (see Section 2.4), demonstrated one or more of the following aspects (i) non-uniformity of historic land-use patterns, (ii) general lack of significant historic character or (iii) a low or 'nil' degree of sensitivity to change. On this basis these zones were thus not considered to merit intensive area assessment as part of this study. It should also be noted, however, that some of these sites may have potential for the survival of below-ground archaeological deposits, which would be vulnerable to redevelopment.
  - 3.1.8 Other zones included in this section are cleared sites (some very recently cleared); while it is anticipated these sites will almost certainly be subject to extensive change through redevelopment (indeed this is to be actively encouraged), in their present form they do not have surviving historic character which is sensitive to change. On this basis these zones were not considered to merit intensive area assessment as part of this study. Again, however, it should be noted that some of these sites may have potential for the survival of below-ground archaeological deposits, which would be vulnerable to redevelopment.
  - 3.1.9 A number of the following zones contain playing fields or other recreation spaces which in many cases comprise important open spaces. These have not been subject to intensive area assessment but, where appropriate, recommendations have been made for the retention/enhancement of these spaces as part of any scheme for regeneration and redevelopment in the surrounding area.
  - 3.1.10 Open spaces can be important for a number of reasons, including their ecological value. In the context of this study, however, their importance has primarily been assessed in terms of their heritage value and the contribution they make to the surrounding townscape.

3.1.11 The retention of playing fields and other green open spaces accords with the emerging Environmental Infrastructure Guidance for the Black Country. This includes Green Infrastructure (GI) which is defined by Natural England as a 'strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features'. It includes 'established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland'. GI should be managed and designed as a multi-functional resource which can deliver ecological services to and improve the quality of life of the communities it serves. Underpinning all these benefits is its contribution to sustainability.

### 3.2 Zone 1: Old Heath Road/New Cross Industrial Estate

3.2.1 This area is characterised by modern industrial estates, including the large Manders and New Cross Industrial Estates and by two rows of 1930s semi-detached houses at Inkerman Grove and on the eastern side of Old Heath Road. The railway defines the northern boundary of the zone and the rear plots of the semi-detached houses on Hillside Garden road and Burcot Avenue form the eastern boundary. To the south is Osier Place (in Zone 2). The Wyrley & Essington Canal runs through the western part of the zone.





- Zone 1
- AAP boundary
- Anchor Site (Category 1)
- Building (Categories 2 & 3)

See 2.4 for definitions of Categories 1-3

### *Historic Context and Archaeological Potential*

- 3.2.2 In 1887 this zone was little more than old colliery land associated with Old Heath Colliery. The Wyrley & Essington Canal ran through the area, and the L&NWR Loop Railway Line connected to the Great Western Branch Line at Heath Town Junction. A small block of terraced housing was situated south of the junction.
- 3.2.3 By 1903 a timber yard had been established on the east side of the canal and by 1919 Alma Wharf had been constructed on the west side of the canal, but no other development had occurred. The group of semi-detached houses around Inkerman Grove on the northern side of the canal were built during the inter-war years and the industrial estate north-east of Alma Street was also established during this period. The Manders and New Cross Industrial Estates were established east of the canal during the late 20<sup>th</sup> century, replacing a former paint and printing ink works and the New Cross Brick Works respectively.
- 3.2.4 No archaeological sites are recorded on the Wolverhampton HER. Alma Street Wharf and canal basin once extended into the zone but the basin has been infilled. Below-ground remains of this may survive.

### *Existing Designations*

- 3.2.5 There are no statutorily or locally listed buildings in Zone 1 and no part of the area is designated as a conservation area.

### *Other Buildings and Sites (Categories 1-3)*

- 3.2.6 The Jolly Collier public house, Old Heath Road [3]  
There was a public house in the location of the Jolly Collier during the late 19<sup>th</sup> century but the existing building was constructed in 1938/9. The public house is set back from the street frontage behind a strongly-defined boundary (comprising a stone-coped brick wall) and, although the building is of no special architectural interest, it makes a contribution to the townscape and the infrastructure of the area.

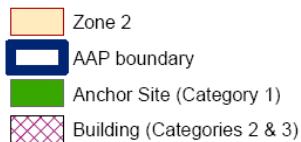
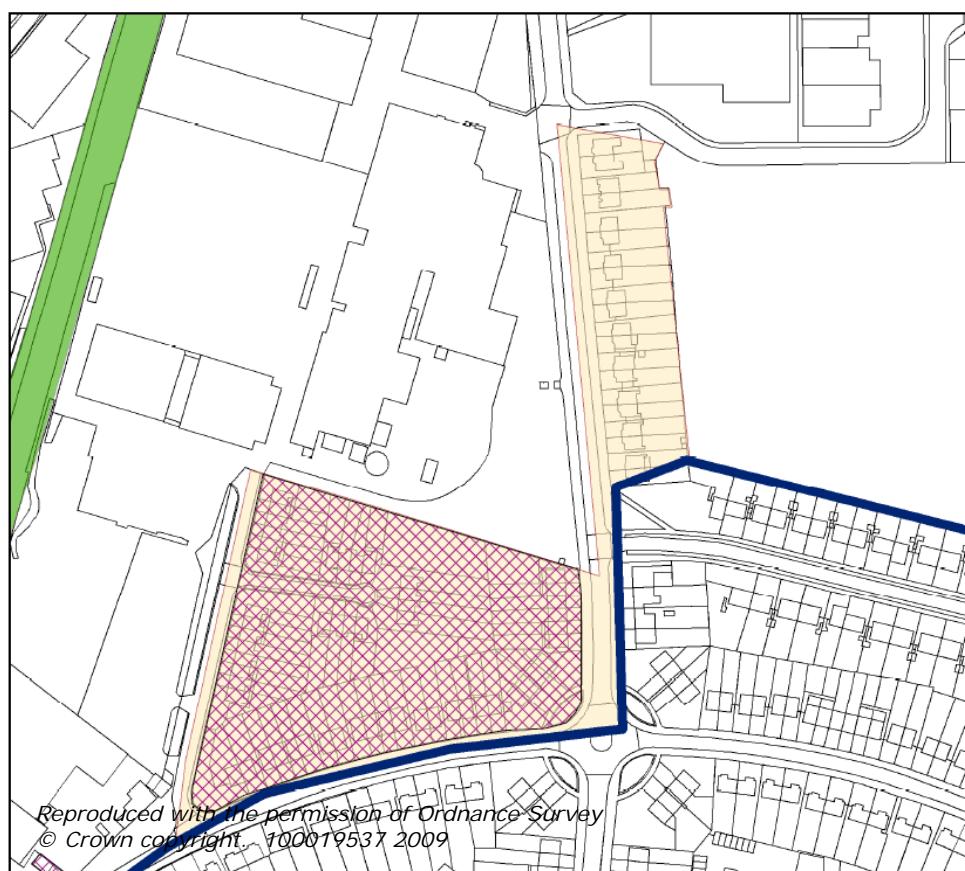


### **Recommendations**

- 3.2.7 This zone is identified in the Preferred Options Report as a local employment-led or housing-led regeneration area. The report also identifies the open space adjacent to the New Cross Industrial Estate and the land on the southern side of the canal as sites that are suitable for Green Infrastructure Improvements.
- 3.2.8 Regeneration proposals should maximise the opportunities offered by the zone's canal-side location.

### 3.3 Zone 2: Osier Street and Osier Place

- 3.3.1 This zone includes a group of terraced houses on Osier Street and Osier Place as well as a row of semi-detached houses fronting Stanton Road and a row of six terraced houses fronting Old Heath Road. The Manders and New Cross Industrial Estates surround the zone on the northern and western sides, with Stanton Road forming the southern boundary and Old Heath Road the eastern boundary.



See 2.4 for definitions of Categories 1-3

*Historic Context and Archaeological Potential*

- 3.3.2 The houses on Stanton Road form part of a large, locally distinctive Council estate that was built on the disused Old Heath Colliery site from the 1920s. Osier Street and Osier Place are later additions that were complete by 1947. In the mid 20<sup>th</sup> century a large canteen serving the works north of this zone was built directly opposite Nos. 17-27 Osier Street; this has since been demolished and the works (now the Mander Industrial Estate) are divided from Osier Street by a fence.
- 3.3.3 No archaeological sites are recorded on the Wolverhampton HER. The land is old colliery land and is therefore likely to have been subject to significant disturbance.

*Existing Designations*

- 3.3.4 There are no statutorily or locally listed buildings in Zone H and no part of the area is designated as a conservation area.

*Other Buildings and Sites (Categories 1-3)*

- 3.3.5 Houses on Stanton Road/Osier Street/Osier Place [2,3]  
The houses form an important part of a much larger, locally distinctive early 20<sup>th</sup>-century housing estate. The houses have recently been subject to improvements, and this has had clear visible benefits to the appearance of the area, including an integrated paint scheme and new boundary railings. The improvements were carried out as part of the Decent Homes Programme, a government target designed to improve and update homes between 2008 and 2012.



### **Recommendations**

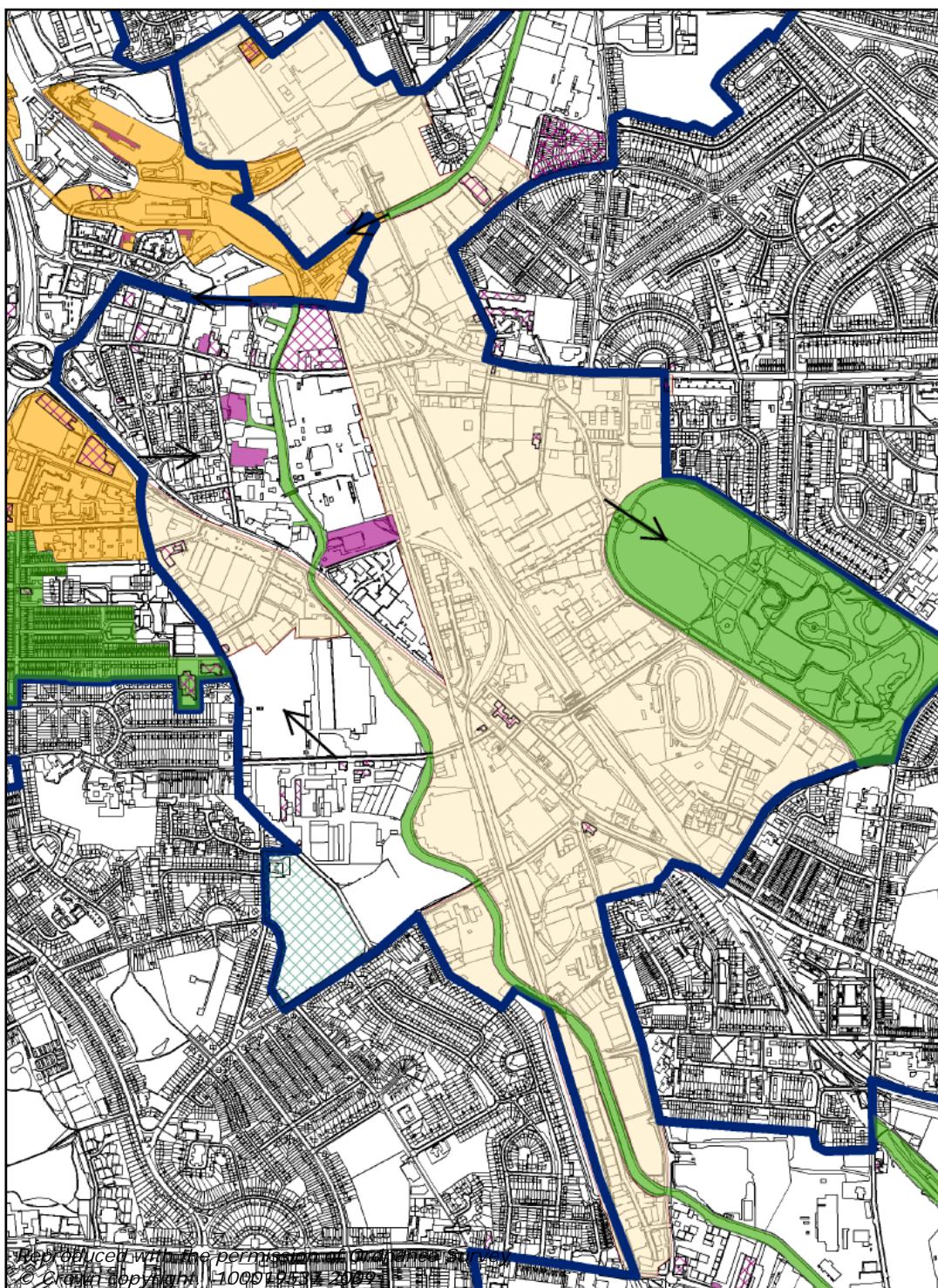
- 3.3.6 It is recommended that this area of housing is retained as part of any future regeneration of the area. New housing constructed in the Bilston Corridor AAP should complement the form and materials of the existing historic housing stock, including those within Zone 2.

### **3.4 Zone 3: Monmore Green and Environs, including Chillington Works Industrial Estate/Hickman Avenue**

- 3.4.1 Zone 3 includes a number of 20<sup>th</sup>-century industrial estates, including the Chillington Works, Manders and Clearwater Industrial Estates. This zone also incorporates the late 20<sup>th</sup>-century Monmore Green Stadium at the southern end and the Mail Centre at the northern end.
- 3.4.2 The area is bounded to the west in part by the Birmingham Canal and by Steelhouse Lane and Sun Street. The eastern boundary is defined by Ettingshall Road, Culwick Road, East Park, Colliery Road and Stanton Road. The railway runs through the area from northwest to southeast.







- |                    |                          |                               |                              |                    |
|--------------------|--------------------------|-------------------------------|------------------------------|--------------------|
| [Orange square]    | Bilston Zone 3           | [Purple square]               | Anchor Building (Category 1) | → Significant view |
| [Orange square]    | Conservation Area        | [Green hatched square]        | Site (Categories 2 & 3)      |                    |
| [Blue dashed line] | AAP boundary             | [Pink diamond pattern square] | Building (Categories 2 & 3)  |                    |
| [Green square]     | Anchor Site (Category 1) |                               |                              |                    |

See 2.4 for definitions of Categories 1-3

*Historic Context and Archaeological Potential*

- 3.4.3 This large area, mostly undeveloped in 1887, was covered in old colliery workings, with a number of scattered works, including Bilston Road Brick Works and several iron and chemical works. The Great Western Railway bisected the site together with the smaller Stour Valley Line, Bilston Road Tramway and Birmingham Canal. There was a small amount of terraced housing served by schools and public houses. A high-density area of housing was based around Chillington Street, Bilston Road and the railway (Zone 6).
- 3.4.4 The western spur of the zone out to the west near Jenner Street had been developed by 1887 and contained the distinctive cross-plan Wolverhampton Union Workhouse surrounded by housing and an iron foundry on Jenner Street; a specialist iron foundry still operates from this site. Industry in the zone developed quickly and a number of works had been set up by 1919. The ex-colliery land surrounding East Park, which had been left undeveloped by its owners, Sir Alfred Hickman and the Duke of Sutherland, took longer to be exploited, not being developed with housing until the 1930s.
- 3.4.5 The Chillington Iron Works, the first iron works to be built within the old Wolverhampton boundary, opened in 1822 on the site of Stowheath Manor. The works were founded by John Barker, James Foster, and George Jones. The site of Chillington Works, about a quarter of a mile to the east of the canal, had its own coal and iron ore mines, furnaces, rolling mills and foundries. The works were connected to the canal by Chillington Basin.
- 3.4.6 At the southern end of the zone a chemical works had been established east of the Central Trading Estate, and Monmore Green School had been built adjacent to Bilston Road by 1887-8. The 1887-8 O.S. map shows that a public house named the Duke of York had been constructed on the corner of Ettingshall Road and Bilston Road by this date.
- 3.4.7 An engineering works and other industrial buildings were constructed on the strip of land between Bilston Road and the railway during the mid 20<sup>th</sup> century. Further east the Monmore Green Stadium was built between 1919 and 1938 as a greyhound race course. Rows of 19<sup>th</sup>-century terraced housing on Corser Street,

Moore Street and St. Matthew Street (now gone) at the northern end of the zone were demolished together with much of the surrounding works buildings during the mid-late 20<sup>th</sup> century. They were replaced by the numerous mid-late 20<sup>th</sup>-century depots, works and scrap yards that now occupy this area.

- 3.4.8 Qualcast Road and the two large works buildings at its northern end were built during the late 20<sup>th</sup> century, replacing a former mill building, while the mail centre north of the railway replaced an area of railway sidings and a goods depot. The 19<sup>th</sup>-century works buildings adjoining the southern side of the Wyrley and Essington Canal were largely demolished during the mid-late 20<sup>th</sup> century but one of the buildings, a former piercing and stamping works, incorporates part of an earlier structure.
- 3.4.9 A number of mostly industrial sites, many relating to former ironworks sites, are recorded on the Wolverhampton HER, including the large Chillington Iron Works. There was also a substantial number of canal basins and wharves along this stretch of the Wyrley & Essington Canal, and along the Birmingham Canal, a few of which remain open. There is clearly a high potential for significant industrial archaeology in this zone. Aside from these sites, the site of the Horslowe Bronze Age round barrow has been recorded just south of the Mail Centre (HER 2503).

#### *Existing Designations*

- 3.4.10 This zone includes a small section of the Union Mill Conservation Area to the north. The area also contains a number of significant buildings, including the statutorily listed 1902 Chillington Wharf structures [1], listed Grade II in 1995. The Chillington Interchange Basin was built between the canal and the railway in 1902 and was statutorily listed at Grade II in 1995. The building is a rare and important survival of an interchange basin complete with canopy.



3.4.11 There are three locally listed buildings in this zone:

3.4.12 New Inn, Bilston Road, corner of Dixon Street and Ettingshall Road [2,3]

The New Inn is a large roadside public house occupying a prominent corner position. It was built in 1937 to designs by the architects A.T. and Bertram Butler of Priory Street, Dudley to replace an earlier public house. It is built of orange/brown brick with stone dressings under a slate roof. There are single-storey and full-height canted bays of brick and stone. Windows are metal casements with leaded glazing in stone surrounds, the principal windows having also stone mullions and transoms. A prominent local landmark and a relatively rare example of an inter-war public house which survives in its original form, the New Inn is now used as a Chinese buffet restaurant.



3.4.13 Barr & Grosvenor Foundry, Jenner Street [2,3]

This group of buildings comprises a central three-storey section with fine gauged brick, flat and segmental arches over openings, plus two unmatched two-storey

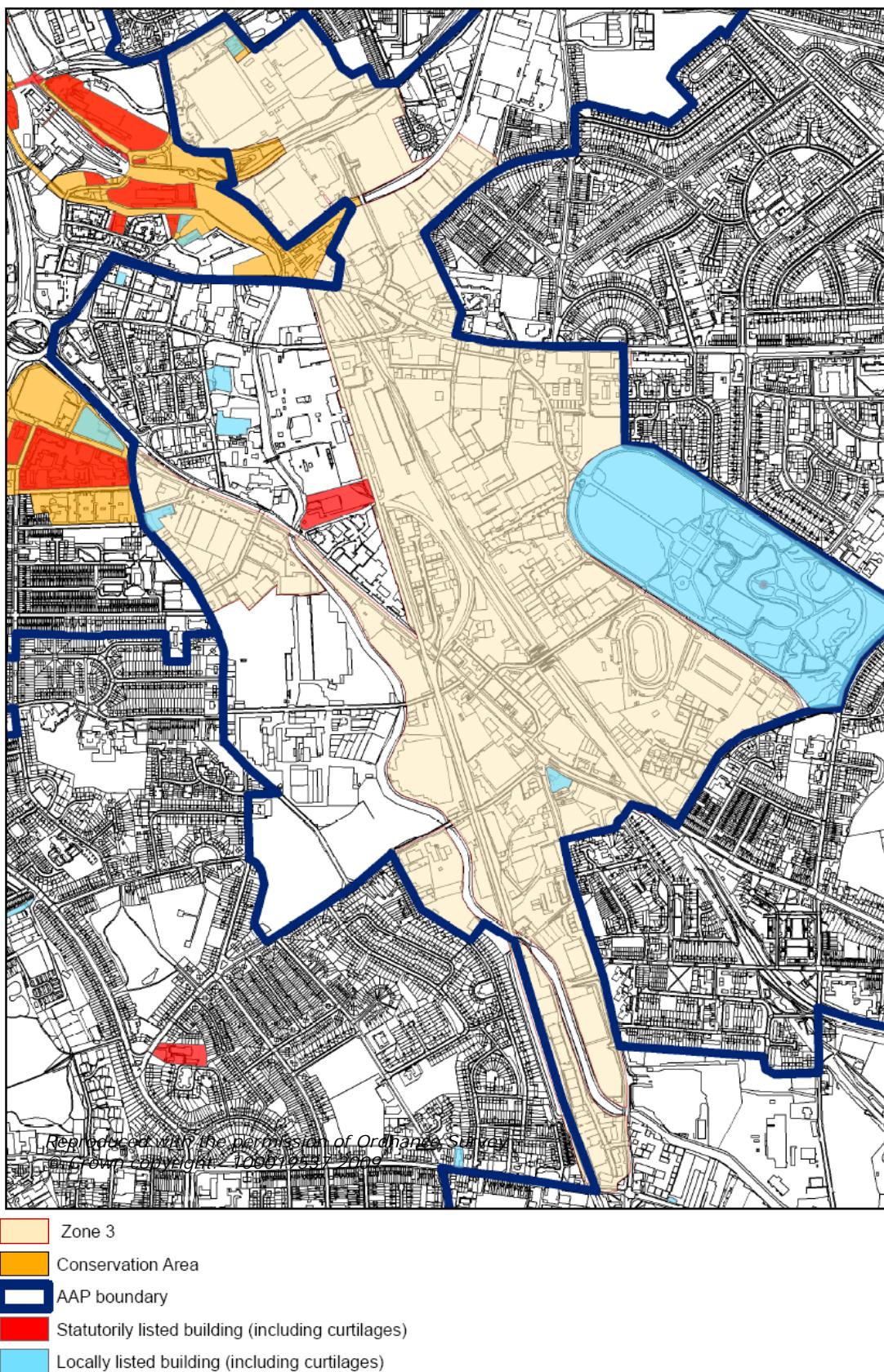
ranges to the east and west. That to the west has been substantially altered but the eastern building, although plain, is unaltered. A specialist iron foundry still operates from the site.



#### 3.4.14 Lincoln Works, Lincoln Street [2,3]

This former foundry includes stabling and was originally used as the Britannia Safe and lock works (pre-1887). It became known as the Lincoln Works in the late 19th century. It is included within a detached part of the Union Mill Conservation Area.





*Other Buildings and Sites (Categories 1-3)*

3.4.15 The Wyrley and Essington Canal and the Birmingham Canal

The canal network is an important anchor feature around which regeneration should be focused [1].

3.4.16 Former Ironworks Building, Hickman Avenue [2,3]

Constructed in 1873 as part of the Chillington Iron Works this building could be the only surviving building from the original works and is now used as the Hickman Avenue Depot. It was probably originally used as offices and in addition to its architectural interest is an important reminder of the former works.



3.4.17 Red Lion Public House, Bilston Street [2,3]

The Red Lion was built pre-1887 and occupies a prominent corner location at the junction between Bilston Road and Cable Street. The building has lost its original windows and the hipped roof is covered with machine-made tiles but the curved corner, bullseye window and round-arched doorway are attractive and overall it makes a positive contribution to the street scene.



### 3.4.18 Former School, No. 217 Bilston Street [2,3]

Monmore Green Schools was constructed during the late 19<sup>th</sup> century and in 1972 was used as the Bilston College of Further Education Annexe. The single-storey red brick building makes a positive contribution to the street scene and its painted brick arches, trefoil window heads and decorative gabled porch adds interest to the frontage.



### 3.4.19 Inter Plumb, Plumbing & Heating Merchants, Cross Street [2,3]

Formerly the Roebuck Public House, this red brick corner building was constructed between 1938 and 1956. The curved frontage adds interest to the street scene and the building retains its original metal-framed windows.



### 3.4.20 Nos. 13 & 14, Colliery Road [3]

These semi-detached late 19<sup>th</sup>-century houses had been built by 1887 when Colliery Road provided access to the former Swan Garden Ironworks. Both buildings have been substantially altered, No. 13 most significantly by the addition of a modern shop frontage, but they still retain some of their original character and should be retained if possible for their townscape value. If the

building cannot be retained then any replacement building should be of similar scale and address the street frontage in the same way.



### 3.4.21 Works, Stanton Road [2,3]

The long single-storey range adjacent to the road was built pre-1887 as part of the New Griffin Works. The large warehouse adjacent to the canal incorporates part of a late 19<sup>th</sup>-century building (also part of the New Griffin Works) that was extended during the inter-war years. The buildings have been altered but are characterful and indicative of the former Victorian industrial character of the area.



### 3.4.22 Malt Shovel Public House, Willenhall Road [2,3]

This late 19<sup>th</sup>-century public house was altered in 1887-1903, then again in 1938-1956. Despite these changes the building has an attractive frontage and although located outside the AAP boundary it adds to the townscape value of Zone 3.



### 3.4.23 Bethel Chapel (Wesleyan Reform), Willenhall Road [2,3]

The Bethel Methodist Chapel is situated just outside the eastern boundary of the AAP area and was built between 1887 and 1903. The chapel is constructed of red brick with blue brick detailing and has round-arched windows towards the street end; formerly situated between rows of terraced houses it is indicative of the late 19<sup>th</sup>-century layout and character of Willenhall Road.



### 3.4.24 Eastfield Community Centre, Colliery Road [2,3]

The western end of the community centre was originally the western wing of a school that was built at the same time as the existing Eastfield School between

1919 and 1938. The range of red brick buildings creates continuity in the street scene and complements the neighbouring school buildings.



### 3.4.25 Eastfield Junior and Infants School, Colliery Road [2,3]

Built in 1919-1938 as part of a larger complex of school buildings that included the existing Eastfield Community Centre; this building forms an attractive group with the community centre and the club (formerly also a school) on the corner of Colliery Road and Willenhall Road.



### 3.4.26 Club, Colliery Road/Willenhall Road [2,3]

This former school building was built during the late 19<sup>th</sup> century prior to the completion of Colliery Road. By 1938 its function as a school had been replaced by the current school and community centre further north. The Club is more decorative than its neighbours and its distinctive roof line makes it a prominent feature in the street scene.



### 3.4.27 The Summerhouse Public House, No. 70 Steelhouse Lane [2,3]

There has been an inn in the location of the Summerhouse pub since the late 19<sup>th</sup> century. The original inn was smaller in plan form and was demolished and replaced by the existing building, designed by the architect Frederick Beck in 1921. Wolverhampton has a number of high-quality inter-war public houses which exhibit greatly varying architectural styles.



### **Recommendations**

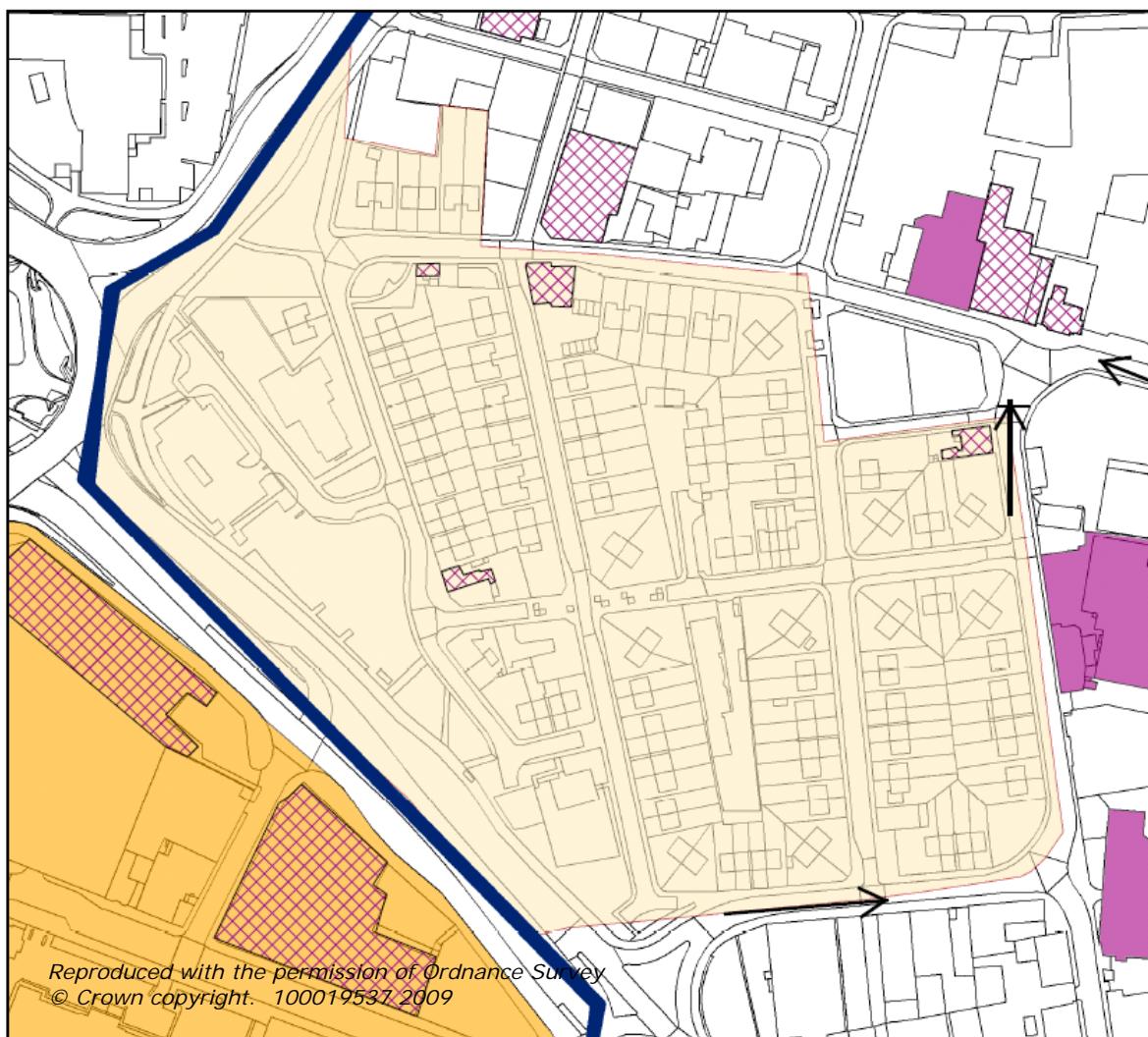
- 3.4.28 The majority of Zone 3 is identified in the Preferred Options Report as a housing-led or local employment retention area. Any new development would be centred around the canal corridor, creating opportunities to improve existing open space and provide new residential infrastructure.

- 3.4.29 The Preferred Options Report also recognises the need to maximise high-quality design/environmental improvements to sites fronting Willenhall Road, Bilston Road and the railway line, all of which are key gateways to the City Centre. In particular at Lower Horseley Fields where the Willenhall Road, railway line, canal and former railway line intersect it is proposed that a landscape beacon, or gateway feature, could be established, perhaps set in a mini-park which could also serve City Centre residents.
- 3.4.30 The key unifying feature throughout this zone is the canal network. Improvements to the canal need to be a key principle of regeneration proposals as the canal can contribute significantly to housing-led regeneration proposals, in terms of provision of public open space, green infrastructure, and in creating a sense of place through design principles. The successful delivery of regeneration proposals in this canal-side area could be the linchpin to regeneration of the wider area, and creating a sense of place through a combination of heritage and 'greening' will be crucial.
- 3.4.31 It is recommended that the canal network be assessed for designation as a conservation area. As well as recognising the historic importance of the canal to this part of the Black Country, designation will also enable the production of a robust management strategy that will help guide sensitive redevelopment of canal-side areas and enable the canal to be a significant contributor to the regeneration of the area. The Management Strategy could also support aspirations for World Heritage Site status for the Black Country's canal network.
- 3.4.32 In the event of large-scale redevelopment and regeneration of this area, it is recommended that a detailed archaeological assessment be made of the area to appraise its potential for significant surviving remains. There may be potential to integrate interpretation materials on the history and archaeology of the area as part of regeneration proposals, perhaps centred around the listed Chillington Wharf structures (currently in poor condition) that once linked to the large Chillington Iron Works. These structures should in any case be restored as part of the regeneration of the area.

### 3.5 Zone 5: Wharf Street/Duke Street/York Street

- 3.5.1 This zone is bounded by Sharrocks Street to the south, by Commercial Road to the east, and by Walsall Street and Ward Street to the north. Middle Cross and Bilston Road form the western side of the zone, coincident with the shared boundary between the Bilston and City Centre AAP areas.
- 3.5.2 The area comprises late 1930s semi-detached housing with a handful of earlier buildings, often defining corner plots and providing a link to the historic street pattern and character of the area. The street pattern was largely established in the 19<sup>th</sup> century in a formal grid-like pattern but the western edge of this zone has a more open layout and is occupied by car parks and a large church that were built when the ring road was constructed during the 1970s/80s. The view east along Sharrocks Street is impressively terminated by the former power station on Commercial Road (in Zone 4).





- █ Zone 5
- █ Conservation Area
- AAP boundary
- █ Anchor Building (Category 1)
- Building (Categories 2 & 3)
- Significant view

*See 2.4 for definitions of Categories 1-3*

*Historic Context and Archaeological Potential*

- 3.5.3 In 1887 this area consisted of densely-packed terraced housing arranged around a network of small streets and had a well-defined relationship with the canal-side industry in the adjoining Zone 4 (see Section 4.2). By 1938 all but one or two buildings, mainly corner public houses, had been demolished, and replaced by semi-detached housing that represents some of the earliest Council housing in Wolverhampton. The low chiselled-face ashlar stone walls enclosing the front gardens of the 1930s housing also date from this period and are a distinctive characteristic of the area. East Street was truncated and Brunswick Street renamed Sharrocks Street as part of the late 1930s redevelopment.
- 3.5.4 Part of the street pattern was established by 1827, including Walsall Street and Bilston Street, Duke Street, Warwick Street and Oxford Street, with streets to the east of Duke Street drawn as 'intended streets' on Wallis's map of the same year. Other streets linking Duke Street with York Street have since gone.
- 3.5.5 The construction of the roundabout between the St. David's and St. George's sections of the Wolverhampton ring road and the widening of Bilston Road during the 1970s/'80s resulted in the demolition of a number of buildings on the western side of this zone including Nos. 1-11 (odd) and the Seventh Day Adventist Church on Oxford Street and the former Auction Mart on the eastern side of Bilston Street. The buildings were replaced by a large church and two car parks with Oxford Street realigned so that its junction with Warwick Street was situated further north.
- 3.5.6 There is likely to be a low potential for the survival of archaeological deposits in this zone given the successive phases of high-density development that have taken place here.

*Existing Designations*

- 3.5.7 There are no statutorily or locally listed buildings in Zone 5 and no part of the area is designated as a conservation area.

*Other Buildings and Sites (Categories 1-3)*

3.5.8 No. 51 Walsall Street [2,3]

Constructed during the late 19<sup>th</sup> century but before 1887 this building is first shown as a public house on the 1919 O.S. map and by 1956 had been named the Duke's Head. The ground floor has been significantly compromised by inappropriate alterations but the building has a good curved corner façade and if improved could make a significant positive contribution to the street scene.



3.5.9 'Cottage Unlooked For', No. 146 Walsall Street [2,3]

A plaque on the facade of this unusually named house indicates that it was built in 1883. In the late 19<sup>th</sup> century it formed part of a row of terraced buildings between Warwick Street and Duke Street. The buildings on the western side of No. 146, including a public house, were demolished during the inter-war years while those on the eastern side were demolished post-1956. The building has been altered with replacement uPVC windows but is one of the few surviving buildings in the area from the late 19<sup>th</sup> century.



### 3.5.10 No. 29 Warwick Street [2,3]

Constructed during the late 19<sup>th</sup> century (pre-1887) and altered in 1887-1903, this building was in use as a public house by 1956. The building has unfortunately been altered with replacement uPVC windows, dormers and a concrete pantile roof. However, it represents one of a few surviving domestic buildings from the 19<sup>th</sup> century.



### 3.5.11 No. 41 Commercial Road [2,3]

Constructed as a public house pre-1887, No. 41 is the only late 19<sup>th</sup>-century building to survive between York Street, East Street and Park Street, all of the other buildings in this block having been demolished during the 1930s. Its wide

symmetrical façade with bay windows set in very slightly projecting bays, and central arched doorway add interest to the street scene.



### **Recommendations**

- 3.5.12 This area is included within the large area of housing-led regeneration in the Preferred Options Report. Redevelopment is already underway on Bath Street where No. 31, a derelict late 19<sup>th</sup>-century house, and Warwick House, a 1940s industrial building have recently been demolished.

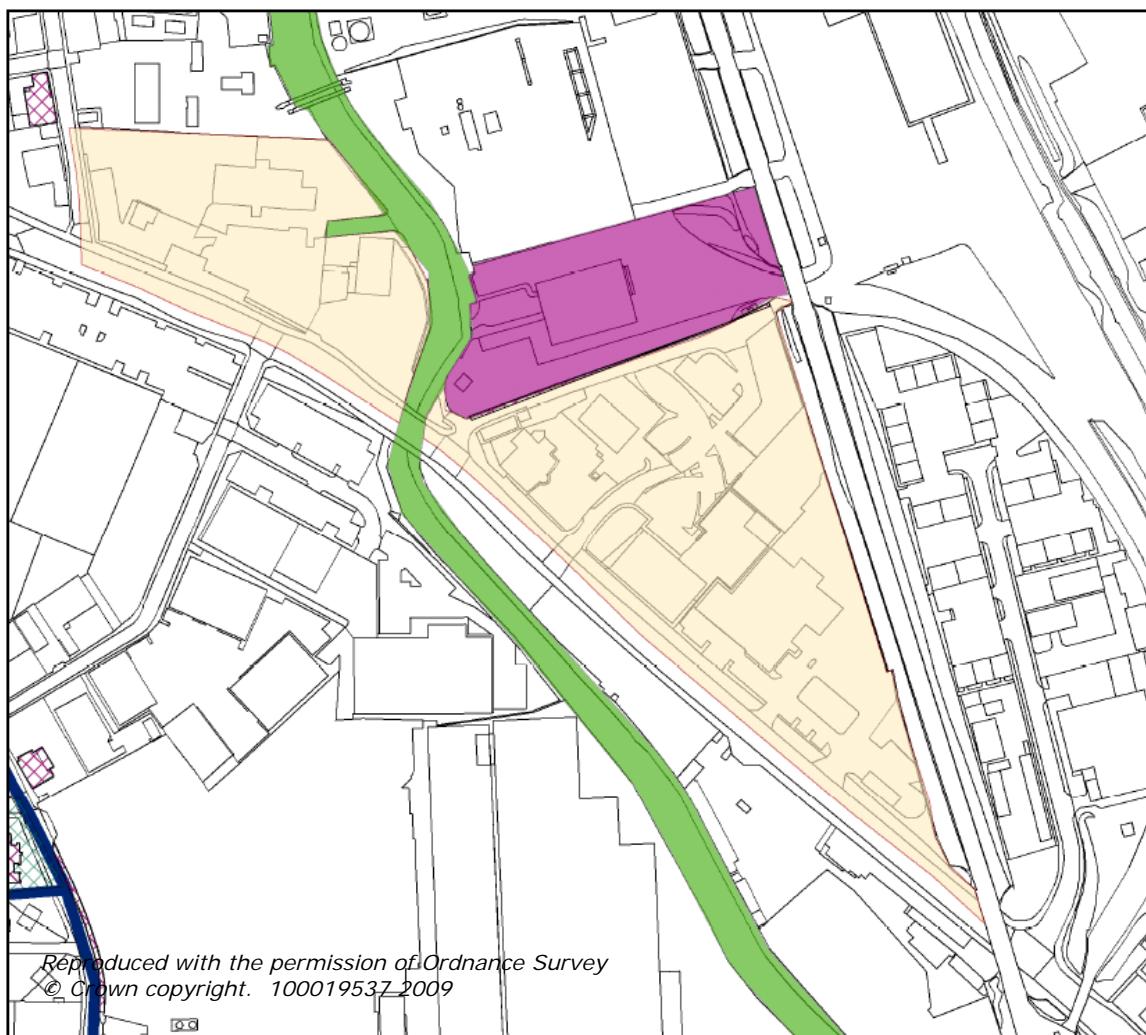


- 3.5.13 It is recommended that the Category 2 and 3 buildings indentified above are retained and their scale and style drawn upon as part of any future redevelopment in this area. Although the buildings have been compromised by modern alterations they retain their late 19<sup>th</sup>-century character and make a positive contribution to the streetscape.

### 3.6 Zone 6: Bilston Road Car Sales Areas

- 3.6.1 This zone is presently occupied by modern car showrooms either side of the canal. The zone includes the triangle of land between Bilston Road, the railway and the Chillington Wharf Interchange Basin and the area of land between the canal, Commercial Road and the Commercial Road sub station.





- █ Zone 6
- █ AAP boundary
- █ Anchor Site (Category 1)
- █ Anchor Building (Category 1)
- █ Site (Categories 2 & 3)

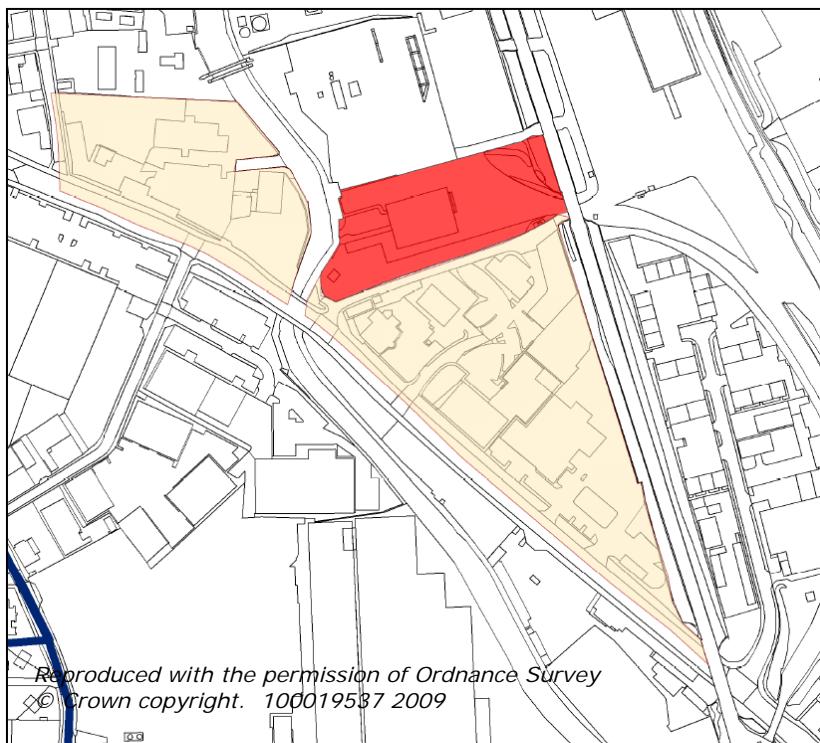
*See 2.4 for definitions of Categories 1-3*

*Historic Context and Archaeological Potential*

- 3.6.2 In 1887 the area on the east side of the canal was an area of densely-packed terraces built on a network of eleven streets south of Chillington Wharf. The area, an apparently discrete small community, was supplied with pubs, a church, chapels, and no doubt other services suggested by the street names Baker Street and Bank Street. The area west of the canal was home to many industries served by a large basin which extended through the entire site. Industries and wharves included Monmore Green Works (Agricultural Implements), Union Wharf, Atlas Iron Works, a corn mill and saw mill.
- 3.6.3 The area remained unchanged for many years, the only noticeable differences in 1938 being the loss of some properties on Bilston Road. By 1956 all of the buildings between Chillington Wharf and Bilston Road and some of those west of the canal had been demolished. The remaining 19<sup>th</sup>-century buildings west of the canal had been demolished by the 1970s and replaced by a garage. The area east of the canal was occupied by a motor coach depot and garages in the 1970s; these buildings were replaced by the existing car show rooms in the late 19<sup>th</sup> century.
- 3.6.4 The few sites recorded on the Wolverhampton HER in this zone for the most part relate to former iron works and foundries. HER 6989 records the site of the Union Wharf just south of the Horsleyfield Junction of the Birmingham and Wyrley & Essington Canals: the canal basin here remains open.

*Existing Designations*

- 3.6.5 There are no statutorily or locally listed buildings in Zone 6 and no part of the area is designated as a conservation area. However, the listed Chillington Wharf directly adjoins the zone.



Zone 6  
 AAP boundary  
 Statutorily listed building (including curtilage)

### *Other Buildings and Sites (Categories 1-3)*

#### **3.6.6 The Birmingham Canal [1,2,3]**

The canal is a key feature which should act as an anchor for regeneration.

#### **Recommendations**

- 3.6.7 Zone 6 falls within a housing-led regeneration area in the Preferred Options Report; there is also potential for the enhancement of this area as part of the canal improvements envisaged along the length of the Birmingham Canal within the Bilston Regeneration Corridor. High-quality design and environmental improvements will be particularly encouraged along Bilston Road as it forms one of the key gateways to the City Centre.
- 3.6.8 Given the historic transformation of this area from a discrete 19<sup>th</sup>-century neighbourhood to wholesale clearance in the mid to late 20<sup>th</sup> century and

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replacement with what stands today, there is little to guide heritage-led regeneration. Again, improvements to the canal will be key to new residential developments, in terms both of creating a sense of place and in providing important amenity and green infrastructure.

### 3.7 Zone 7: East Park

3.7.1 This zone comprises the whole of East Park, bounded by Parklands Road, Hickman Avenue and Stow Heath Lane.





- AAP boundary
- Anchor Site (Category 1)-whole zone
- Significant view

See 2.4 for definitions of Categories 1-3

*Historic Context and Archaeological Potential*

- 3.7.2 The park was established in response to pressure for a park on the east side of the town that would match West Park (opened in 1881). The land for East Park, which comprised the old mine workings of Chillington Colliery, was eventually gifted in 1892 by Sir Alfred Hickman and the Duke of Sutherland. A competition was held for the design of the park and a design by Thomas Mawson was favoured but considered too expensive to implement. Consequently, with Mawson's advice, the Borough Surveyor's design based on Mawson's original design was produced.
- 3.7.3 The main feature of the chosen design was a 10-acre boating lake, and there was also 11 acres of sports grounds, an open-air swimming pool, play area, gardens and a lodge. The Lysaght Memorial Clock Tower (now listed at Grade II) was erected on the eastern shore of the boating lake in 1887 and a bandstand was also added. The park opened on September 21<sup>st</sup> 1896.
- 3.7.4 Difficulties plagued the park from the outset. Getting to its main entrance required the crossing of 200m of rough ground, either very dry or very wet, and the park remained surrounded by open land well into the 20<sup>th</sup> century. The boating lake suffered from leaks into the old mine workings and never recovered, the area being covered with grass by 1922.
- 3.7.5 In the mid 20<sup>th</sup> century the area around the park was finally developed with housing and in the post-war period a paddling pool and new sports facilities boosted the park's popularity.
- 3.7.6 Two sites (other than East Park itself; HER 6454) are recorded on the Wolverhampton HER. Both of these sites cover large areas, which partly extend onto land contained within the park:

10601 – Site of Chillington Iron Works

13652 – Site of Chillington Colliery

- 3.7.7 These sites may represent potential for industrial archaeological remains but it is unlikely that any remains within the park boundary will be disturbed.

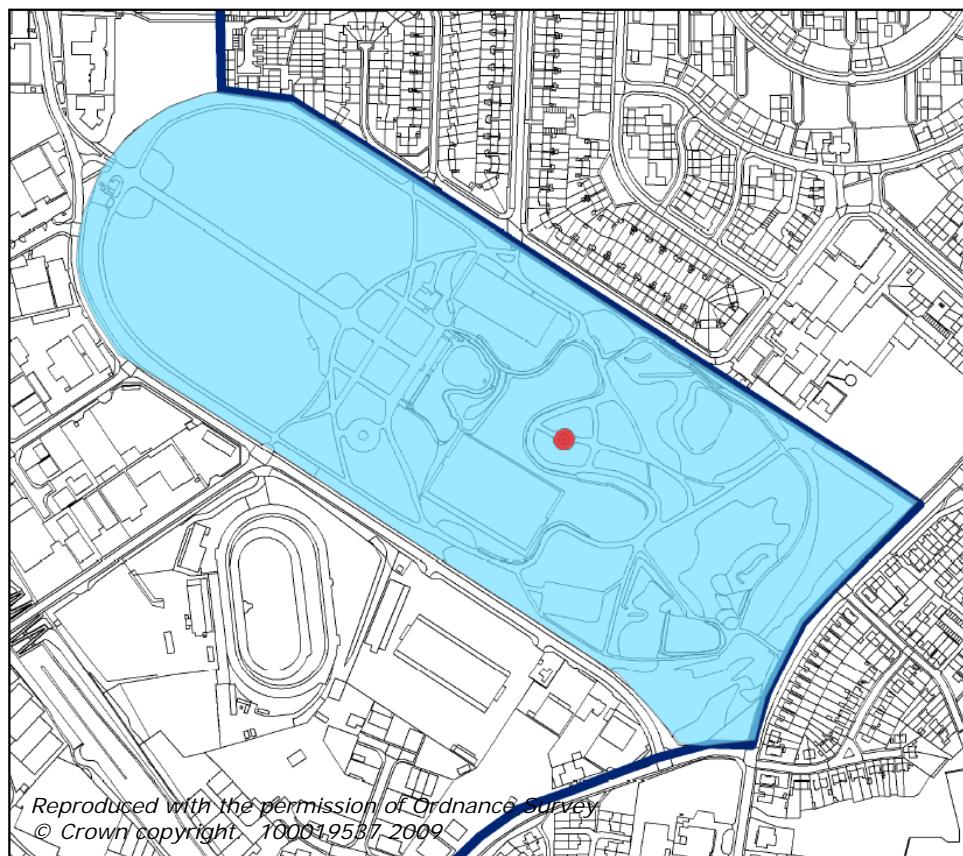
*Existing Designations*

- 3.7.8 There is one statutorily listed building in the park:

3.7.9 Lysaght Memorial Clock Tower

Erected in 1897 by J. Lavender, and listed Grade II in March 1992.

- 3.7.10 The park as a whole, including the lodge, entrance gates and iron bandstand, is a locally listed landscape.



- AAP boundary
- Locally listed landscape (park buildings included)
- Statutorily listed building (inc. curtilage)

*Other Buildings and Sites (Categories 1-3)*

- 3.7.11 East Park itself [1,2,3] should serve as an anchor to regeneration. With improvements to its condition and facilities, its importance as a public open space and contributor to the area's green infrastructure will be significantly enhanced.

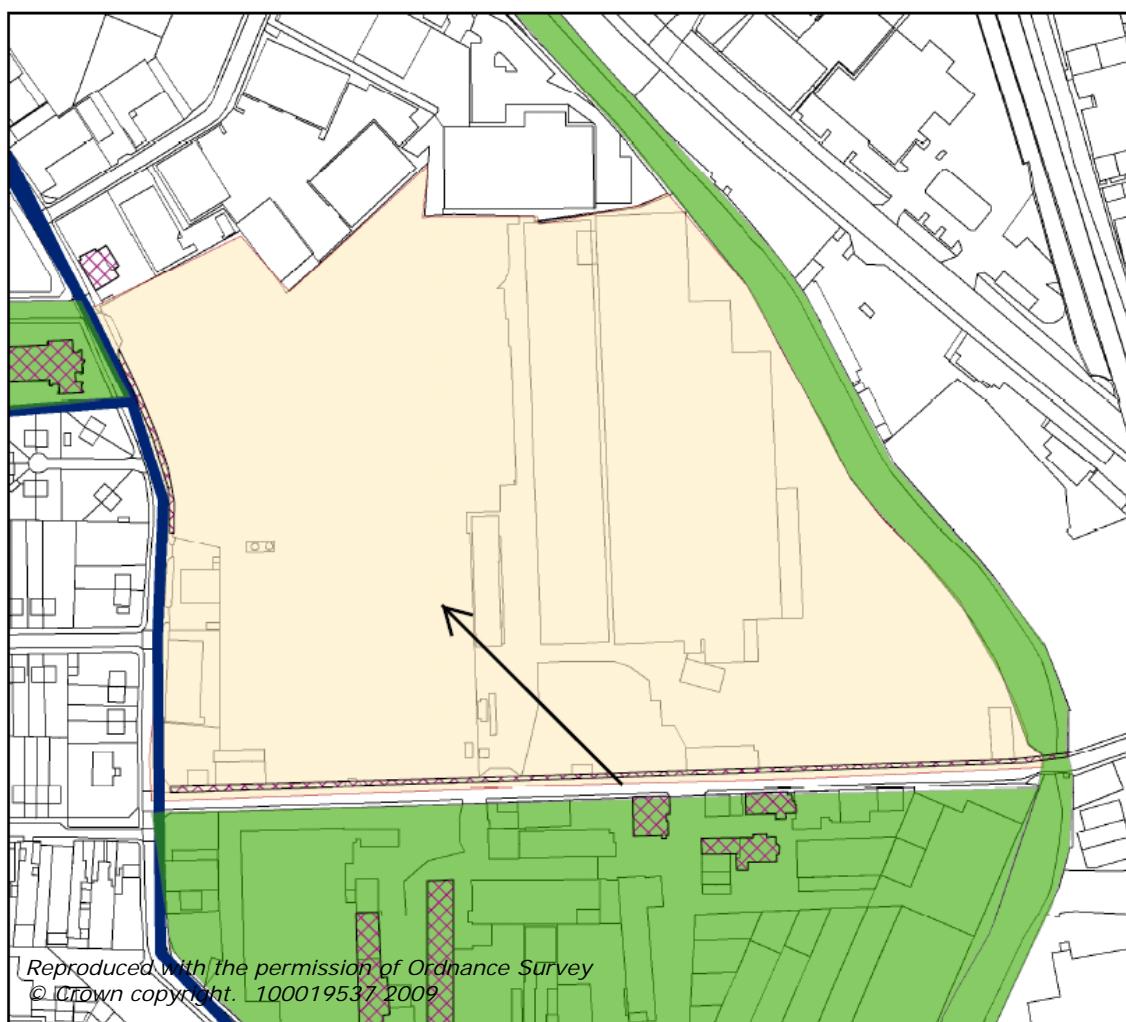
**Recommendations**

- 3.7.12 The park should be retained as a public park and benefit from improved maintenance and facilities in order to attract greater community use and serve as an anchor to regeneration proposals. The Council may wish to consider designating East Park as a conservation area.
- 3.7.13 Notwithstanding potential conservation area designation, the park is clearly in need of refurbishment. Its historic buildings are not in good condition and it is recommended that they are repaired and restored as part of an overall programme of refurbishment.

### 3.8: Zone 8: Cleared Site North of Cable Street

- 3.8.1 This area of land north of Cable Street has been cleared and awaits redevelopment (so recently that O.S. mapping has yet to show it as a cleared site). The Birmingham Canal forms the eastern boundary of the zone and Steelhouse Lane defines the western boundary. The northern boundary follows the rear plots of a group of industrial buildings accessible via Eagle Street. All Saints' Church (on All Saints' Road in Zone 17 of the City Centre AAP area) can be seen in longer-distance views across the zone north-west from Cable Street.





- █ Zone 8
- █ Anchor Site (Category 1)
- █ Building (Categories 2 & 3)
- █ AAP boundary
- Significant view

*See 2.4 for definitions of Categories 1-3*

*Historic Context and Archaeological Potential*

- 3.8.2 In 1887 the zone contained the Eagle Tool Works and Monmore Iron Works. By 1896 the Monmore Works had combined with the Victoria Iron Works on the opposite side of Cable Street and had expanded.
- 3.8.3 By 1956 further expansion of the works had occurred, with buildings constructed on former open ground to the west. The factory was reorganised in 1968 and became known as GKN Machinery Ltd.; a map showing the layout of the GKN site shows that Zone 8 was then occupied by rolling mills, a billet gantry, metal forming shop, canteen and (perhaps unexpectedly) a bowling green and lawn, providing recreational facilities for the workers.
- 3.8.4 The works either side of Cable Street closed in the 1980s and the buildings in Zone 8 were recently demolished.
- 3.8.5 Two sites are recorded on the Wolverhampton HER:
- 10628 – Site of the Eagle Foundry
  - 10634 – Site of the Monmore Iron Works
- 3.8.6 The zone may have industrial archaeological potential and there may be surviving remains of infilled canal basins.

*Existing Designations*

- 3.8.7 There are no statutorily or locally listed buildings in Zone 8 and no part of the area is designated as a conservation area.

*Other Buildings and Sites (Categories 1-3)*

- 3.8.8 The Birmingham Canal [1,2,3]

The canal is a key feature which should act as an anchor to regeneration.

3.8.9 Boundary wall, gates and gate piers to Cable Street [2,3]

The late 19<sup>th</sup>-century boundary wall of the former Monmore Iron Works makes a significant contribution to the character of the streetscape and should be retained as part of any future redevelopment of the site.



3.8.10 Furnace slag boundary wall to Steelhouse Lane [2,3]

This wall was probably built during the early-mid 20<sup>th</sup> century when the works expanded to occupy the former open ground to the west. The development brief for the site notes it as a significant boundary wall.



### **Recommendations**

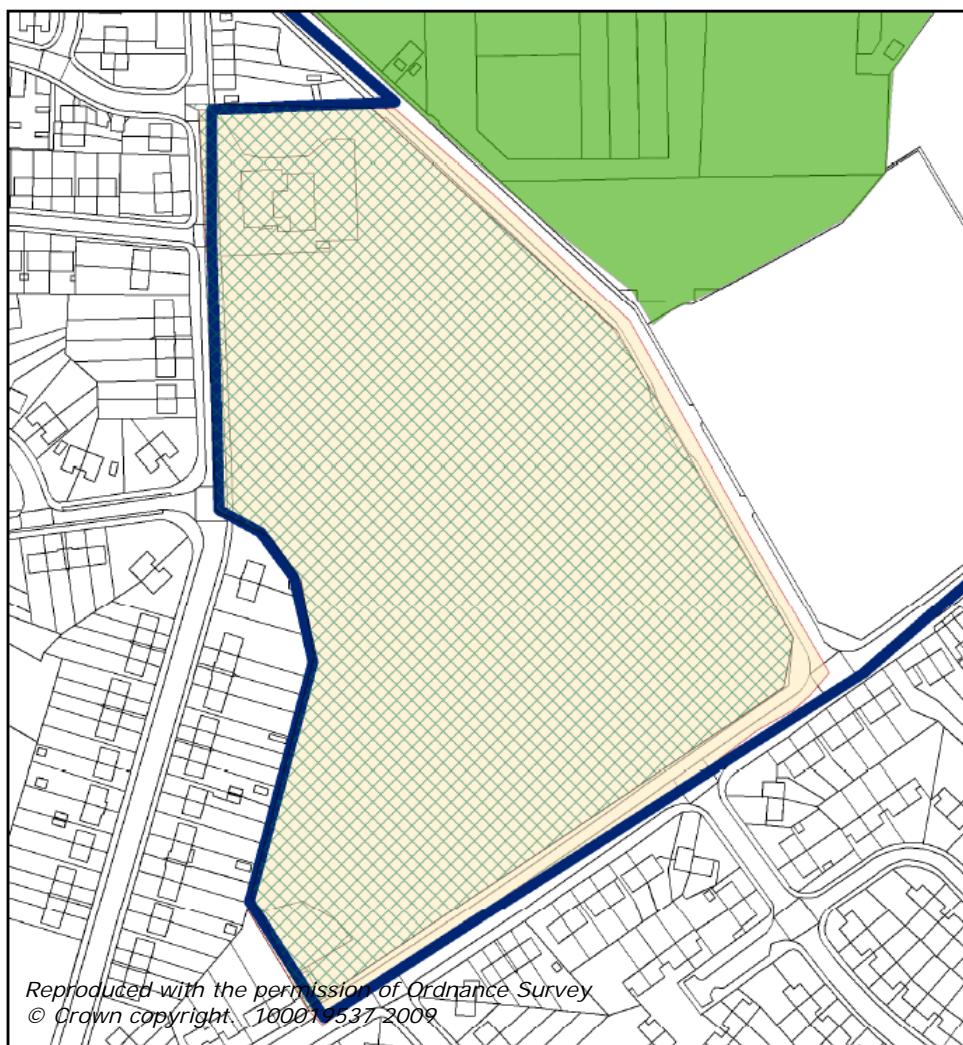
3.8.11 The Preferred Options Report states that there is significant potential for residential-led mixed-use development centred around the canal corridor and this is reflected in the promotion of this zone as a housing-led mixed-use site.

- 3.8.12 The Council has produced a development brief for Steelhouse Lane and Cable Street (September 2005) which covers Zone 8. The brief states that the site is well-suited to a mixed-use form of development including both employment and residential land use; a plan of the site showing the location of appropriate uses depicts the core of the site as light industry and storage distribution with a substantial residential area further towards Eagle Street and adjoining the canal. Office, commercial, shops, water-related leisure and further residential use is depicted at the periphery of the site. The report identifies the existing historic boundary walls around Zone 8 as making an important contribution to the character of the site and surrounding area, stating that developers should aspire to retain these features.
- 3.8.13 These recommendations are sound. The boundary walls should be retained in order to maintain the historic definition of this plot of land and to help in creating a sense of place, maintaining a link to the site's historic industrial use.
- 3.8.14 As highlighted in the Conservation Management Report for All Saints and Blakenhall Community Development Area (Wessex Archaeology 2005), Zone 8 currently has a poor relationship with the canal and the Steelhouse Lane and Cable Street Development Brief recognises the opportunity to improve the visual connection between the two areas. This is important.
- 3.8.15 In historically industrial canal-side areas such as this, there are opportunities to create a strong built frontage to the canal.
- 3.8.16 The redevelopment of this site will have a significant impact on the setting of the Central Trading Estate in Zone 9 on the southern side of Cable Street and it will be important to ensure that the scale and materials of the new buildings complement the historic buildings within Zone 9. This is particularly important given the historic connection between the two sites.
- 3.8.17 An archaeological assessment of the area should be carried out ahead of any redevelopment taking place in order to appraise its potential for the survival of significant archaeological deposits.

### **3.9 Zone 10: Major Street Playing Field**

- 3.9.1 This zone comprises a large playing field bounded by Major Street on the eastern side and by Kent Road on the western side. The only building included in this zone is the Monkey House public house situated at the northern end of the playing field close to the junction of Bradley Road and Kent Road.





- Zone 10
- Anchor Site (Category 1)
- Site (Categories 2 & 3)
- AAP boundary

See 2.4 for definitions of Categories 1-3

### *Historical Context and Archaeological Potential*

- 3.9.2 In the late 19<sup>th</sup> century this area remained undeveloped land on the periphery of two large collieries situated further south. The south-western half of Dixon Street had not yet been established and Major Street was still under construction. By 1902 a small group of houses has been built at the northern end of the area and by 1938 Dixon Street and Major Street were complete.
- 3.9.3 The semi-detached housing south-west of the playing field and the public house at the northern end of the zone (now the Monkey House) had been built by 1956.
- 3.9.4 The Wolverhampton HER records the site of the Wolverhampton Iron Works in this zone (HER 10627).

### *Existing Designations*

- 3.9.5 There are no statutorily or locally listed buildings in Zone 10 and no part of the area is designated as a conservation area.

### *Other Buildings and Sites (Categories 1-3)*

- 3.9.6 The playing field itself has 'townscape' value [3] and serves as a green 'buffer' between the residential estates to the west and industry to the east.

### **Recommendations**

- 3.9.7 The playing field is highlighted for Green Infrastructure Improvements in the Preferred Options Report, which identifies the need to improve the quality and accessibility of existing open space and facilities. The playing field contributes to Wolverhampton's 'green infrastructure' and is therefore important to the emerging Environmental Infrastructure Guidance for the Black Country, which aims to draw out the benefits of and opportunities presented by green spaces and to underpin sustainability (see 3.1.11).

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- 3.9.8 Playing fields are protected by several policies in the Council's Unitary Development Plan; these include Policy R1 'Open Space, Sport and Recreation Standards', R3 'Protection of Open Space, Sport and Recreation Facilities', R4 'Development Adjacent to Open Spaces' and Policy R5 'Sports Grounds'. It is important to retain this area as an open space.
- 3.9.9 Should any future redevelopment of the playing field take place, an archaeological assessment of the potential for significant deposits relating to the former Wolverhampton Iron Works should be undertaken.

### **3.10 Zone 11: Cleared Site North of Dixon Street**

3.10.1 This site on the northern side of Dixon Street has been cleared and awaits redevelopment. The Birmingham Canal forms the eastern boundary of the zone and Major Street defines the western boundary. The northern boundary is defined by the Central Trading Estate.





- Zone 11
- AAP boundary
- Anchor Site (Category 1)
- Site (Categories 2 & 3)

*See 2.4 for definitions of Categories 1-3*

*Historic Context and Archaeological Potential*

- 3.10.2 In 1887-8 the site was occupied by a chemical works and canal basin as well as a row of nine terraced houses fronting Major Street. By 1919 an iron tube works had been established adjacent to Dixon Street and between 1919 and 1938 a number of buildings were added to the chemical works and the site was used both for tar distilling and making creosote.
- 3.10.3 The site is marked as an old chemical works on the 1956 map, which shows that a number of the former buildings had been demolished by this date, including the former iron tube works adjacent to Dixon Street and the row of terraced houses on Major Street. An electricity depot and bowling green had been established on the site by 1968 but the area has recently been cleared and now awaits development.
- 3.10.4 The Wolverhampton HER records the site of the former Chemical Works in this zone (HER 13735). There was also a canal basin in this area, remains of which may survive. The toxicity of the site may limit the scope for archaeological work in this area.

*Existing Designations*

- 3.10.5 There are no statutorily or locally listed buildings in this zone and no part of the area is designated as a conservation area.

*Other Buildings and Sites (Categories 1-3)*

3.10.6 The Birmingham Canal [1,2,3]

The canal is a key feature that should serve as an anchor for regeneration proposals.

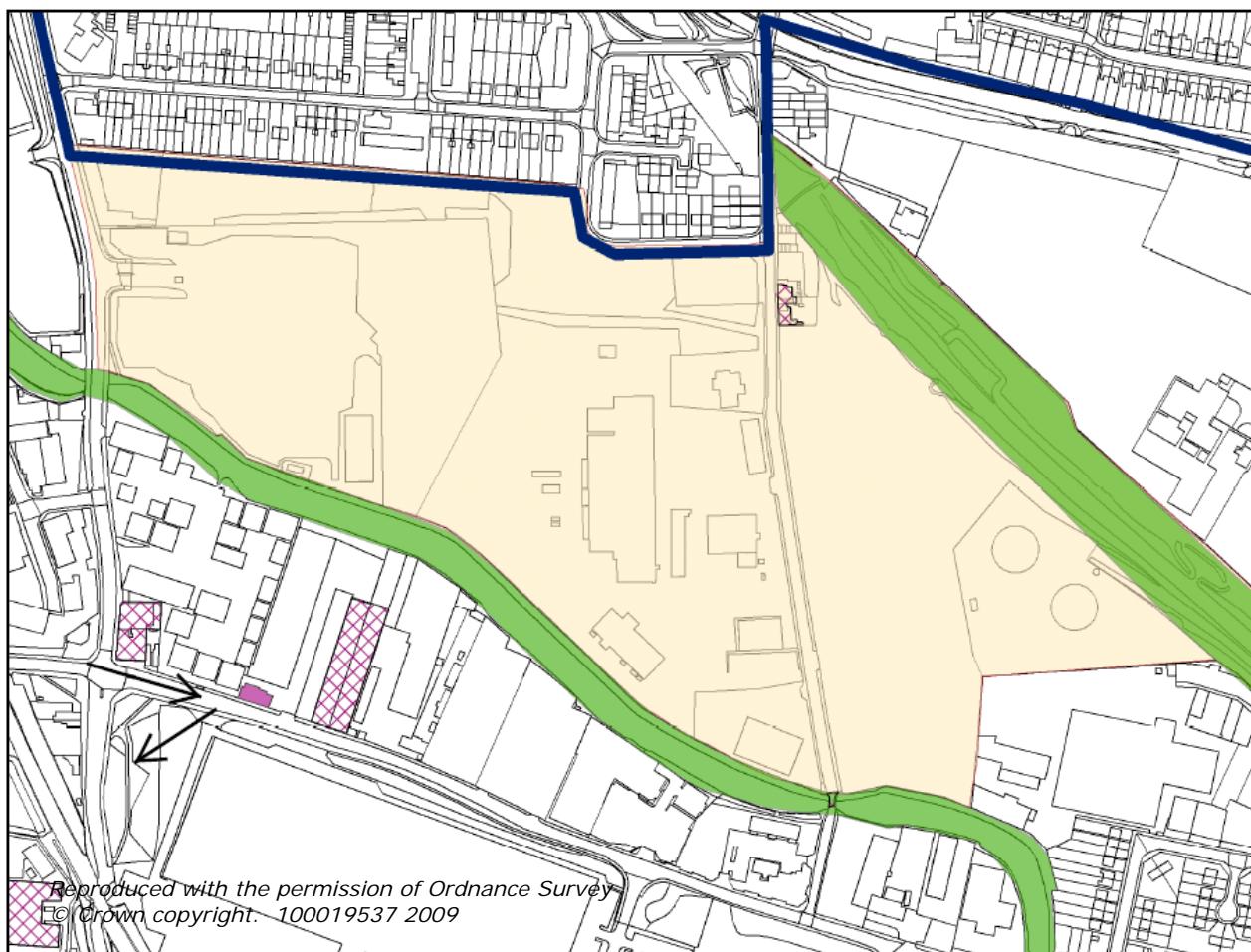
## **Recommendations**

- 3.10.7 The cleared site now provides a substantial area of canal-side open space but is unsuitable for residential development. The site is identified in the Unitary Development Plan as suitable for new playing fields, which could supplement the open space provided by the playing field on the opposite side of Major Street (Zone 10) and take advantage of the canal-side location.
- 3.10.8 Any changing facilities or other sports/community-related buildings constructed on the site to serve the playing fields will have an impact on the setting of Central Trading Estate to the north (Zone 9) and it will be important to ensure that the scale and materials of any new buildings complement the historic buildings within Zone 9.

### **3.11 Zone 13: Cleared Site North of Waterside Industrial Estate**

3.11.1 Zone 13, recently cleared (so recently that O.S. mapping has yet to show it as a cleared site), has permission for a new housing development. The zone is bounded by the Birmingham Canal on the southern side, by the rear plots of houses fronting Frost Street on the northern side, by Ettingshall Road on the western side and by a former railway cutting on the eastern side. Ward Street divides the zone into two with the former Bilston Gas Works site on the eastern side and the larger area of cleared former industrial land on the western side.





- Zone 13
- AAP boundary
- Anchor Site (Category 1)
- Anchor Building (Category 1)
- Building (Categories 2 & 3)
- Significant view

See 2.4 for definitions of Categories 1-3

*Historic Context and Archaeological Potential*

- 3.11.2 In 1887 this zone was divided into three distinct areas: Mars Iron Works to the west, terraced housing to the east on Ward Street and the Bilston Gas works to the south-east. The small lane at the bottom of Ward Street was named Gibbet Lane (now spelt Jibbet), which may recall its earlier origins as the place of a gibbet (gallows-type structure or cage from which the bodies of executed criminals were hung on public display).
- 3.11.3 The Mars Iron Works had expanded by 1903 but had been demolished by 1938. The rest of the zone remained undeveloped. After 1938 various industrial and engineering works continued to operate from the site, including Maxxiom and Elm Energy Plant. The latter closed and was demolished several years ago and Maxxiom has been relocated elsewhere. The former Bilston Gas Works site has been cleared and the whole zone now awaits redevelopment. A high brick wall separates the canal from the site.
- 3.11.4 The Wolverhampton HER records the Mars Iron Works Site in the west of the zone (HER 10657) and the site of a squatter settlement east of Ward Street (HER 13568). HER 13729 refers to possible bell pits along the line of the disused railway. Several canal basins extended into this area.

*Existing Designations*

- 3.11.5 There are no statutorily or locally listed buildings in Zone 13 and no part of the zone is designated as a conservation area.
- 3.11.6 The disused railway cutting is designated as Recreational Open Space, a Site of Local Importance for Nature Conservation (SLINC) and a Greenway in the Unitary Development Plan. The cutting is therefore an important anchor feature [1,2,3].

*Other Buildings and Sites (Categories 1-3)*

3.11.7 Jibbet Lane Canal Bridge [2,3]

The canal bridge was probably built during the 19<sup>th</sup> century but has been partly demolished and re-built on various occasions with three different types of contrasting red brick. Despite these alterations the bridge is an attractive feature and adds to the character of the canal corridor.



3.11.8 Old Bush Public House and Orange Tree Public House, Ward Street [2,3]

Now the only remaining building in Zone 13, the Old Bush pub and adjoining Orange Tree pub were built during the late 19<sup>th</sup> century, pre-1887. They were originally built as part of a long row of terraced houses, the Old Bush first being shown as a public house on the 1902 map. Between 1938 and 1956 the Orange Tree pub had also been established and the rest of the former terraced houses had been demolished, leaving the rather unusual situation (particularly outside a town centre) of two adjoining pubs. They add interest to the street and are an important reminder of the late 19<sup>th</sup> century development of this area.



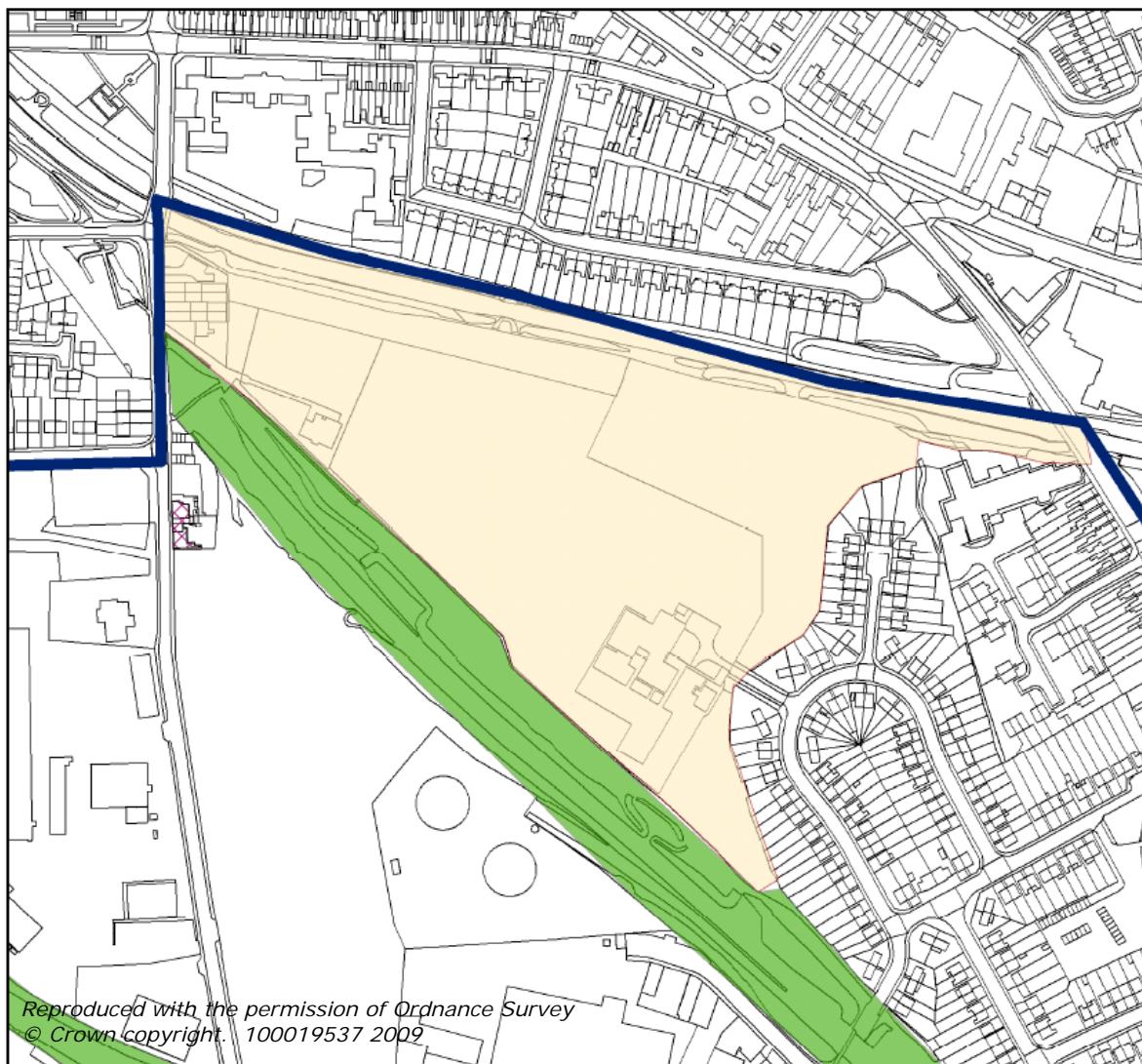
## **Recommendations**

- 3.11.9 Planning permission has been granted for 520 family homes together with open space and canal improvements in this zone. The Ward Street Supplementary Planning Document (SPD) identifies a land-use strategy involving public open space improvements, partial infilling of the disused railway cutting to create improved access between Zone 13 and Zone 14, maximum use of the canal as a piece of open space and nature corridor, and retention of the Old Bush and Orange Tree Public Houses.
- 3.11.10 The SPD highlights the importance of linking the new development with the surrounding area in terms of building materials and location and states that any new development should face the canal and positively address the water space. The disused railway cutting is to form a significant feature within the development area both in terms of its ecological and 'green infrastructure' value and as a link to Bilston C of E Primary School and the adjoining residential areas.
- 3.11.11 All these recommendations are endorsed.
- 3.11.12 There may be potential for archaeological deposits in this area, although these may have been disturbed by the successive phases of use of the site. Its archaeological potential should be assessed prior to redevelopment taking place. If infilled canal basins survive it may be possible to reopen and reinstate them as a feature of regeneration of the area.

### 3.12 Zone 14: Bilston CofE Primary School and Playing Fields, Freezeland

3.12.1 This zone comprises the modern St. Leonard's C of E Junior and Infants School, associated playing fields, public open space and a small playground. The railway forms the northern boundary of the area, while the semi-detached houses on Albany Crescent in Zone 15 line the eastern boundary. To the south and south-west is a former railway cutting that is included within Zone 13.





- Zone 14
- AAP boundary
- Anchor Site (Category 1)

*See 2.4 for definitions of Categories 1-3*

### *Historic Context and Archaeological Potential*

- 3.12.2 In 1887 the site comprised colliery land, with old shafts and spoil heaps dispersed across the landscape and a scattering of buildings including a Methodist Church in the north-west corner. The semi-detached houses east of this zone were built between 1919 and 1938 but the site remained undeveloped in 1963, the school and playing fields being a late 20<sup>th</sup>-century addition.
- 3.12.3 The railway cutting that bounds the southern side of this zone became disused during the late 20<sup>th</sup> century.
- 3.12.4 A single site is recorded on the Wolverhampton HER: the location of a post-medieval squatter settlement and enclosures in the western part of the zone (HER 13564).

### *Existing Designations*

- 3.12.5 There are no statutorily or locally listed buildings in Zone 14 and no part of the area is designated as a conservation area.
- 3.12.6 The disused railway cutting is designated as Recreational Open Space, a Site of Local Importance for Nature Conservation (SLINC) and a Greenway in the Unitary Development Plan. The cutting is therefore an important anchor feature [1,2,3].

### *Other Buildings and Sites (Categories 1-3)*

3.12.7 School Playing Field [3]

The playing field is an important open space.

### **Recommendations**

- 3.12.8 Planning permission has been granted for 520 family homes and open space and canal improvements in the area around Ward Street in Zone 13 which is likely to

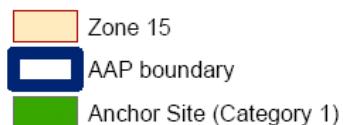
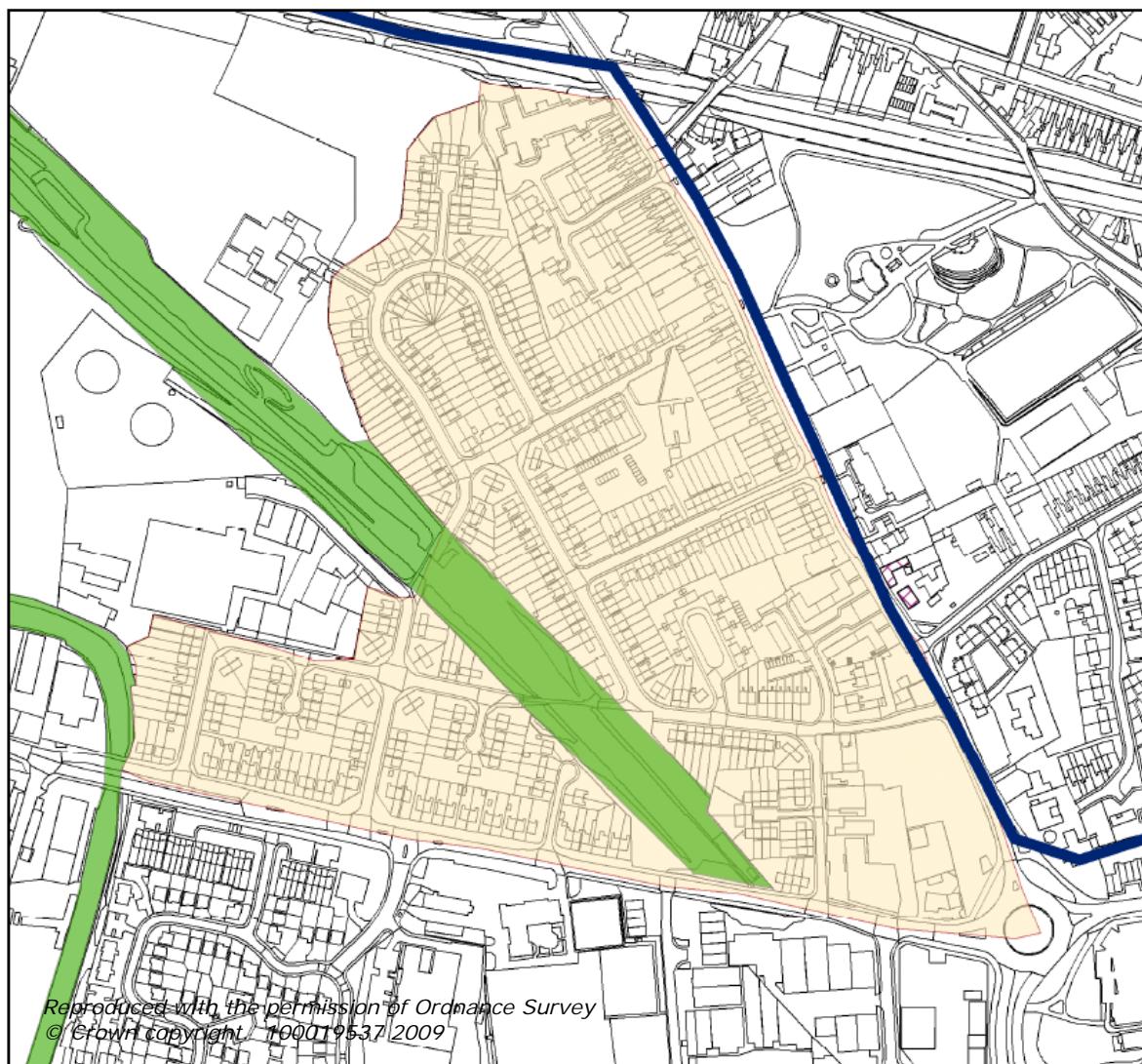
have an impact on the setting of Zone 14. The Preferred Options Report identifies this as an area suitable for housing-led regeneration; it is important that the existing open space is retained and both Options 1 and 2 for Regeneration Corridor 4 include off-site contributions to improve the quality and accessibility of existing open space and facilities.

- 3.12.9 A supplementary planning document for 'Land At Ward Street' includes both Zones 13 and 14 as well as the disused railway cutting between the two. The document states that Bilston C of E Primary School and playing fields are to be retained, with the playing fields reconfigured subject to DfES and Sport England approval.
- 3.12.10 The playing fields, public open space and playground in Zone 14 contribute to Wolverhampton's 'green infrastructure' and are therefore important to the emerging Environmental Infrastructure Guidance for the Black Country, which aims to draw out the benefits of and opportunities presented by green spaces and to underpin sustainability (see 3.1.11). This also applies to the green 'corridor' that marks the location of the former railway on the south-western side of the site.

### 3.13 Zone 15: Park Road/Albany Crescent

3.13.1 This zone predominantly consists of a residential area of tightly-packed altered 1930s-'50s semi-detached houses. Zone 15 is bounded on the southern side by Millfields Road, on the eastern side by Wolverhampton Street and on the western side by the Reliance Trading Estate (Zone 16) and Bilston C of E Primary School (Zone 14). The disused railway cutting that divides Zones 13 and 14 also runs through Zone 15, separating the residential development into two distinct areas that are connected by Coronation Road and two footbridges.





See 2.4 for definitions of Categories 1-3

*Historic Context and Archaeological Potential*

- 3.13.2 In 1832 this area consisted of Millfield Works and open land. By 1887 Millfields Colliery occupied the site served by sidings off the Oxford, Worcester & Wolverhampton branch line. The colliery was disused by 1903 when there was an expansion of housing off Mill Street.
- 3.13.3 By 1938 Albany Crescent, Park Road, Coronation Road and Bagnall Road had been established on the eastern side of the railway so that housing covered the former colliery site. Stom Road, Livingstone Road and Chem Road had also been built west of the railway on land formerly occupied by the Millfield furnaces and a number of mining shafts; some of the houses along these roads had been built by this date but the development was not yet complete.
- 3.13.4 The site of Millfields Furnaces (HER 10640) is recorded on the Wolverhampton HER. The site is likely to have been significantly disturbed and there is likely to be a low potential for significant archaeological remains.

*Existing Designations*

- 3.13.5 There are no statutorily or locally listed buildings in Zone 15 and no part of the area is designated as a conservation area.
- 3.13.6 The disused railway cutting is designated as Recreational Open Space, a Site of Local Importance for Nature Conservation (SLINC) and a Greenway in the Unitary Development Plan. The cutting is therefore an important anchor feature [1,2,3].

*Other Buildings and Sites (Categories 1-3)*

- 3.13.7 Metalcast Works Warehouse, Wolverhampton Street [2,3]  
Situated just outside the AAP area boundary on the eastern side of Wolverhampton Street this building was constructed between 1903 and 1919. The O.S. maps show that it originally extended further south along Wolverhampton Street but was partly demolished between 1919 and 1938. The

building's arched windows have been blocked but it still makes a positive contribution to the street scene and complements the neighbouring office building.



### 3.13.8 Metalcast Works Office Building, Wolverhampton Street [2,3]

This building is also located on the eastern side of Wolverhampton Street just outside the AAP area boundary. It was constructed during the inter-war years in an Art Deco influenced style. The building addresses the street well and should be retained for its townscape value.



### **Recommendations**

3.13.9 The Ward Street Supplementary Planning Document states that the stretch of the disused railway cutting from Ward Street to Millfields Road will be retained and enhanced as a Greenway route for both wildlife and people. Aside from the

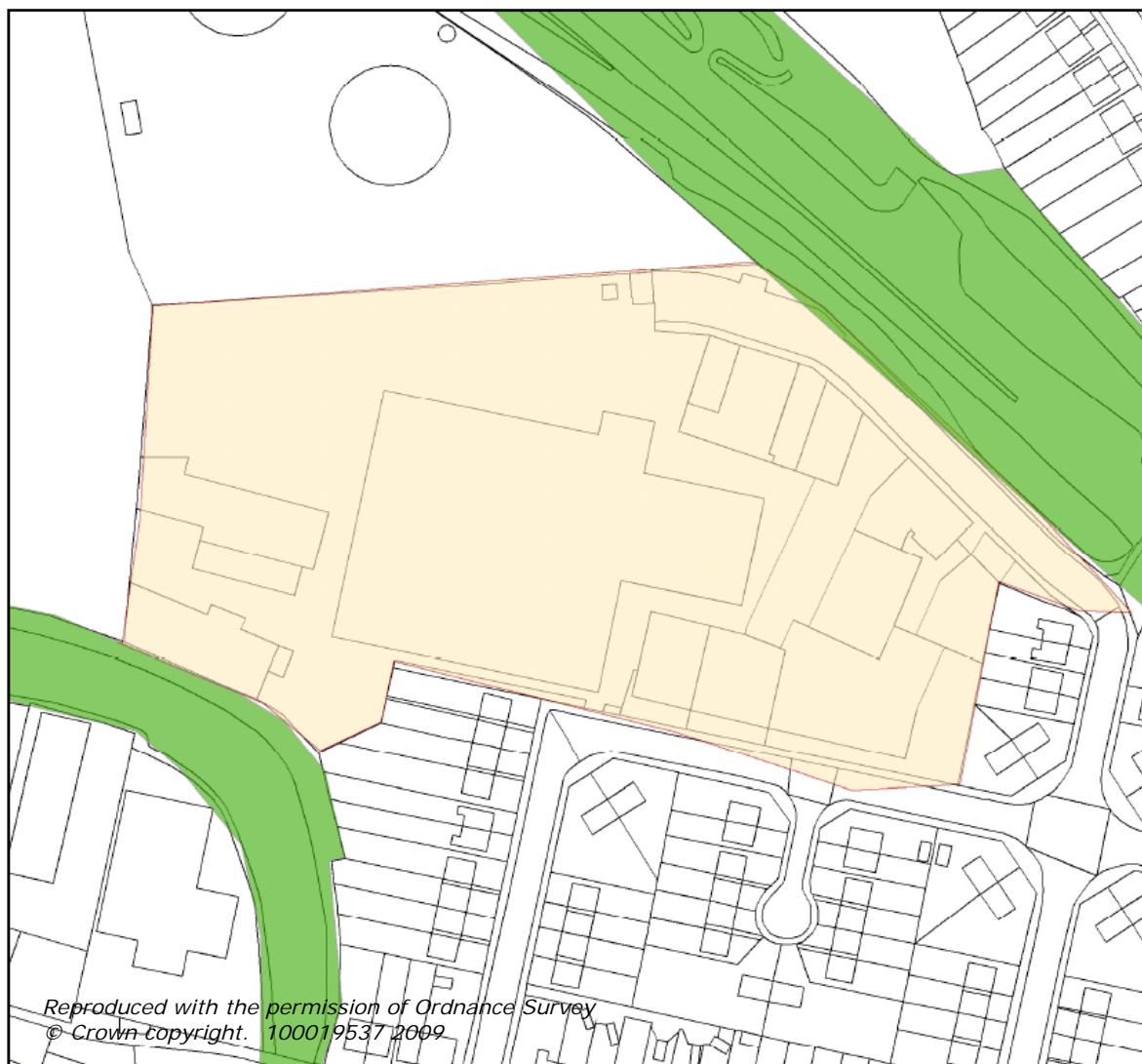
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cutting and the buildings identified above there is little of heritage value in this zone.

### 3.14 Zone 16: Reliance Trading Estate

3.14.1 This zone comprises the Reliance Trading Estate, a compact group of mid-late 20<sup>th</sup>-century industrial buildings situated between Livingstone Road, Chestom Road and the disused railway cutting, the canal and the former Bilston Gas Works site.





  Zone 16  
  Anchor Site (Category 1)

*See 2.4 for definitions of Categories 1-3*

*Historic Context and Archaeological Potential*

- 3.14.2 In the late 19<sup>th</sup> century this zone was occupied by the Millfields Iron and Steel Works and a substantial canal basin. In the early 20<sup>th</sup> century the Millfields Works buildings were grouped on the western side of the site enclosed by the canal basin on the eastern side. Expansion occurred between 1919 and 1938 when further buildings were constructed on the eastern side of the site and the houses south of the works along Stom Road, Livingstone Road and Stanley Place were built.
- 3.14.3 By 1963 the works occupied the majority of the site and the canal basin had been partly filled in. The existing large warehouse adjacent to the junction between Livingstone Road and Stom Road was built during the late 20<sup>th</sup> century but it is likely that some of the small industrial buildings and workshops at the eastern and western ends of the site date from the early-mid 20<sup>th</sup> century. The rest of the canal basin was filled in during the late 20<sup>th</sup> century, presumably to make way for the new warehouse.
- 3.14.4 The site of the Millfields Iron and Steel Works (HER 13148) is recorded on the Wolverhampton HER. Three canal basins, including a long basin with several branches, extended into the site from the canal loop, serving the Iron Works.

*Existing Designations*

- 3.14.5 There are no statutorily or locally listed buildings in Zone 16 and no part of the area is designated as a conservation area.

*Other Buildings and Sites (Categories 1-3)*

3.14.6 The Birmingham Canal [1,2,3]

The canal is a key feature that should serve as an anchor for regeneration proposals. The site of the Reliance Trading Estate is historically closely functionally related to the canal and has some historic industrial canal-side character.

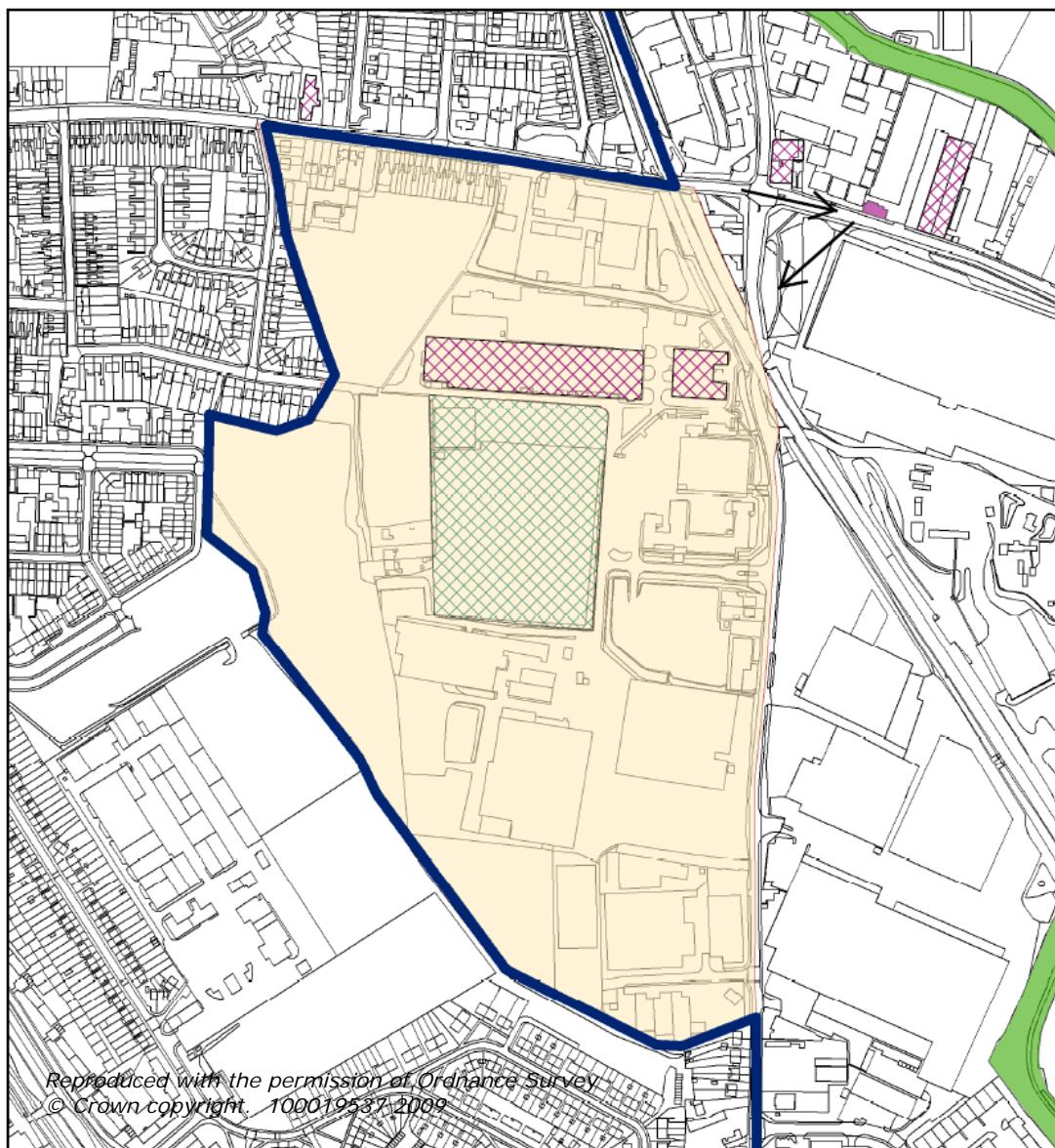
## **Recommendations**

- 3.14.7 Zone 16 lies adjacent to the Ward Street development area (Zone 13) and the proposed development of 520 family homes in addition to open space and canal improvements around Ward Street is likely to have a significant impact on Zone 16.
- 3.14.8 The Ward Street Supplementary Planning Document states that the far eastern triangle of the former Bilston Gas Works site should be used as a landscaped noise buffer area between the proposed residential development and the Reliance Trading Estate. The creation of this buffer zone may provide the opportunity to enhance and improve the appearance of Zone 16 in views from both the canal and Zone 13.

### **3.15 Zone 17: Ettingshall Industrial Estate**

- 3.15.1 The zone comprises Ettingshall Industrial Estate, which incorporates a sports ground. It is bordered by fields and the eastern edge of the mostly mid 20<sup>th</sup>-century Rough Hills housing estate to the west (coincident with the AAP boundary) and by Manor Road to the east. The northern boundary is formed by Parkfields Road. There is a scrap yard in the northern part of the zone.
- 3.15.2 The western edge of the zone contains an area of rough grassland and scrub, part of a former colliery site. Beyond this to the west, outside the AAP boundary, new development is currently underway.





- █ Zone 17
- AAP boundary
- █ Anchor Site (Category 1)
- █ Anchor Building (Category 1)
- Site (Categories 2 & 3)
- Building (Categories 2 & 3)
- Significant view

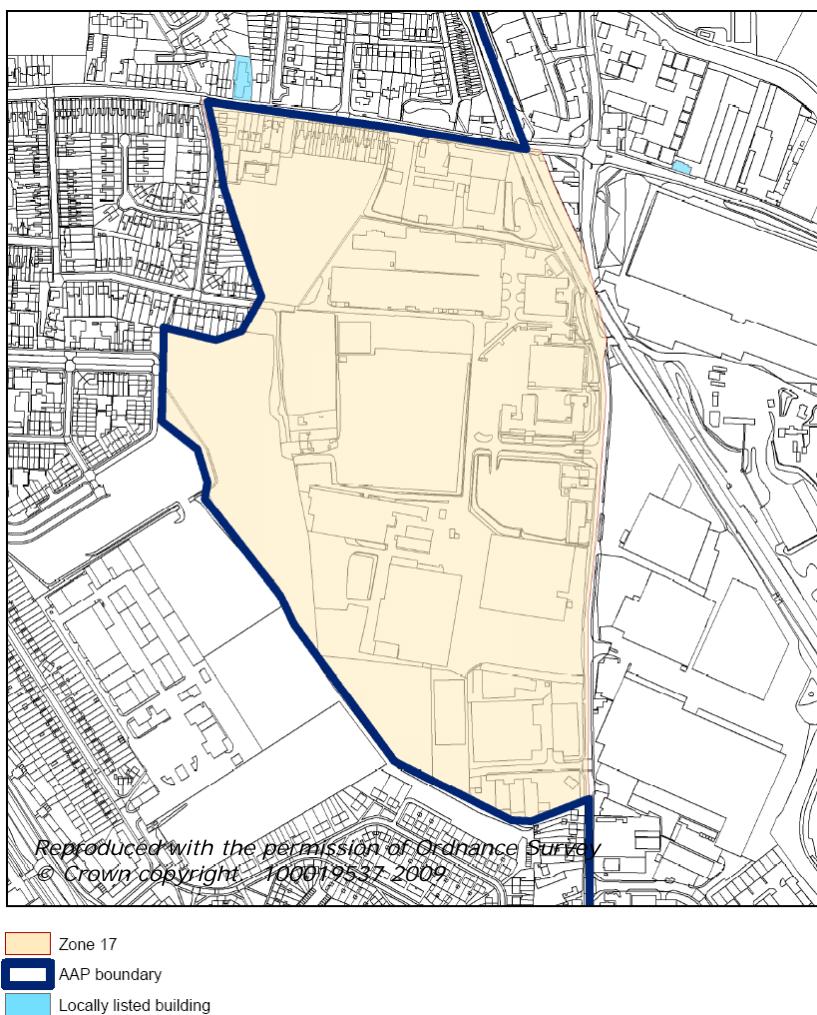
See 2.4 for definitions of Categories 1-3

*Historic Context and Archaeological Potential*

- 3.15.3 In 1887 the site comprised extensive old colliery workings associated with Parkfield Colliery. By 1903 the south of the site had been developed with a brickworks and Springvale Foundry, with Parkfield Furnaces served by a tramway extending from the Parkfields canal basin. A row of terraces had been built on Parkfield Road with Parkfield Brick Works situated to their south. By 1919 a siding off the L& NWR Stour Valley Line had been built across the site to serve Parkfield Slag and Concrete works to the west. By 1938 this short-lived line had been removed, with the brickworks being served by a tramway. A scattered group of houses had been built in the west of the zone and an area of allotment gardens had been established.
- 3.15.4 The Ettingshall Works was built in 1948 for John Thompson Engineering (est. 1820). During the 1950s and '60s they made products for the construction industry, and were later taken over by GKN Group and used for chassis-production. The works closed in 2004.
- 3.15.5 There is little potential in this zone for any pre-industrial archaeological survival, given the use of the land for mining and subsequent iron-working industry. However, the Wolverhampton HER records a prehistoric stone axe findspot in the area of the Spring Vale Works (HER 10690).

*Existing Designations*

- 3.15.6 There are no statutorily or locally listed buildings in Zone O and no part of the area is designated as a conservation area. There is a locally listed building just outside the AAP boundary on the north side of Parkfield Road:
- 3.15.7 All Saints Bethel United Church of Jesus Christ Apostolic, Parkfield Road [2,3]  
This building was formerly the Rough Hills Methodist Church and is a two-storey chapel in polychrome brickwork with a rendered front elevation and stained-glass windows. The building includes Sunday school extensions to the side and rear.



Zone 17  
AAP boundary  
Locally listed building

#### *Other Buildings and Sites (Categories 1-3)*

##### **3.15.8 Ettingshall Works buildings [1,2,3]\***

The works were constructed in 1948 for John Thompson Ltd., a boilermakers and engineering company that expanded considerably after the Second World War. The two principal buildings are of distinctive architectural style, the taller of the two being a striking landmark structure visible in longer views (and from the Birmingham to Wolverhampton railway when approaching Wolverhampton). The building is distinctive for its extensive areas of glazing which allow light to pass right through the building.

##### **3.15.9 The building fronting Spring Road that is now called 'Grasshopper' includes a row of offices at the front, while the large glazed hangar-type building behind housed the Drawing Office.**



### **3.15.10 Playing Field [3]**

The playing field forms a central inner 'square' surrounded by works buildings. It would be beneficial in townscape terms to retain this layout if the 1948 buildings are retained and even if they are replaced.

#### **Recommendations**

3.15.11 The Preferred Options Report identifies this zone as an area of retained local employment land and recognises the 'historic centre' of Ettingshall (along Millfields Road/Parkfield Road).

3.15.12 Should the Ettingshall Works site be redeveloped, it would be desirable to retain the 1948 buildings or at least the taller building, which is particularly visible in views around the area and also from the railway on the approach to Wolverhampton from Birmingham. It is recognised that the larger-scale long plan-form building of the two in particular would be difficult to convert and re-use. The buildings could be added to the Local List. If they are to be demolished as part of redevelopment proposals they should be assessed for building recording purposes.

3.15.13 The tree-lined sports ground in the midst of the works site serves the Rough Hills residential area and should either be retained or re-located as part of any redevelopment proposals. Playing fields are protected by several policies in the Council's Unitary Development Plan; these include Policy R1 'Open Space, Sport and Recreation Standards', R3 'Protection of Open Space, Sport and Recreation

Facilities, R4 'Development Adjacent to Open Spaces' and Policy R5 'Sports Grounds'. It is important to retain this area as an open space.

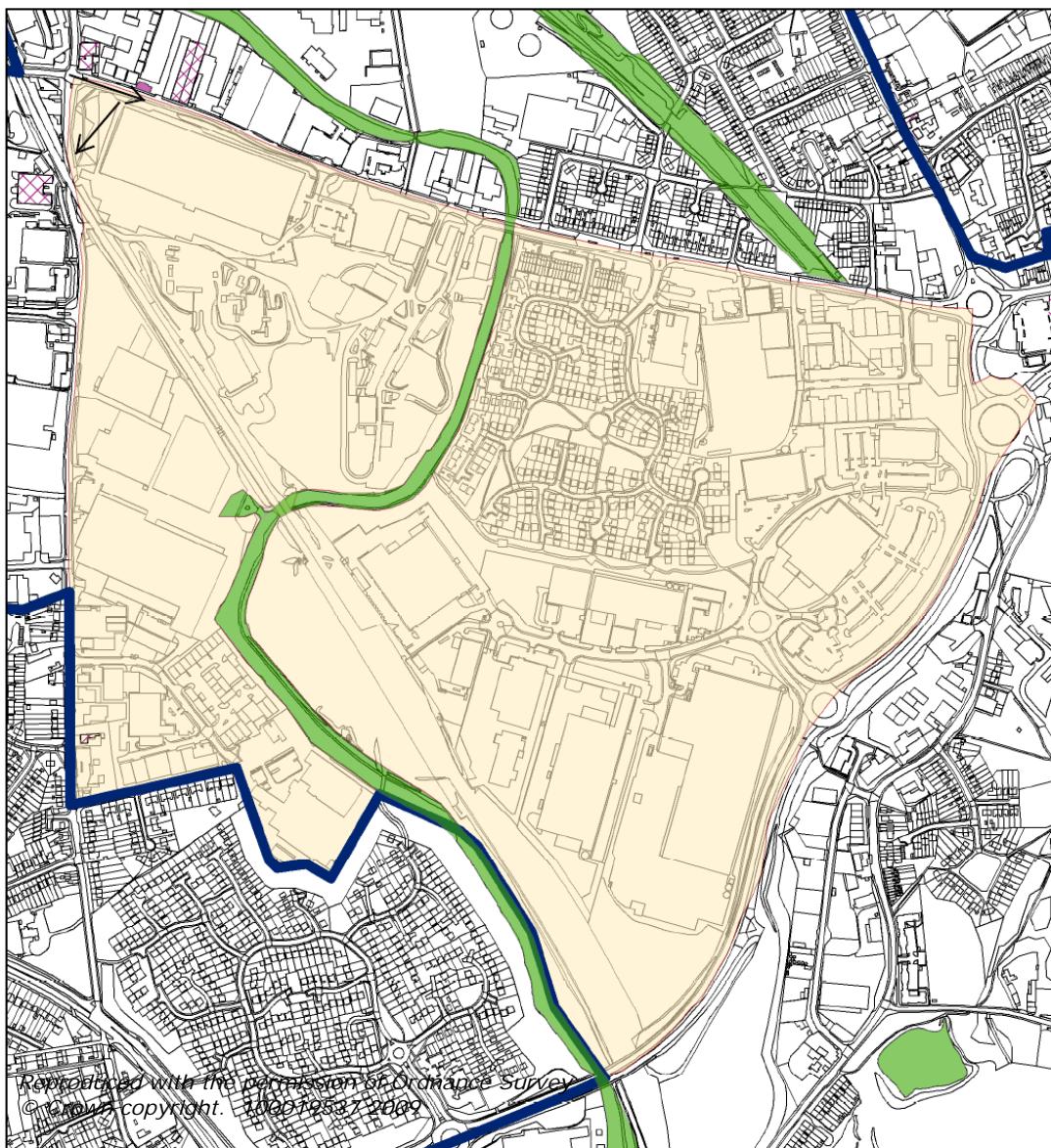
3.15.14 The recreation grounds contribute to Wolverhampton's 'green infrastructure' and are therefore important to the emerging Environmental Infrastructure Guidance for the Black Country, which aims to draw out the benefits of and opportunities presented by green spaces and to underpin sustainability (see 3.1.11).

### **3.16 Zone 18: Spring Vale and Millfields – Late 20<sup>th</sup>- and early 21<sup>st</sup>-Century Mixed Industrial and Residential**

- 3.16.1 This large character zone comprises areas of land either side of the Birmingham Canal, primarily developed in the late 20<sup>th</sup> century with industrial estates. There is also a late 20<sup>th</sup>-century residential development at Millfields, just south of Millfields Road.
- 3.16.2 The canal, which passes through the southern tip of the zone heading north-west and looping round to continue north, crosses predominantly through late 20<sup>th</sup>-century industrial developments but, particularly in the southern half of the section, retains a relatively wide strip of greenery to either side, with a towpath along the east side.
- 3.16.3 The zone is bounded by Millfields Road to the north, Coseley Road to the east, the canal and the boundary between industrial and residential development to the south (coincident with the AAP boundary) and to the west by Manor Road.







- Zone 18
- AAP boundary
- Anchor Site (Category 1)
- Anchor Building (Category 1)
- Building (Categories 2 & 3)
- Significant view

See 2.4 for definitions of Categories 1-3

*Historic Context and Archaeological Potential*

- 3.16.4 Much of this area was probably covered by enclosed strip fields in the medieval period. This predominantly agricultural use was transformed when large-scale collieries were established in the area in the 19<sup>th</sup> century. The 1887 O.S. map shows the Ettingshall Lodge Colliery covering the area between the canal and railway in the north-western part of the zone, with Spring Vale Colliery in the eastern and southern part of the zone, and Lanesfield Colliery west of the railway. The map shows that, as the collieries began to cease operation in the late 19<sup>th</sup> century, the metal-working industry was moving in to take the place of the mining industry; Spring Vale Furnaces had been established on the eastern side of the canal loop in the centre of the zone, close to the Staffordshire Steel & Ingot Iron Works, with Bilston Iron Works to the east, and the Manor Iron and Tin Works to the west.
- 3.16.5 Along the Millfields Road frontage, the main route from Bilston to Wolverhampton city centre, a smaller scale of development had taken place. Millfields Road, previously little more than a lane, formed an extension of Union Street, linked to Bilston High Street, and as a result it was developed at an early stage, with settlement known in the area pre-1750, particularly around the crossroads of Ettingshall Road and Millfields Road in the extreme north-western corner of the zone. The south side of the road was lined with properties in the late 19<sup>th</sup> century, many probably commercial premises as well as domestic.
- 3.16.6 The Birmingham Canal (Wolverhampton Level) was built between 1768 and 1772 under the supervision of James Brindley. It was built to connect to the Staffordshire & Worcestershire Canal near Wolverhampton and cross the Black Country coalfields. An Act of Parliament was passed on 24<sup>th</sup> February 1768 to allow the building of the canal, and work began in 1770 on the section towards Wolverhampton; it was connected to the Staffordshire & Worcestershire Canal on 21<sup>st</sup> September 1772 at Aldersley Junction. The canal mostly followed the contours of the land, although it deviated from this to extend to various works and pits.
- 3.16.7 By 1903 both the Manor Iron works and the Spring Vale site had expanded significantly, both served by canal basins and railway sidings. By 1919 the

Ettingshall Lodge Colliery had gone and a new series of railway sidings served the new Tarmac Works. By 1938 the zone had become covered with industrial buildings. The Spring Vale site, Manor Works, and Tarmac Works had expanded over a wide area. In the northern section of the zone a new engineering works manufacturing motor pressings had been established, housed in a very large-scale block of works buildings.

3.16.8 Mid and late 20<sup>th</sup>-century industrial redevelopment has since taken place with the demolition and replacement of the earlier works. The Millfields housing estate was established in the late 20<sup>th</sup> century. An area of rough scrubland remains in the area between the canal and railway.

3.16.9 Fourteen sites are recorded on the Wolverhampton HER. Most of these relate to the sites of 19<sup>th</sup>-century metalworks and railway and canal bridges, with the exception of the following:

- 6986 – possible canal arm, beneath Stour Valley Railway
- 8734 – Site of watermill
- 2559 – Site of windmill
- 6987 – Canal arm, east of Spring Road
- 13574 – Site of settlement at Catchem's Corner, now Ettingshall

3.16.10 There were extensive networks of canal arms and basins in this zone (all now infilled). These included a series of interconnected basins off the east side of the canal serving the Bilston Iron Works and quarries (now beneath the Millfields housing development), and the Parkfield Basins (and other smaller basins to the south) off the west side of the canal. There may be potential for below-ground survival of some of these structures and there is clearly industrial archaeological potential in this area.

#### *Existing Designations*

3.16.11 There are no statutorily or locally listed buildings in Zone U and no part of the area is designated as a conservation area.

*Other Buildings and Sites (Categories 1-3)*

**3.16.12 Lanesfield Villa, Manor Road [2,3]**

This late Victorian house, in the south-west corner of the zone, has a date stone of 1890. Located in the hamlet of Lanesfield it previously stood next to a Methodist Chapel and Sunday School.



**Recommendations**

3.16.13 The Preferred Options Report proposes the retention of the best quality local employment land and high-quality employment land in the central area of the zone (Spring Vale) with possible potential for rail freight movements. The area west of the bend in the canal is identified as potential high-quality employment land and is also protected under Options 1 and 2.

3.16.14 The Preferred Options Report recognises the potential of the canal corridor for creating and enhancing biodiversity, and cycling and walking networks, and plans improvements along the whole length of the canal corridor. Should redevelopment or regeneration proposals emerge for this zone, the canal should act as the key focal point for the area, with proposals being integrated in relation to it. An assessment of the potential for survival of infilled canal basins

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should be undertaken, with the aim of re-opening these to serve as a focus for redevelopment.

3.16.15 It is recommended that the canal be assessed for designation as a conservation area.

3.16.16 In the event of large-scale redevelopment and regeneration of this area, it is recommended that a detailed archaeological assessment be made of the area to appraise its potential for significant surviving remains.

### 3.17 Zone 19: Deepfields Industrial Area

- 3.17.1 This zone comprises numerous very large-scale mid and late 20<sup>th</sup>-century works buildings either side of Anchor Lane, which runs east-west through the zone.
- 3.17.2 The zone forms a discrete industrial area defined by the Birmingham Canal to the east, the A463 (Black Country Route) to the north, and the A4123 (Birmingham New Road) and Meadow Lane, which marks the boundary between the industrial area and the eastern edge of the Woodcross housing area to the west. The southern boundary is formed by Biddings Lane.
- 3.17.3 A short section of the Biddings Lane canal basin and wharf area (formerly serving a brickworks) survives in the south-east corner of the zone. Two terraced houses (probably dating from the 1920s) stand on the Biddings Lane frontage on Hills Bridge over the canal, with the former wharf to their rear. This small area has some historic character, albeit very fragmentary.





- Zone 19
- AAP boundary
- Anchor Site (Category 1)
- Anchor Building (Category 1)
- Building (Categories 2 & 3)
- Significant view

See 2.4 for definitions of Categories 1-3

*Historic Context and Archaeological Potential*

- 3.17.4 The north-east corner of the zone was part of a squatter's settlement in the late 18<sup>th</sup>/early 19<sup>th</sup> century. However, during the 19<sup>th</sup> century the whole of the area was covered with colliery workings. Much of the mining activity in the area had ceased by the late 19<sup>th</sup> century and, the 1887 O.S. map shows the zone to be littered with old mine shafts.
- 3.17.5 The southern part of the zone was occupied by a brickworks and limekilns in the late 19<sup>th</sup> century, served by two substantial basins off the Birmingham Canal. There were a few houses along Meadow Lane and an inn and some terraces by Anchor Bridge. By 1903 the larger of the two canal basins had been infilled and part of the brickworks had been cleared. The zone remained undeveloped in 1919 but by 1938 a large, enamel ware factory had been established on Biddings Lane, as had the Athena Nuts and Bolts Works on Meadow Lane.
- 3.17.6 Much of the area was redeveloped in the mid and late 20<sup>th</sup> centuries with industrial units.
- 3.17.7 Two sites are recorded on the Wolverhampton HER:

6984 – Biddings Lane Basin, Deepfields Wharf  
10729 – Anchor Bridge, Anchor Lane (canal bridge)

*Existing Designations*

- 3.17.8 There are no statutorily or locally listed buildings in Zone 19 and no part of the area is designated as a conservation area.

*Other Buildings and Sites (Categories 1-3)*

- 3.17.9 Biddings Lane canal basin and wharf [1,2,3]

The Birmingham Canal is a key anchor feature adjoining the eastern edge of this zone [1]. In the south-east corner of the zone, the truncated Biddings Lane

canal basin and former wharf area survive [1], along with a two-house terrace on the Hills Bridge [2,3]. These properties appear to have been built in the 1920s, and possibly contemporaneously with an enamel ware factory to the west, when the wharf was still in use. While they are of no particular architectural merit, and the wharf is no longer in use, the group as a whole (canal, wharf, basin, and terrace) provide a link to part of the area's canal-side industrial history.



## Recommendations

3.17.10 Option One of the Preferred Options Report shows local employment land retained in this zone, while Option 2 includes the retention of local employment land north of Anchor Lane and the construction of 500 new homes south of it.

3.17.11 The zone has seen a continuity of industrial use which has been 'renewed' in successive phases, with its built environment now primarily dating to the late 20<sup>th</sup> century and lacking in historic character. However, the terraced houses on Hills Bridge, together with the adjoining former wharf and truncated canal basin make a contribution as a group to the character of the area.

3.17.12 The remains of the canal basin and former wharf have potential to act as an anchor to new residential development in this area, which might include reinstatement of infilled sections of the basin where this is possible. North of Anchor Bridge there is an attractive towpath bridge over the canal (in Zone 21), and there is also potential to link this canal-side area to new residential development. Should the two terraced properties on the Hills Bridge not be

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retained as part of development proposals, it would be desirable to reinstate properties of similar scale in this location.

3.17.13 It is recommended that an archaeological assessment of the area be carried out prior to redevelopment taking place.

### **3.18 Zone 20: Ladymoor and Environs**

- 3.18.1 This zone, formerly old colliery ground and spoil tips with housing on the eastern side of Ladymoor Road, was developed in the mid-late 20<sup>th</sup> century with standard housing stock. The zone is bounded by the A463 (Black Country Route) on the western side and by undeveloped land adjacent to the Birmingham Canal (Zone 21) on the eastern and southern sides. North of this zone is an area of open ground that is also included in Zone 21.





- Zone 20
- AAP boundary
- Anchor Site (Category 1)

See 2.4 for definitions of Categories 1-3

### *Historic Context and Archaeological Potential*

- 3.18.2 In 1887 the zone, intersected by Ladymoor Road and Capponfield Road, comprised a small linear settlement along Ladymoor Road surrounded by disused colliery land, which to the east was associated with Capponfield Colliery, and a lake, extant by the late 19<sup>th</sup> century, which may have been created as a result of coal working. By 1903 two schools had been built alongside each other, north of Capponfield Road. By 1919 further housing had been constructed north of the schools. The original school buildings were demolished between 1919 and 1938 and replaced with much larger buildings aligned parallel to Broad Lanes. By 1938 new semi-detached housing was built on the south side of Ladymoor Road.
- 3.18.3 The Broad Moor Road housing development was built during the inter-war years on the eastern side of Broad Lane. During the late 20<sup>th</sup> century Withy Road was built on the western side of Broad Lane and a former concrete works in the north-eastern corner of Zone 20 was demolished.
- 3.18.4 A slag heap is recorded on the Wolverhampton HER (10908). The presence of this feature was verified during the field visit undertaken for this study.

### *Existing Designations*

- 3.18.5 There are no statutorily or locally listed buildings in Zone 20 and no part of the area is designated as a conservation area.

### *Other Buildings and Sites (Categories 1-3)*

- 3.18.6 None identified.

### **Recommendations**

- 3.18.7 The majority of this zone is identified for housing-led regeneration in the Preferred Options Report and the areas immediately north and south of Broadmoor Road are included within the Bilston Urban Village development area.

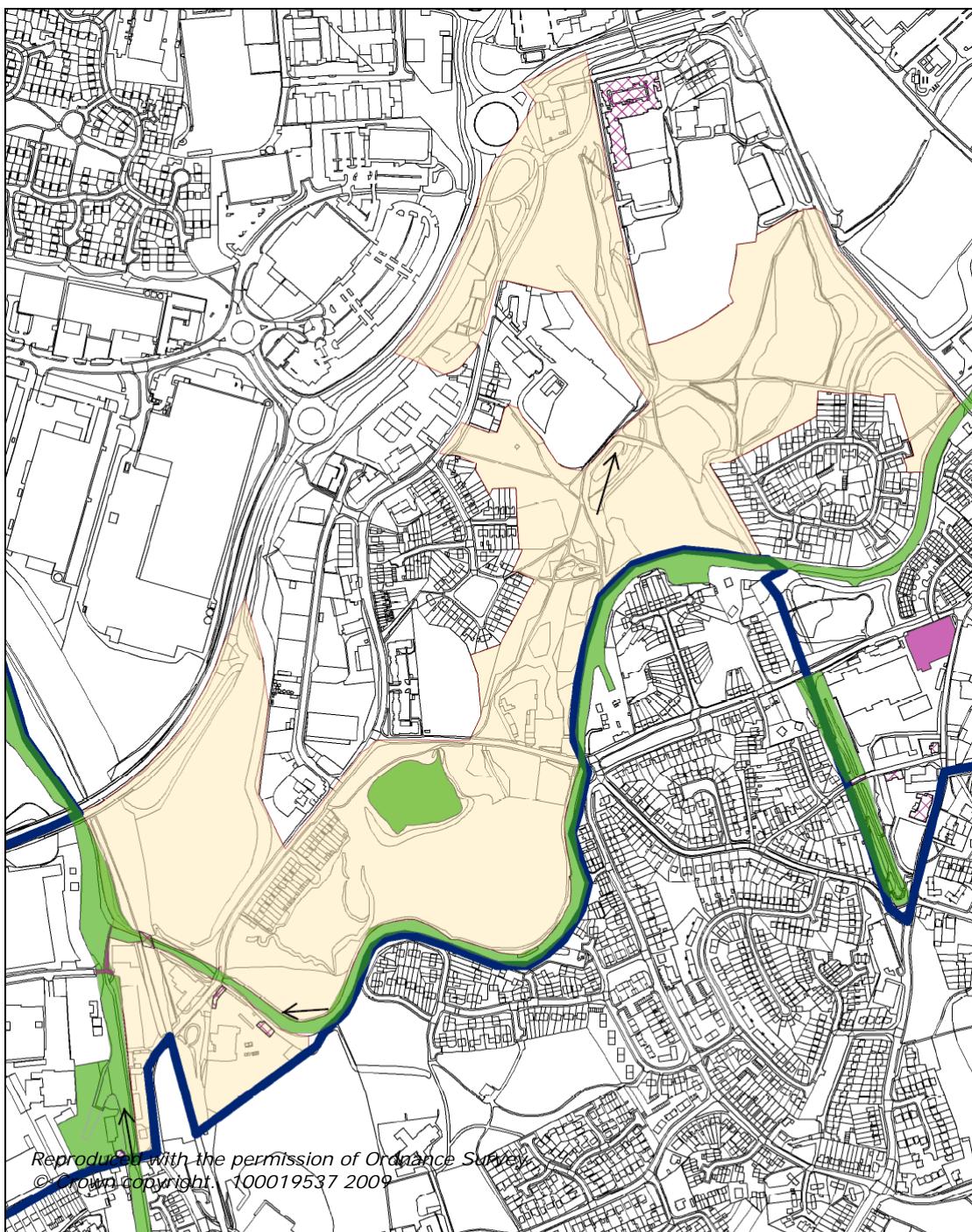
The open space at the south-western end of the zone is indicated as existing high-quality employment land.

3.18.8 Regeneration and redevelopment proposals in this zone will need to link into the important open green space along the canal to the south (in Zone 21). Overall, the zone has low heritage significance.

### **3.19 Zone 21: Birmingham Canal Environs: Deepfields Bridge to Dudley Street**

- 3.19.1 This zone includes an area of land which primarily runs alongside the north bank of the Birmingham Canal (which here, in part, comprises the AAP boundary), and which extends northwards away from the canal at the eastern end of the zone, incorporating land to the south of Bilston High School.
- 3.19.2 Most of this area is green in nature, comprising rough grassland and scrub, with some recent tree and shrub plantations, much of the land having been left derelict following the cessation of mine-working in the area and the clearance of 19<sup>th</sup>-century metal-working industries. Various spoil tips remain as a reminder of the former collieries that extended across this area.
- 3.19.3 At the western end of the zone south of Deepfields Bridge is a small group of canal-side industrial buildings, some of which date from the late 19<sup>th</sup> century and formed part of a former cement works. These contribute to the historic industrial character of this part of the canal. Just north-west of here is an attractive cast iron towpath bridge near the Anchor canal bridge and railway bridge.
- 3.19.4 The zone also includes a lake just south of Ladymoor Road and Highfields Road. The zone has important ecological value and significance in terms of Green Infrastructure.





- Zone 21
- AAP boundary
- Anchor Site (Category 1)
- Anchor Building (Category 1)
- Building (Categories 2 & 3)
- Significant view

See 2.4 for definitions of Categories 1-3

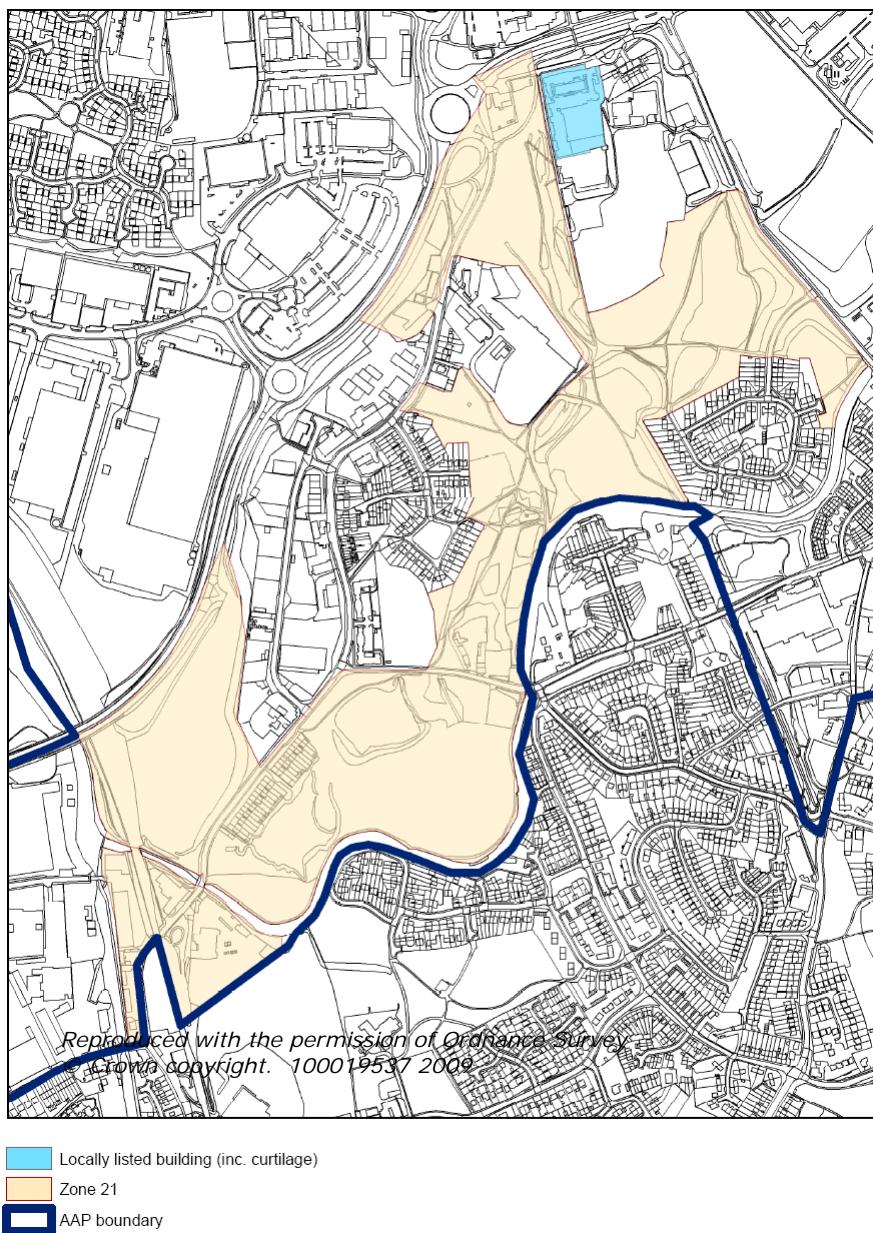
*Historic Context and Archaeological Potential*

- 3.19.5 This stretch of the Birmingham Canal was built by James Brindley between 1769 and 1771. In the early 19<sup>th</sup> century various canal basins extended from the north bank of the canal into this zone, including one south of Highfields Bridge, another two where the canal loops south then north (east of Deepfields Bridge). These presumably served the collieries and, by the late 19<sup>th</sup> century (when most of the collieries had ceased operations) the canal basins had all been infilled or removed.
- 3.19.6 There was still a wharf at Highfields in the late 19<sup>th</sup> century, and basins continued to extend from the south bank of the canal (outside the AAP area), serving various industrial concerns, including a boat building yard, Deepfields Colliery, Deepfields Sheet Iron works, a cement works and brick works. Old colliery workings and spoil tips were scattered across the area. The London, Midland and Scottish Railway had been constructed, crossing the canal close to Anchor Bridge.
- 3.19.7 The small lake south of the junction of Ladymoor Road and Highfields Road was in existence before the late 19<sup>th</sup> century, and may have formed as a result of early colliery workings.
- 3.19.8 The cement works south of Deepfields Bridge expanded in the early 20<sup>th</sup> century and had become a foundry by 1938. Some buildings from the late 19<sup>th</sup> century remain on the site.
- 3.19.9 Twelve sites are recorded on the Wolverhampton HER. A number of these relate to former collieries, quarries and iron works, while there is also a record of medieval iron working in the northern tip of the zone (HER 10744). Other records relate to the sites of now-demolished cottages and houses, and The Boat Inn at Highfields Bridge. HER 10906 relates to the settlement at Capponfield in this area.

3.19.10 The area has clear industrial archaeological potential, particularly given that much of the land has lain derelict since the industrial sites were cleared of buildings.

*Existing Designations*

3.19.11 There are no statutorily or locally listed buildings in Zone 21 and no part of the area is designated as a conservation area. The locally listed Bilston High School on Prosser Street (in Zone 22) can be seen in long-distance views to the north across scrubland.



### *Other Buildings and Sites (Categories 1-3)*

#### **3.19.12 The Birmingham Canal [1]**

The canal is clearly the key anchor feature running through this area. Its character here is primarily of a green semi-rural nature, with elements of industrial character around Deepfields Bridge.



### 3.19.13 Former Cement Works buildings [2,3]

The row of brick buildings set at an angle on the Anchor Road frontage date mostly from the inter-war period but with a surviving late 19<sup>th</sup>-century structure at the southern end of the row. The brick building against the canal within the site also dates from the late 19<sup>th</sup> century and forms part of a picturesque view along the canal, which retains some industrial character. The Anchor Road buildings have been altered to their detriment, but could be improved should this area be subject to regeneration proposals.



### 3.19.14 Lake South of Ladymoor Road **[1,2,3]**

The lake is an attractive landscape feature that contributes to the area's green infrastructure and should serve as an anchor to regeneration proposals.



### 3.19.15 Canal bridges **[1,2,3]\***

The canal-side area around Anchor Bridge is attractive despite the intrusion of the 21<sup>st</sup> century with a busy modern road bridge (the A463), electricity pylons and large modern industrial units to the north. The brick and cast iron towpath bridge is a particularly attractive feature and is close to Anchor Bridge, which retains an iron rubbing post, and the Deepfields railway bridge. The survival of rubbing posts in the city is relatively rare (there is another in the Wolverhampton Locks Conservation Area), and it is therefore recommended that the bridge and rubbing post are added to the Local List.





## Recommendations

3.19.16 Option 1 of the Preferred Options Report includes retention of local employment land in the area of the former cement works, and the retention of an area of green open space north of the canal as far north as Highfields Road. North of Highfields Road is the proposed large mixed-use site of Bilston Urban Village which, under Option 1, will see the construction of 1300 new homes, a new neighbourhood park, and canal improvements. Option 2 involves the creation of new housing in the area of the former cement works, with 1600 new homes as part of the Bilston Urban Village. All these proposals are either already allocated in the UDP (2006) or have planning permission.

3.19.17 The area will clearly see significant change and the opportunity must be taken to ensure that the Birmingham Canal is the primary focus of new development. It will be important to ensure that a significant section of the canal retains its green and semi-rural character. An assessment of the survival of and viability of re-opening infilled canal basins should be made and these could be incorporated where possible into the detailed design and layout of new residential development.

3.19.18 This section of the canal is already of significant 'green infrastructure' value. This could be enhanced by the reinstatement of towpaths where these are missing – certain parts of the canal-side are currently not well surfaced and less accessible for pedestrians and cyclists. The high quality surfacing in the area of the towpath bridge and Anchor Bridge should be replicated where possible.



3.19.19 It is recommended that the Birmingham Canal corridor be assessed for designation as a conservation area. Even if designation as a conservation area is not ultimately achieved, a Management Strategy should be prepared for the canal, which would help to ensure that canal-side redevelopment and regeneration proposals respect the character of the canal and that it is positively integrated into development plans. The Management Strategy could also support aspirations for World Heritage Site status for the Black Country's canal network.

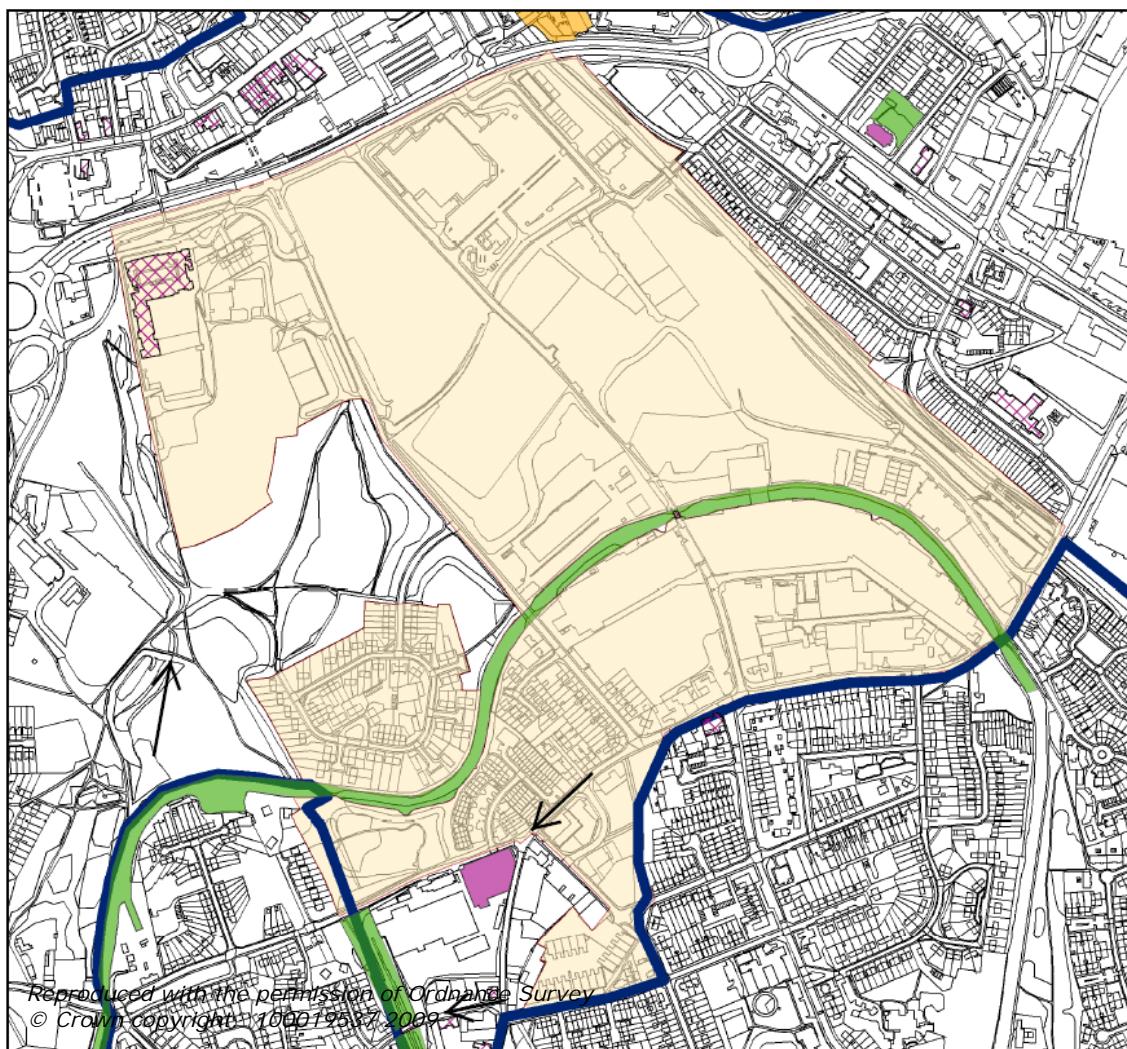
3.19.20 Should redevelopment proposals require the loss of buildings at the former cement works site, they should be recorded before demolition. It is also likely

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that a programme of archaeological work will be required before redevelopment of the area takes place.

### **3.20 Zone 22: Bankfield Works Site and Environs**

- 3.20.1 This large area south of Bilston town centre is broadly characterised by mid to late 20<sup>th</sup>-century development. This primarily consists of industrial estates with some pockets of mixed inter-war, mid and late 20<sup>th</sup>-century housing, interspersed with areas of derelict land comprising rough grassland.
- 3.20.2 The area is bordered to the north by the Black Country Route, to the east by the Metro line, and to the south by the AAP boundary. The western boundary is formed by the AAP boundary, the housing estate north of the Birmingham Canal, Dudley Street and the grounds of Bilston High School.



- Zone 22
- Conservation Area
- AAP boundary
- Anchor Site (Category 1)
- Anchor Building (Category 1)
- Building (Categories 2 & 3)
- Significant view

See 2.4 for definitions of Categories 1-3

*Historic Context and Archaeological Potential*

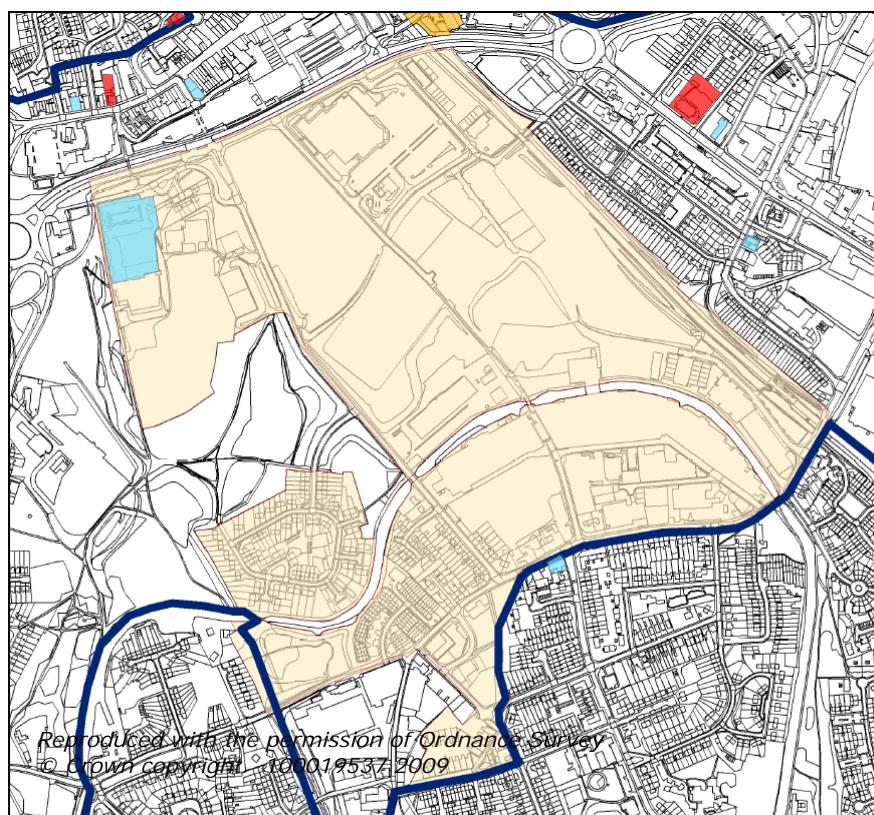
- 3.20.3 Much of this area appears to have comprised an enclosed strip field system in the medieval period, the form of which was still evident into the late 18<sup>th</sup> century. During the 19<sup>th</sup> century, however, much of the zone, intersected by the meandering Birmingham Canal, was developed with collieries. By the mid to late 19<sup>th</sup> century most of these had ceased operation and there was a large number of iron works in the area, including Barbors Field Furnaces, Bankfield iron works, Bovereux Furnaces (demolished by the late 19<sup>th</sup> century), Bradley Iron, Steel & Tin Works and Bradleyfield Iron Works. There was also some 19<sup>th</sup>-century terraced housing in the northern part of the area on the fringes of Bilston town centre.
- 3.20.4 The closure and demolition of the early 20<sup>th</sup>-century Albert Street iron works in the mid 20<sup>th</sup> century and Bovereux Furnaces in the late 19<sup>th</sup> century left extensive areas of derelict rough grassland and scrub, which remain today. By 1919 several more works had been demolished and two large school buildings had been constructed at the end of Market Street. In the inter-war period development included two sports grounds and a small housing estate off Salop Street. Redevelopment of 19<sup>th</sup>- and early 20<sup>th</sup>-century industrial land continued into the mid and late 20<sup>th</sup> century with new industrial and trading estates and a second small housing estate off Dudley Street.
- 3.20.5 The Bankfield Works on Greenway Road has recently been demolished leaving a cleared site. At the time of field survey in early November 2008, a timber-framed building built between 1903 and 1919, probably originally a small private chapel for employees of the Bankfield Works, stood on the south side of Greenway Road. The building was derelict and in poor condition but had historic interest. It is recorded on the Wolverhampton HER (13731) and was identified as a building of interest [2] as part of this study. Unfortunately it has since been demolished.



- 3.20.6 While the area has seen a relatively continuous industrial use this has evolved in a fragmentary way and the area as a whole lacks any coherent and distinctive historic character.
- 3.20.7 There is a large number of sites recorded on the Wolverhampton HER, many of which relate to the sites of former iron works and furnaces, and the area has clear industrial archaeological potential. HER 2520 also records the site of a Saxon temple, and HER 8733 a possible watermill site.
- 3.20.8 Given that some of this area has remained derelict since the demolition of foundries and other industrial premises, there may be survival of significant archaeological deposits.

#### *Existing Designations*

- 3.20.9 There are no statutorily listed buildings in Zone 22 and no part of the area is designated as a conservation area. There is one locally listed building within the zone, Bilston High School on Prosser Street [2,3], the former Stonefield Primary and Secondary School, built in 1906 and with an additional frontage building built between the wars. Just outside the AAP area is the locally listed Triangle Snooker Club on Highfields Road [2,3]. This is a former cinema (the Queen's Picture House, built for Ernest Hall by Messrs Crewe of Dudley, opened in 1921, and extended to provide a new entrance in the 1930s) with striking red brick and terracotta shaped gable end.



- Zone 22
- Conservation Area
- AAP boundary
- Locally listed building
- Statutorily listed building

### *Other Buildings and Sites (Categories 1-3)*

#### **3.20.10 The Birmingham Canal [1]**

The section of the Birmingham Canal that runs through this zone forms part of the Wednesbury Oak Loop of the Birmingham Canal Navigation, which was originally the course of the Old Main Line Canal to Birmingham, completed by

James Brindley in 1772. The Loop was bypassed in 1837 when Thomas Telford built the Coseley Tunnel and the only surviving part of it is the Bradley Arm, crossed by Banks Bridge on Dudley Street.

3.20.11 The canal suffers in this zone from the fragmentation of its built environment, particularly following the clearance of the Bankfield Works and the presence of derelict land to the north. West of Dudley Road the canal is flanked by mid and late 20<sup>th</sup>-century housing estates.



3.20.12 Glasshouse Canal Bridge [2,3]



### Recommendations

3.20.13 Much of this zone is allocated in the UDP (2006) as a Strategic Regeneration Area. Both Options 1 and 2 of the Preferred Options Report include the area as part of the proposed mixed-use Bilston Urban Village, which will include 1300-1600 new homes as well as a new neighbourhood park, leisure facilities and improvements to the canal.

3.20.14 The regeneration of this zone should certainly be focused on the Birmingham Canal, which has the potential to act as a strong focal point for redevelopment. A development brief is already in place for the Bankfield Works site, and the potential of the canal as an anchor for regeneration should be fully realised.

3.20.15 An assessment of the survival of and viability of re-opening infilled canal basins should be made and these could be incorporated where possible into the detailed design and layout of new residential development.

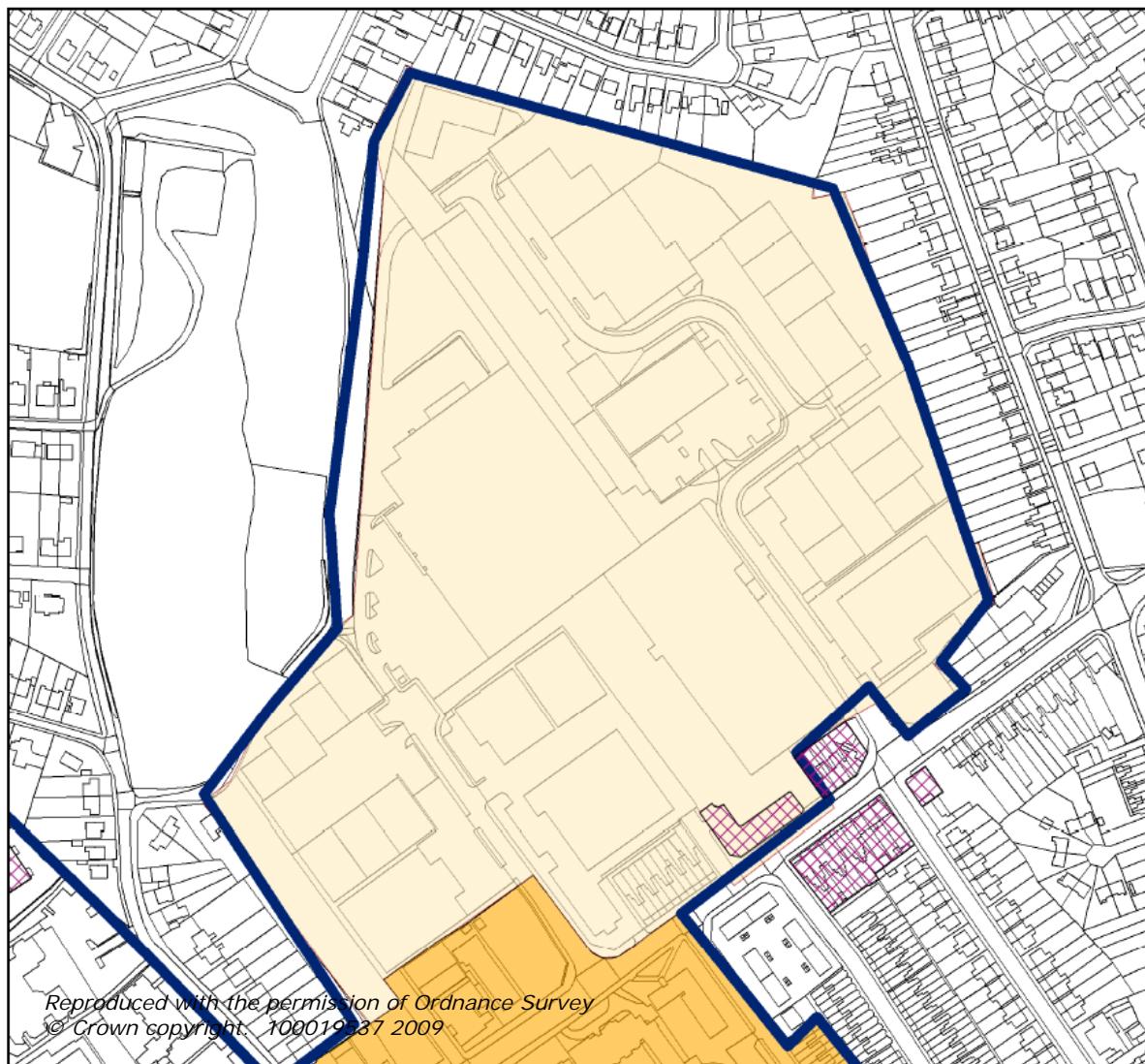
3.20.16 It is recommended that the Birmingham Canal corridor be assessed for designation as a conservation area. Even if designation as a conservation area is not ultimately achieved, a Management Strategy should be prepared for the canal, which would help to ensure that canal-side redevelopment and regeneration proposals respect the character of the canal and that it is positively integrated into development plans. In addition to this it is recommended that a Management Strategy is prepared for the wider canal network.

3.20.17 In the event of large-scale redevelopment and regeneration of this area, it is recommended that a detailed archaeological assessment be made of the area to appraise its potential for significant surviving remains.

### **3.21 Zone 26: Barton Industrial Estate**

3.21.1 This zone includes a late 20<sup>th</sup>-century/early 21<sup>st</sup>-century industrial estate centred on Etruria Way and Beldray Road.





- Zone 26
- Conservation Area
- AAP boundary
- Building (Categories 2 & 3)

*See 2.4 for definitions of Categories 1-3*

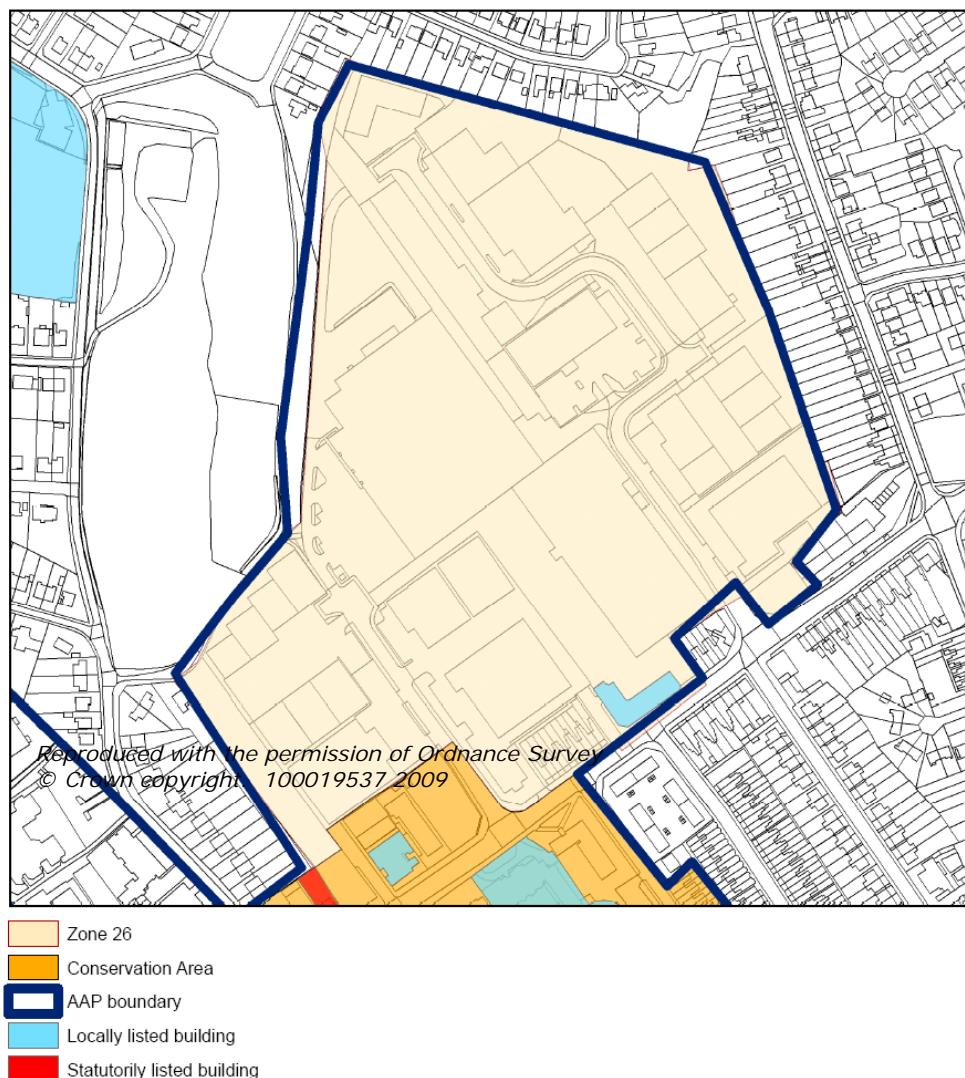
*Historic Context and Archaeological Potential*

- 3.21.2 This area, formerly known as Mount Pleasant, was home to Myatt Pottery and the Albion Works in 1887. The Bilston Science and Art School as well as the Theatre Royal were located just outside this zone to the south. In 1903 the pottery became Bilston Pottery, an important local site. Land to the north of the pottery comprised old colliery workings. By 1919 the area had been partially developed with a new road, Rollason Street, leading to a large works. The area also contained a bowling green, tennis ground and the tramway depot for Bilston's tramline. By 1938 the site had been covered by the expansion of the Albion hollow-ware works and the large Etruria nut and bolt works.
- 3.21.3 There are no sites recorded on the Wolverhampton HER in this zone and it is likely that there is a low potential for archaeological remains in this area given the successive phases of development in this area. However, it is possible that earlier deposits survive as 'islands' between areas of disturbance.

*Existing Designations*

- 3.21.4 There are no statutorily or listed buildings in Zone 26 and no part of the area is designated as a conservation area although it directly abuts the Bilston Conservation Area. There is one locally listed building, the 1930s Art Deco Beldray Offices and Factory, No. 66 Mount Pleasant [2,3].





#### *Other Buildings and Sites (Categories 1-3)*

##### **3.21.5 Nos. 46-64 Mount Pleasant**

This terraced row of houses was built between 1903 and 1919 on land adjacent to a former pottery works. The terrace contributes positively to the street scene, the row of canted bay windows and low red brick boundary walls creating a pleasing visual continuity.



### 3.21.6 Nos. 59-75, Mount Pleasant [2,3]

This row of early 20<sup>th</sup>-century terraced houses is situated outside the AAP boundary on the southern side of Mount Pleasant. Nos. 59-69 were built opposite the Albion Works between 1903 and 1919, while Nos. 71-75 were built later between 1919 and 1938. They have been altered by the insertion of modern windows but still make a positive contribution to the streetscape.



### 3.21.7 Nos. 68-80, Mount Pleasant [2,3]

This terraced row of houses was built between 1903 and 1919 adjacent to the former Albion Works. The terrace curves around the corner at the junction between Etruria Way and Mount Pleasant and is a reminder of the early 20<sup>th</sup>-century development of the area.



### 3.21.8 No. 77 Mount Pleasant. [2,3]

No. 77 was built at the corner of Newbolt Road and Mount Pleasant between 1919 and 1938. The building features an attractive arched doorway and the later corner-shop frontage and side bay window add interest to the junction. The building is currently unoccupied and would benefit from re-use and repair.



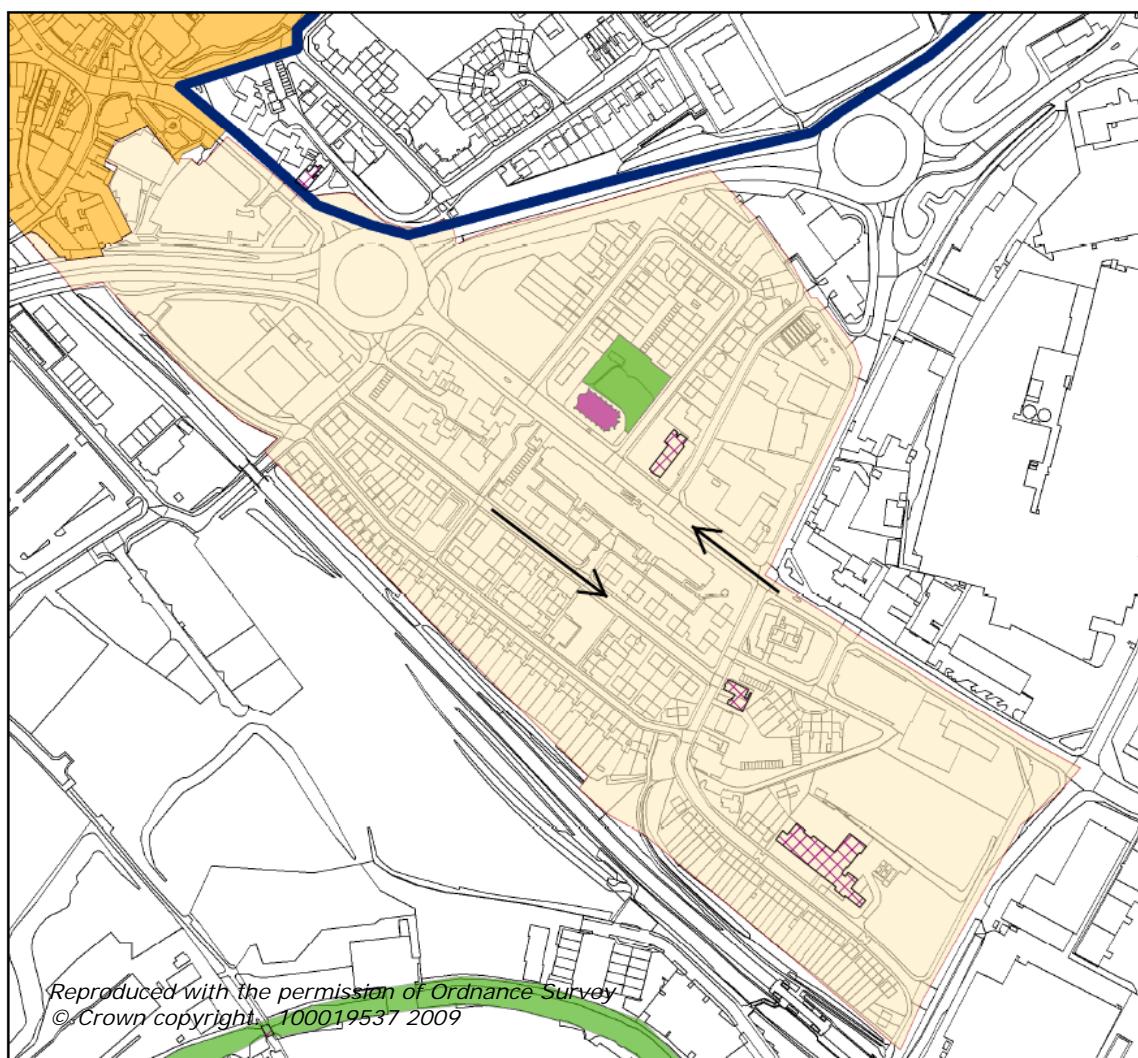
### Recommendations

- 3.21.9 There are no recommendations for this area in the Preferred Options Report but the consolidation of the existing historic town centre as a focus for shopping and services and the Metro/bus interchange proposed in the report may have a significant impact on the development of this area.

3.21.10 There is capacity for change in this area as the majority of the zone is occupied by the late 20<sup>th</sup>-century Barton Industrial Estate which is of no historic or architectural merit and is well concealed by the buildings fronting Mount Pleasant and by the trees that surround the northern, eastern and western boundaries of the site. Any development at the south-western end of this zone would, however, need to respect the setting of the adjoining Bilston Town Centre Conservation Area.

### **3.22 Zone 27: Oxford Street Area**

- 3.22.1 This character zone contains a mix of mid and late 20<sup>th</sup>-century residential and industrial developments.
- 3.22.2 The zone is bounded by Hare Street, Oxford Street and Loxdale Street to the east, by the A463 (Black Country Route) to the north, and the railway to the west.



- Zone 27
- Conservation Area
- AAP boundary
- Anchor Site (Category 1)
- Anchor Building (Category 1)
- Building (Categories 2 & 3)
- Significant view

See 2.4 for definitions of Categories 1-3

*Historic Context and Archaeological Potential*

- 3.22.3 In the medieval period the northern part of this area was covered with an enclosed strip field system, with part of the southern part of the zone probably part of an open field.
- 3.22.4 The area was already well developed in the late 18<sup>th</sup> century with terraced and back-to-back housing in the centre of the zone and a colliery in the south. By the late 19<sup>th</sup> century the area was densely developed with terraced and courtyard housing, shops and workshops, along Oxford Street, Temple Street, Warwick Street, Chapel Street and Lester Street. There was industry too, with the Atlas Bedstead works in the south. The community was serviced by St. Mary's Church, a number of chapels and mission houses, various inns and public houses as well as a smithy and school.
- 3.22.5 During the inter-war period new houses were built on the former colliery land adjoining the new Loxdale Primary School (built in 1929). The mid 20<sup>th</sup> century saw more new housing development in the north-east of the zone and multi-storey flat blocks were erected in the 1960s between Oxford Street and Temple Street. Bushfield Court has very recently been built fronting Oxford Street on formerly derelict land created in the mid 20<sup>th</sup> century with the demolition of terraces and workshops.
- 3.22.6 Five sites are recorded on the Wolverhampton HER:
- 4788 – Site of shops at No. 121 Oxford Street
- 5357 – Site of house, Nos. 33-35 Temple Street
- 6740 – Site of house, Nos. 39-41 Temple Street
- 5377 – Site of Bilston Central Station, Railway Drive
- 10647 – Site of Price's Furnaces (Bilston Brook Co.), north of Oxford Street
- 3.22.7 'Islands' of archaeological deposits relating to earlier settlement in this area may survive, but are likely to have seen significant disturbance by successive phases

of dense development. There is a low potential for significant archaeological remains in this zone.

#### *Existing Designations*

3.22.8 There are three statutorily listed buildings in the zone, including the Church of the Blessed Virgin Mary, its walls, railings, gates and attached drinking fountain, plus the 1849 Cooper Memorial.

3.22.9 Church of the Blessed Virgin Mary, Oxford Street [1,2,3]

Built in 1827-9 by Francis Goodwin (and listed at Grade II\* in 1977). The church is an impressive building and has good group value with the Roman Catholic Church to the east. In particular, too, its large churchyard forms an important green space with significant 'green infrastructure' value.



3.22.10 There are two locally listed buildings:

3.22.11 Holy Trinity Church (Roman Catholic), Oxford Street [2,3]

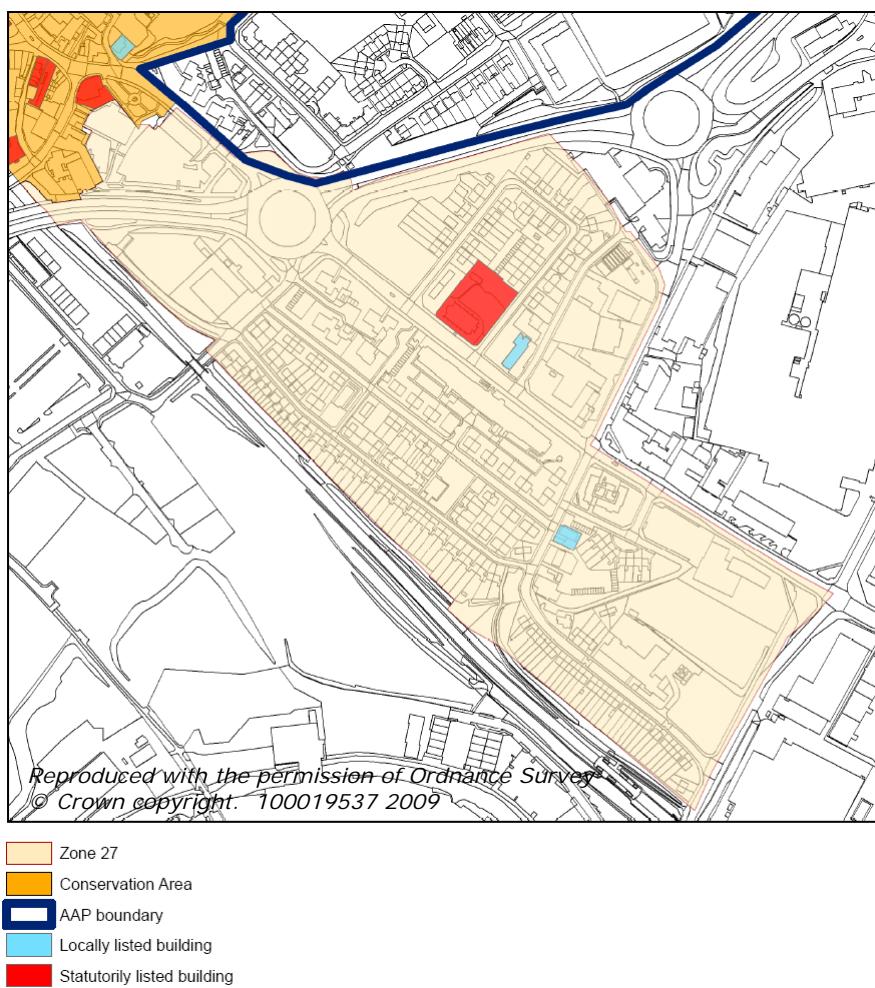
Built in 1833, enlarged in 1845, with attached school, now the church hall. This building contributes significantly to the street scene, particularly in combination with St. Mary's Church to the north.



### 3.22.12 Congregational Church, Chapel Street [2,3]

By George Bidlake, a well-known Wolverhampton architect, it was built in 1870 by Hickman, a well-established and well-respected local firm of builders. The foundation stone was laid by S.S. Mander, who may have paid for it. The chapel faces directly down Temple Street, forming a good terminus to the view.





### *Other Buildings and Sites (Categories 1-3)*

#### **3.22.13 Flats on Station Road [2,3]**

Built in the 1950s, these two-storey blocks of Council-built flats are of distinctive appearance. The design of these blocks was experimental and is peculiar to the Bilston and Darlaston areas; these blocks retain their original flat roofs and multi-paned staircase windows. Nos.37-43 (odd) Lawley Street (not in the AAP area) are similar in design and are included on the Local List. This type of flats block may be worthy of future research (throughout the wider area) in order to identify the most interesting examples for addition to the Local List.



### 3.22.14 Loxdale Primary School, Chapel Street [2,3]

This is an attractive building (built in 1929), with a long gabled frontage to Chapel Street. Its plot is defined by a low stone-coped boundary wall with railings and gate piers.



### Recommendations

3.22.15 The Preferred Options Report identifies the industrial sites in Zone 27 as areas that could become high-quality industrial locations and would benefit from environmental and access improvements and the attraction of new employment. The location of these areas close to the Black Country Route and Black Country New Road means that they have potential to attract high-quality industry.

3.22.16 All buildings identified in Categories 1-3 above should be retained. Consideration could be given to including the Council-built flats on Station Road on the Local List, given that there is a similar block already included (at Nos.37-43 (odd) Lawley Street). However, this could be assessed as part of a wider study of this

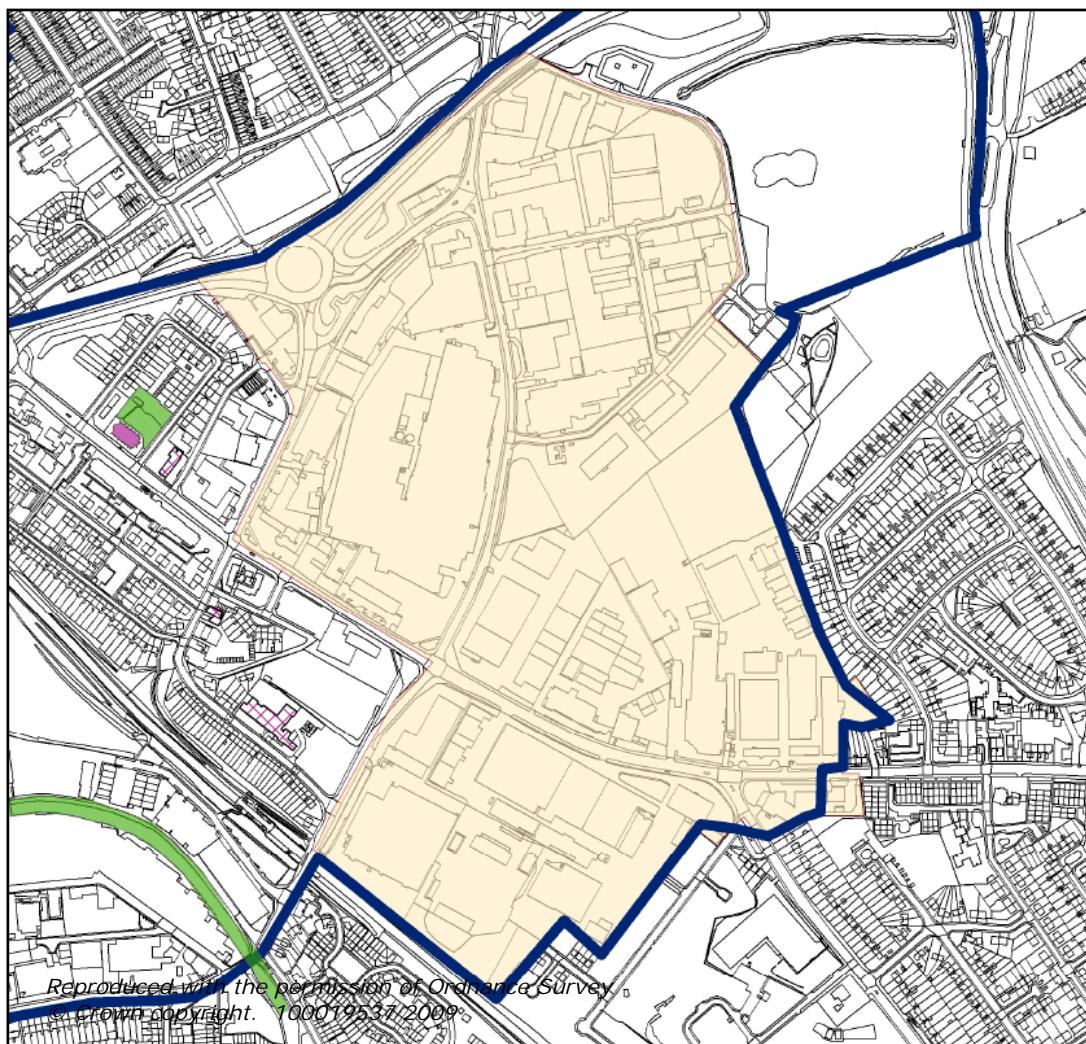
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type of building which could ascertain which examples of the type are the least altered and may merit inclusion on the Local List.

### 3.23 Zone 28: Loxdale Industrial Estate

- 3.23.1 The zone comprises the former Loxdale Estate which is depicted in Bilston Borough's plan for the area of July 1935. The estate, based around Vulcan Road, and surrounded by housing schemes and schools, was home to a number of metal works and engineering businesses. While some of the housing schemes remain intact much of the industrial site has undergone alterations.
- 3.23.2 The A463 dual carriageway now cuts through the northern boundary of the estate. The zone is bounded by the Black Country Route and Murdoch Road to the north and by the rear plots of houses fronting Wilkinson Road to the east. The Midland Metro line runs along the southern boundary of the zone and the western boundary is formed by Hare Street, Oxford Street and Loxdale Street.





- Zone 28
- AAP boundary
- Anchor Site (Category 1)
- Anchor Building (Category 1)
- Building (Categories 2 & 3)

See 2.4 for definitions of Categories 1-3

*Historic Context and Archaeological Potential*

- 3.23.3 In 1887 this area was an empty site containing spoil heaps, old pits and shafts. Bradley Lodge Colliery was located in the south of the zone and Lunt Colliery to the north. The site was intersected by a tramway, railway line and the stub of Bilston Canal. The site remained undeveloped until the 1930s when plans were drawn up for the Loxdale Estate. Bilston Borough's plan for the site in 1935 comprised an estate, based around Vulcan Road, and surrounded by housing schemes and schools. The estate itself was to be occupied by a number of metal works and engineering businesses.
- 3.23.4 By 1938 the site had only just begun to be developed with a brass foundry, printing works, station engineering works, Wednesbury tube works and Stove and Steel truck works. By the mid 1960s the site was more extensively developed with a number of works lining Vulcan Road. The triangle of land on the western side of Vulcan Road was extensively redeveloped during the mid 20<sup>th</sup> century when the Wednesbury tube works was either demolished and replaced or substantially extended to create a much larger complex.
- 3.23.5 The area east of Vulcan Road at the northern end of the zone was still under development, the 1965-7 map showing that Dale Street was still under construction. The area currently occupied by the Phoenix Industrial Estate was developed during the mid 20<sup>th</sup> century and by the 1960s was occupied by a glassware works and arc-welding works. The works on the northern side of Oxford Street were also built during this period on former open ground.
- 3.23.6 The Wolverhampton HER records the sites of former shops and buildings along Temple Street. The area was part of a coalfield prior to the late 19<sup>th</sup> century and is likely to have a low archaeological potential.

*Existing Designations*

- 3.23.7 There are no statutorily or locally listed buildings in Zone 28 and no part of the area is designated as a conservation area.

*Other Buildings and Sites (Categories 1-3)*

- 3.23.8 None identified. While there is a number of buildings dating to the 1930s, most if not all have seen extensive replacement of original windows and other alterations and the 1930s character is now rather fragmentary.

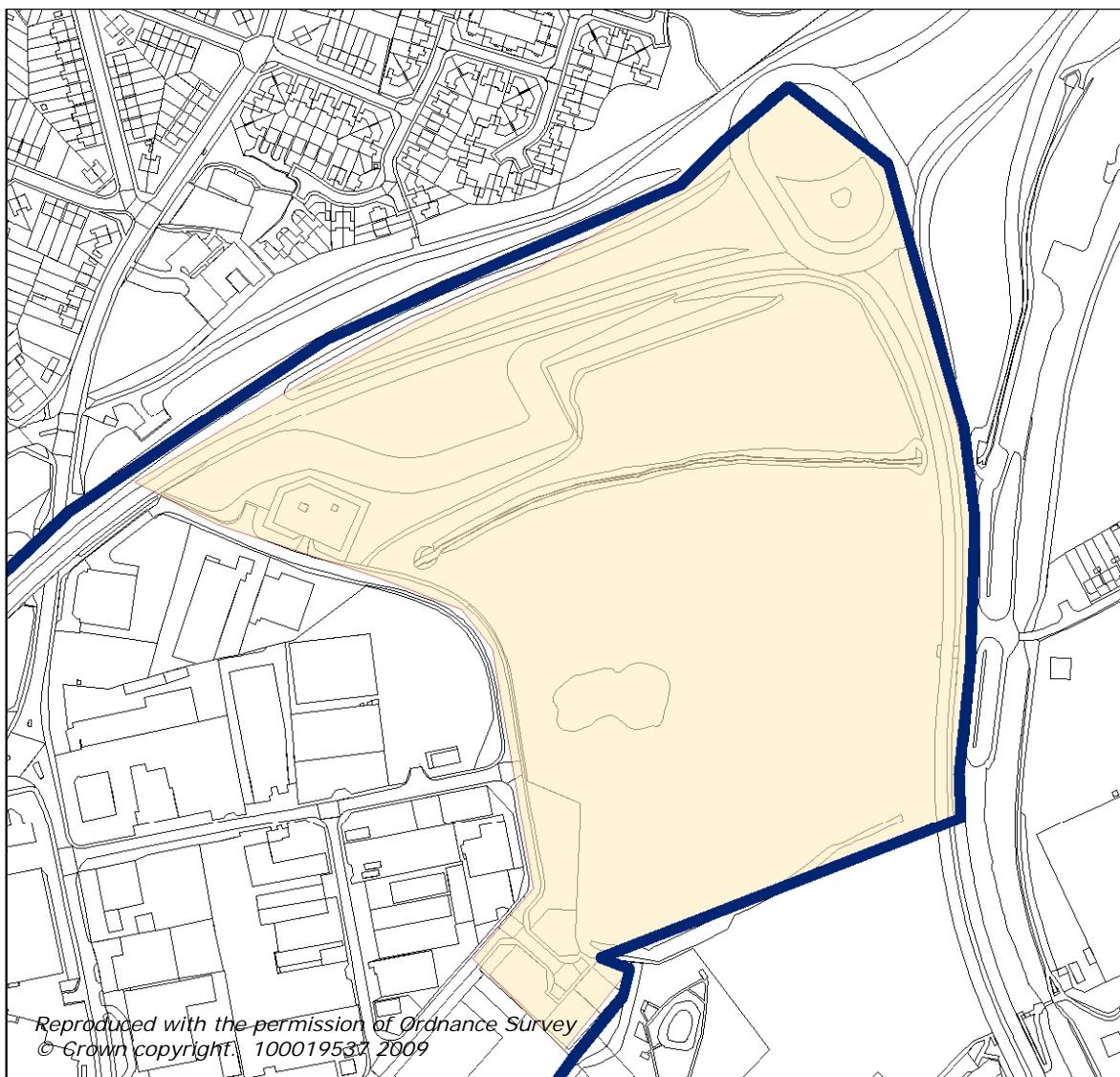
**Recommendations**

- 3.23.9 The Preferred Options Report identifies Zone 28 as an area that could become a high-quality industrial location and would benefit from environmental and access improvements and the attraction of new employment. The location of the site adjacent to the Black Country Route and Black country New Road means that it has potential to attract high-quality industry.
- 3.23.10 If the area is to be comprehensively redeveloped, the better quality and least-altered of the 1930s frontage buildings could be retained, but the estate as a whole is fragmentary and does not have a character that is coherent enough to serve as an anchor for regeneration proposals.

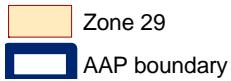
### 3.24 Zone 29: Cleared Site North-East of Loxdale Industrial Estate

3.24.1 This small zone has been cleared and is presently undergoing change with the construction of a series of large steel-framed buildings. The western boundary of the zone is defined by Murdoch Road, the northern boundary by the Black Country Route (A463) and the eastern boundary by the Black Country New Road (A4444).





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*See 2.4 for definitions of Categories 1-3*

### *Historic Context and Archaeological Potential*

- 3.24.2 In 1887 this site contained a Sewage Works, which had expanded to cover most of the area by 1919. By 1938 four large filter beds had been constructed and the remaining land around consisted of rough pasture. The sewage works was still operating in 1965-6 but has since closed and been cleared.
- 3.24.3 The Wolverhampton HER records the site of the former Bilston UDC Sewage Works in this zone (HER 5354). The zone has a low archaeological potential.

### *Existing Designations*

- 3.24.4 There are no statutorily or locally listed buildings in Zone 29 and no part of the area is designated as a conservation area.

### *Other Buildings and Sites (Categories 1-3)*

- 3.24.5 None identified.

### **Recommendations**

- 3.24.6 The Preferred Options Report identifies Zone 29 as an area that could become a high-quality industrial location and would benefit from environmental and access improvements and the attraction of new employment. The location of the site adjacent to the Black Country Route and Black Country New Road means that it has potential to attract high-quality industry and the steel-framed sheds currently under construction show that the transformation of this area has already begun. There are no heritage assets that could be incorporated into redevelopment.

### **3.25 Zone 30: The Wyrley and Essington Canal**

- 3.25.1 This zone comprises the south-western end of the Wyrley and Essington Canal up to the boundary of the Union Mill Conservation Area and City Centre AAP. As built, the Wyrley and Essington canal extended from Wolverhampton to the Huddlesford Junction near Lichfield but the navigable mainline now terminates at Ogley Junction near Brownhills. Only a small section of the canal is included inside the AAP area boundary, extending from the northern end of Old Heath Road up to the Qualcast Road bridge.
- 3.25.2 The canal passes through Zone 1 and the northern end of Zone 3 before terminating at the Horseley Fields junction outside the AAP area boundary in the Union Mill Conservation Area. The land either side of the canal is primarily occupied by late 20<sup>th</sup>-century industrial estates with the exception of the 1930s houses around Inkerman Grove and the late 19<sup>th</sup>-century remains of the New Griffin Works in Zone 3.



*Historic Context and Archaeological Potential*

- 3.25.3 The Wyrley and Essington Canal was built to allow transport of coal from coal mines near Wyrley, Essington and New Invention to Wolverhampton and Walsall, but was also used to transport limestone and other goods. William Pitt was appointed as engineer for the construction of the canal, which took place during the late 18<sup>th</sup> century. The act permitting the construction of the canal was passed in 1792 and the canal was open throughout in 1797.
- 3.25.4 In common with other canals in the Midlands, the Wyrley and Essington Canal was built as a 'narrow' canal, that is, able to take narrowboats approximately 70 feet by 7 feet. The canal is also defined as a contour canal in that it follows the ground level and twists and turns in order to avoid any gradients, and thus the need for locks. Some of the bends have been straightened over the years, following mining subsidence.
- 3.25.5 The 1887-8 O.S. map shows that in the late 19<sup>th</sup> century the southern side of this stretch of the canal was lined by works buildings (Zone 3) but the northern side remained largely undeveloped with the exception of a group of terraced houses in the area of what is now Wyrley Street and Alma Street. This remained the case until the mid-late 20<sup>th</sup> century when the former open space either side of the canal was developed with housing and modern industrial estates. Qualcast Road and bridge were built in the late 20<sup>th</sup> century, further altering the setting of the canal.
- 3.25.6 A small number of canal basins formerly extended from both sides of the canal, and are now infilled. Some of these structures may survive. Various industries operated from wharves along the canal and significant archaeological remains of some of these sites may survive (as discussed in the sections covering the individual character zones adjoining the canal).

*Existing Designations*

- 3.25.7 There are no statutorily or locally listed buildings in Zone 30. The south-western end of the canal from the Horseley Fields junction up to Qualcast Bridge is

included in the Union Mill Conservation Area but this stretch of the canal lies within the City Centre AAP area.

*Other Buildings and Sites (Categories 1-3)*

- 3.25.8 It should be emphasised that the canal corridor itself is considered an 'anchor' site [Category 1] (and see section 2.5), and should act as the focal point of any regeneration or redevelopment of the areas alongside it.

**Recommendations**

- 3.25.9 This section of the Wyrley and Essington Canal is not designated as a conservation area and is therefore vulnerable to further change. The modern industrial estates and the construction of Qualcast Road has had a negative impact on the character of the canal but, as identified in the Preferred Options Report, there is potential to improve the existing environs of the canal and enhance its potential as an important green 'corridor' through this extensively developed area.

- 3.25.10 It is strongly recommended that this stretch of the Wyrley and Essington Canal is assessed for possible designation as a conservation area. The designation of the canal as a conservation area would ensure that it is effectively protected and managed. If this stretch of the canal is designated as a conservation area then a conservation area character appraisal and management plan should be produced to provide robust support and justification for decisions made as part of the planning process in relation to development affecting the canal. In addition, it is recommended that a general management strategy for the Wyrley and Essington Canal and its environs is produced.

- 3.25.11 The canal should not be seen in isolation, but in context with the wider network of canals in the Black Country. It is therefore advisable that a Management Strategy for the whole of the Black Country's canal network is produced. This would provide an integrated strategy for the canals and ensure that opportunities and constraints are identified at an early stage and that proposals for canal-side redevelopment or regeneration are fully considered as part of a

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wider 'master plan'. The Management Strategy could also support aspirations for World Heritage Site status for the Black Country's canal network.

### **3.26 Zone 31: The Birmingham Canal (Wolverhampton Level)**

- 3.26.1 This zone comprises the Birmingham Canal, which runs through the Bilston Corridor AAP area from the Horseley Fields Junction at the northern end in Zone 4 to Hills Bridge, Biddings Lane, at the southern end in Zone 21. Just before Hills Bridge the canal branches off to the east and runs along the AAP boundary through Zones 21 and 22; the branch then continues south beyond the AAP boundary and terminates at a canal basin beside the British Waterways Board Maintenance Yard near Cross Street.
- 3.26.2 From Horseley Fields Junction up to Ettingshall Road at the southern end of Zone 3 the canal is flanked by mostly late 20<sup>th</sup>-century industrial estates with the exception of the late 19<sup>th</sup>-century works in Zone 4 and Zone 9 and the cleared sites on the western side of the canal (Zone 8 and Zone 11). Further south beyond Ettingshall Road the canal follows the southern boundary of the large cleared site around Ward Street (Zone 13) beyond which it runs alongside a large residential area in Zone 18. The canal is roughly parallel with the railway through the southern half of Zone 18, where an area of undeveloped land remains between the canal and the railway.
- 3.26.3 In Zone 19 further industrial buildings flank the canal but the branch running east through Zones 21 and 22 has a more rural setting. This eastern branch of the canal runs alongside a number of housing estates through Zone 21 but these are primarily situated on the southern side of the canal outside the AAP boundary while the northern side remains largely undeveloped. East of Dudley Street the canal corridor is again flanked by industrial buildings.





#### *Historic Context and Archaeological Potential*

- 3.26.4 The plan to construct the Birmingham Canal was first discussed at a public meeting in Birmingham on 24th January 1767 held by a number of prominent Birmingham businessmen, including Matthew Boulton and others from the Lunar Society. The canal was to run from Birmingham to the Staffordshire and Worcestershire Canal near Wolverhampton, taking in the coalfields of the Black Country. The canal engineer James Brindley was commissioned to propose a route and came back with a largely level route via Smethwick, Oldbury, Tipton, Bilston and Wolverhampton to Aldersley.
- 3.26.5 An Act of Parliament to allow the building of the canal was passed on 24th February 1768 and in 1770 work started towards Wolverhampton. The canal was completed in 1772, when it was joined to the Staffordshire and Worcestershire Canal at Aldersley Junction via another 20 locks (these were increased to 21 locks in 1784 in order to save water). Brindley died a few days later. The canal

measured 22 miles and 5 furlongs and mostly followed the contour of the land, with deviations to factories and mines in the Black Country and Birmingham.

3.26.6 The setting of the stretch of canal running through the Bilston Corridor AAP area has changed dramatically through the 20<sup>th</sup> century as former open ground and colliery land was developed with large industrial works.

3.26.7 A large number of canal basins formerly extended from both sides of the canal, and are now for the most part infilled. Some of these structures may survive. Various industries operated from wharves along the canal and significant archaeological remains of some of these sites may survive (as discussed in the sections covering the individual character zones adjoining the canal).

#### *Existing Designations*

3.26.8 There are no statutorily or locally listed buildings in Zone 31.

#### *Other Buildings and Sites (Categories 1-3)*

3.26.9 It should be emphasised that the canal corridor itself is considered an 'anchor' site [Category 1] (and see section 2.5), and should act as the focal point of any regeneration or redevelopment of the areas alongside it.

#### **Recommendations**

3.26.10 The potential to enhance the canal corridor and to focus new development around it has already been identified in the Preferred Options Report. It is strongly suggested that this stretch of the Birmingham Canal within the Bilston Corridor AAP boundary is assessed for possible designation as a conservation area. The designation of the canal as a conservation area would ensure that it is effectively protected and managed. If this stretch of the Birmingham Canal is designated as a conservation area then a conservation area character appraisal and management plan should be produced to provide robust support and justification for decisions made as part of the planning process in relation to

development affecting the canal. In addition, it is recommended that a general management strategy for the Birmingham Canal and its environs is produced.

3.26.11 The canal should not be seen in isolation, but in context with the wider network of canals in the Black Country. It is therefore advisable that a Management Strategy for the whole of the Black Country's canal network is produced. This would provide an integrated strategy for the canals and ensure that opportunities and constraints are identified at an early stage and that proposals for canal-side redevelopment or regeneration are fully considered as part of a wider 'master plan'. The Management Strategy could also support aspirations for World Heritage Site status for the Black Country's canal network.

## 4.0 INTENSIVE AREA ASSESSMENT

### 4.1 Introduction

- 4.1.1 The Intensive Area Assessment (IAA) comprised a more detailed assessment of the areas identified during the EAA as having significant heritage value and a high sensitivity to change.
- 4.1.2 Each zone studied as part of the IAA is described below under the following headings:
- Summary Description
  - Historical Background
  - Architectural and historic character
  - Townscape value
  - Archaeological potential
  - Existing designations
  - Anchor Buildings and Sites (Categories 1-3)
  - Negative features
  - Sensitivity to change
  - Recommendations
  - Recommendations for designation
- 4.1.3 The zones are identified by numbers 1-31, as shown on **Fig. 1**.
- 4.1.4 Digital photographs are embedded within the text in this section. These include representative images of each zone (the number of images depending on the size and/or complexity of the zone) and photographs of the identified anchor buildings.
- 4.1.5 Detailed recommendations for each zone are made in relation to the significance of the heritage value of each respective zone and how the different elements which make up this value could be drawn upon and integrated into proposals for redevelopment and regeneration.

## **4.2 Zone 4: Walsall Street/Commercial Road (including part of Zone 31 – Birmingham Canal: Chillington Wharf to Horseley Fields)**

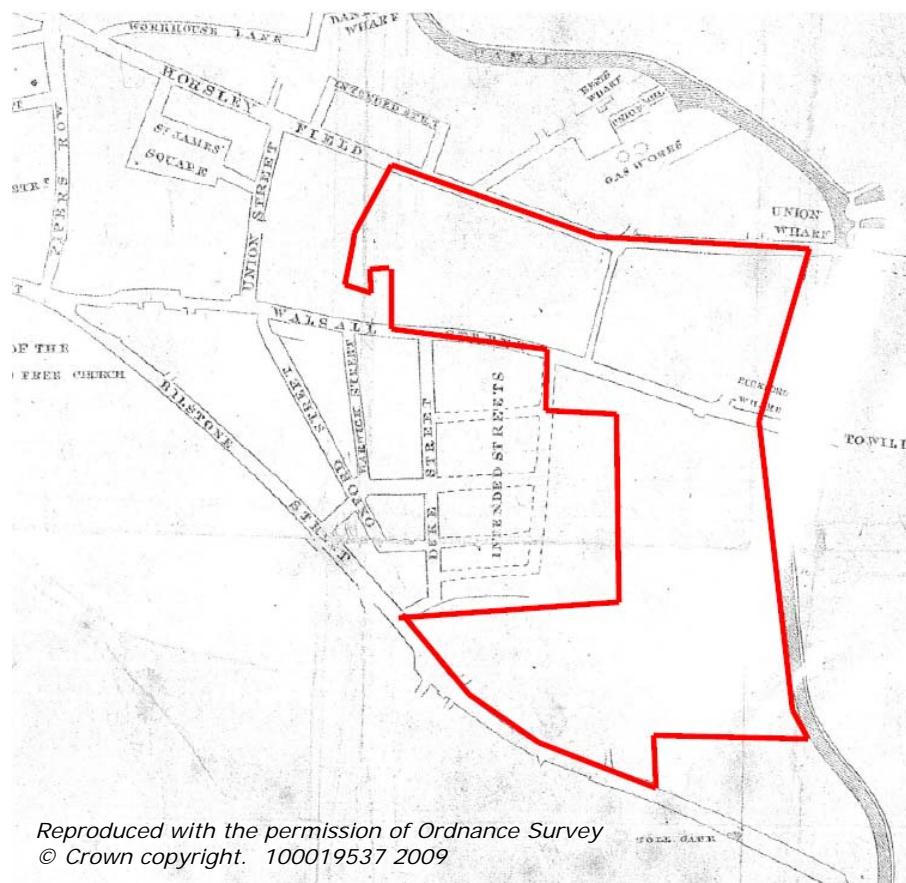
### *Summary Description*

- 4.2.1 Zone 4 retains a number of historic industrial and other buildings including the locally listed Crown Nail Works and the attractive Harp Inn on Walsall Street. The numerous late 19<sup>th</sup>- and 20<sup>th</sup>-century industrial buildings are grouped together around a network of roads adjoining the canal and are similar in scale and materials, giving the area a unified character. The industrial area ‘wraps around’ three sides of a 1930s residential estate (Zone 5) which replaced a 19<sup>th</sup>-century development of court housing.
- 4.2.2 The area is bounded by Horseley Fields to the north and the canal to the east, although part of the zone covers land to the east of the canal north of Walsall Street. The southern boundary separates the zone from modern car sales developments on Bilston Road while the western boundary runs along Bilston Road, Sharrocks Street and Commercial Road, before turning west along Walsall Street and north along Mary Ann Street.
- 4.2.3 Zone 4 was selected for intensive assessment because it fulfilled the following criteria (ref Section 2.2.8 of this report):
- Historic significance: the zone has clear historic industrial significance, particularly in its relationship to the canal.
  - Local distinctiveness: the zone forms a discrete canal-side industrial area.
  - Townscape value: the zone has a number of significant buildings and a coherent historic street pattern.
  - Sensitivity to change: the zone may be likely to suffer from piecemeal alteration and demolition as well as potential impact from redevelopment of the former Minerva Works site. A number of the zone’s buildings are disused and, while on the Local List, are not protected by conservation area designation.

- 4.2.4 The stretch of the Birmingham Canal between Chillington Wharf and Horseley Fields (extending along the eastern edge of Zone 4) has been assessed in conjunction with Zone 4 because it is intimately connected to its industrial development.

*Historical Background*

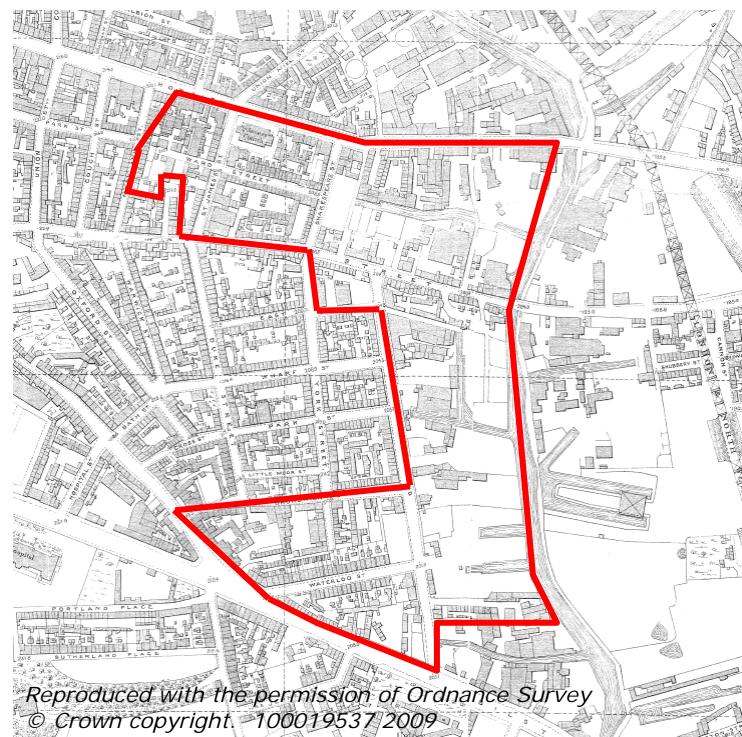
- 4.2.5 The area around Commercial Road developed after the opening of the Birmingham Navigation Canal in 1772. Commercial Wharf opened in c.1802 and Commercial Road itself was established in c.1850.
- 4.2.6 Wallis's map of 1827 shows that the grid of residential streets in Zone 5 was in the process of being laid out at this time, but other than Pickford Wharf on the north side of Walsall Street nothing is shown within Zone 4. By 1850, however, Bridgen's map shows that St. James Street and Shakespeare Street had been laid out north of Walsall Road and a few buildings had been constructed including St. James's Church (since demolished and replaced by a 20<sup>th</sup>-century industrial premises). Two or three canal wharves are depicted and Navigation Street had been partly established.



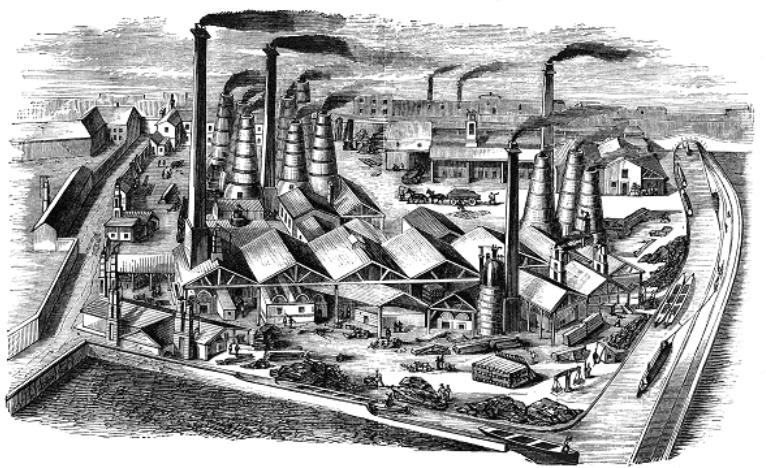
1827 O.S. map

- 4.2.7 In the second half of the 19<sup>th</sup> century the area became a hive of industrial activity linked to the canal. In tandem with this development (and in fact just preceding it) was the development of the residential area around Duke Street and Wharf Street, which was firmly established by the late 19<sup>th</sup> century with densely-packed court housing (cleared and replaced in the 1930s (Zone 5)). Residential and industrial uses subsisted side by side, many of the occupants of the courts no doubt employed at the various works and wharves.
- 4.2.8 By 1871, the wharves between the canal and Commercial Road had been developed further, as had the area north of Walsall Street. Here, the large canal basin associated with Pickford's Wharf (opened in 1821) extended parallel to the street and served various industries alongside it. Large-scale industrial buildings including the Minerva Iron and Steel Works north of the basin (founded in 1857 by Isaac Jenks, later mayor of Wolverhampton), and the Bridge Iron Foundry (run by Thomas Bridges & Sons, producing castings for machinery and steam engines) at the corner of Horseley Fields and Minerva Lane. The Atlas Iron

Works, owned by John Whitehouse, operated from the next wharf on the northern side of the basin, specialising in ironwork for ship builders and riggers.



1871 O.S. map

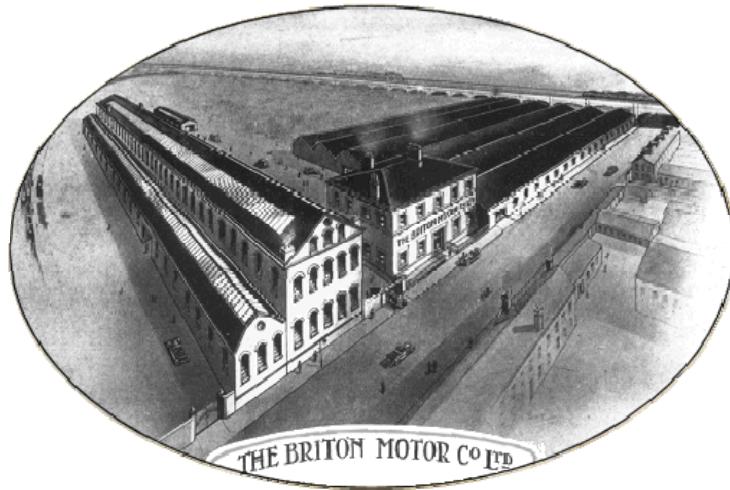


Minerva Works in 1872  
(Wolverhampton History and Heritage Society Website)

- 4.2.9 Smaller buildings stood on the street frontage, and a mix of workshops and court housing lay north of the basin. Town Warf stood halfway along the southern side of the basin, with its own coal yard. In the 1960s F. J. Evans coal

merchants were based there. Between it and Minerva Lane, in the late 19th century, was a brick works. Another large canal basin to the south, part of which survives today, extended west almost to Commercial Road and there were three others to the south (the largest just outside the southernmost part of the zone).

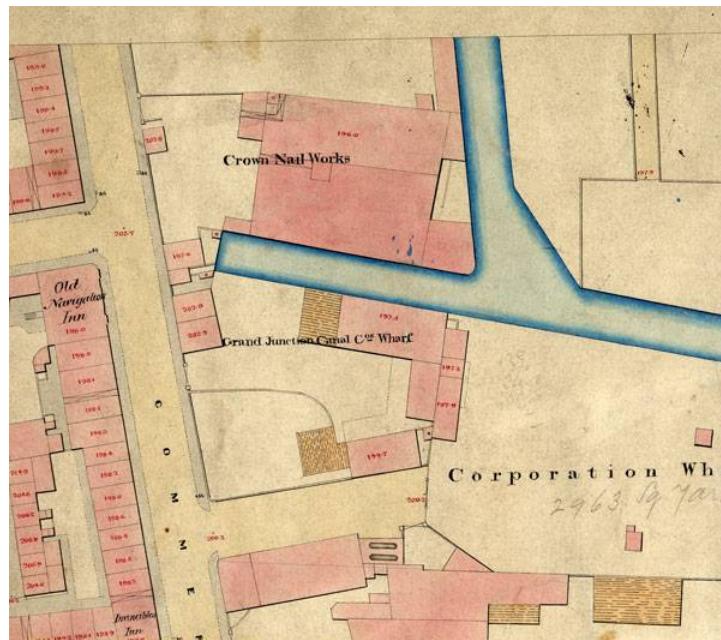
- 4.2.10 The area between the canal and Lower Walsall Street, east of Minerva Lane, was in 1824 occupied by the northern part of the Shrubbery Iron Works, founded by George Benjamin Thorneycroft and his brother Edward. The 1870s recession caused problems for the company and the works closed in 1877, leaving the site derelict. In 1912 the Briton Motor company purchased the six-acre site north of Lower Walsall Street and built a small new car factory, which in part still stands on the Lower Walsall Street frontage. This was sold in 1922 to A. J. Stevens & Company (1914) Limited, manufacturers of motorcycle sidecars. Substantial new buildings were added, and the factory grew to cover the whole site as it does today.



Lower Walsall Street Works in 1915  
(*Wolverhampton History and Heritage Society Website*)

- 4.2.11 The company expanded on the site and began to manufacture wireless receivers up until 1928. In 1927 they began producing car bodies for car manufacturers Clyno. The company went into voluntary liquidation in 1931, the site being sold to Ever Ready and used for the manufacture of torches. The works eventually closed in 1990 and the site became used as a small industrial estate.

- 4.2.12 Between the canal and Commercial Road, a large power station was built in 1894 to supply Wolverhampton. Thomas Parker designed and installed the equipment, A. P. Brevitt was the architect, and H. Willcock the builder. The power station, built at a cost of £32,000, was officially opened on Thursday 30<sup>th</sup> January, 1895. The opening ceremony was performed by the famous 19<sup>th</sup>-century physicist and electricity expert Lord Kelvin, President of the Royal Society. The power station was coal-fired and depended upon the canal for its supply.
- 4.2.13 When it first opened it supplied an area of roughly 5 square miles using rope-driven, direct current generators which were shut down at night, when the town was supplied from a 9,000 ampere hour battery. The power station was directly connected to the Town Hall, where the vault under the sessions court contained a switching station. From there it went to distribution stations at the Art Gallery and the Free Library.
- 4.2.14 In 1908 extensions to the boiler house and engine room were officially opened. The new buildings were constructed by local builder H. Gough. The station was used for a remarkably long time but was shut down in the late 1970s, and a local landmark, the cooling tower, was demolished. The power station was the only single-tower power station in the midlands.
- 4.2.15 North of the power station was the Crown Nail Company. Originally the Crown Nail & Stamping Company, this business was established in about 1850, the date of the oldest building on site purpose-built for the company. It was run by Paul Bedford Elwell who took out a patent for nail-making machinery (much of it surviving on the site in 2005) in 1876. In the early years of the 20<sup>th</sup> century the central building with a Belfast roof was added. During the First World War the company supplied all of the tacks that were used to hold the fabric to the wooden framework of early military aircraft. The company had become the last surviving tack manufacturer in the country, but in 2004 the decision was taken to end production and the works closed in December of that year.



1871 map extract  
(Black Country History Website)

4.2.16 The Patent Tip and Horseshoe Company was situated immediately to the south of the Crown Nail Works, and was also established by Elwell in the early 1870s. Elwell took out a patent in 1878 for shoe tips, and another in 1879 for Venetian blinds. In 1882 he purchased part of the large factory that stood on the corner of Lower Walsall Street and Commercial Road, on the north side of the Crown Nail Company's works. In 1890 the factory on the corner of Commercial Road and Lower Walsall Street was sold to the Electric Construction Corporation. The E.C.C. continued to use the works for some time, the factory remaining in the company's ownership until 1895 when the buildings were sold to Thomas Brotherton and Francis Simms.

#### *Architectural and historic character*

4.2.17 The distinction between the industrial area (Zone 4) and the residential area (Zone 5) was clearly defined in the 19<sup>th</sup> century and remains so today. The industrial use of the area has continued along with the maintenance of the distinction between housing and industry between Zones 4 and 5. The historic street pattern and general form and historic use of the area largely survive, giving the zone a continuity of land use since the mid-late 19<sup>th</sup> century.

- 4.2.18 The zone comprises a mix of late 19<sup>th</sup>-, early 20<sup>th</sup>- and mid to late 20<sup>th</sup>-century buildings. Most buildings are of one or two storeys and industrial/functional in character with little architectural detailing apart from some notable exceptions, including the locally listed Crown Nail Company offices on Commercial Road, which has rows of attractive round-arched windows picked out in blue brick detailing, and a dentilled eaves cornice.
- 4.2.19 The north-west corner of the area either side of Ward Street primarily consists of mid to late 20<sup>th</sup>-century industrial buildings. While these are not individually of any intrinsic architectural merit they give the area a unified character and strong streetscapes with continuous modestly-scaled built frontages. This area also contains a (locally listed) late 19<sup>th</sup>-century former malthouse.
- 4.2.20 Adjoining this area to the east is a large area bisected by Minerva Lane. Buildings here are primarily mid to late 20<sup>th</sup>-century industrial, built over the site of various 19<sup>th</sup>-century works. West of Minerva Lane there are large modern industrial units behind the street frontage, which continue through to Horseley Fields. However, the smaller earlier buildings that front onto Walsall Street create an attractive and varied (if short) built frontage consisting of the Crosbie Coatings Ltd. buildings and the Harp Inn. The public house and the smaller scale of the frontage buildings give the street an almost domestic character, which provides visual interest.



*Walsall Street: The Harp Inn (left) and Crosbie Coatings Ltd (right)*

- 4.2.21 On the east side of Minerva Lane, there is a group of early/mid 20<sup>th</sup>-century relatively small-scale industrial buildings, one with a curving façade to the corner

of Minerva Lane, which adds some character to the street frontage. Behind these the vestigial remains of the 19<sup>th</sup>-century Pickford's Wharf canal basin survive along with an inter-war canal basin; the Minerva works was demolished and a new basin erected by the canal company in the 1930s. The northern part of the site, stretching from the new basin to Horseley Fields, became known as Minerva Wharf, and was acquired by the Wulfruna Coal Company in the 1930s.

- 4.2.22 On the Horseley Fields frontage is a row of attractive one- and two-storey brick inter-war offices for the Wulfruna Coal Company, linked by a brick boundary wall. Somewhat remarkably given their context, the simple and stripped down architectural character of the two buildings to the east has an almost Soanean quality which makes them particularly distinctive in the street scene.



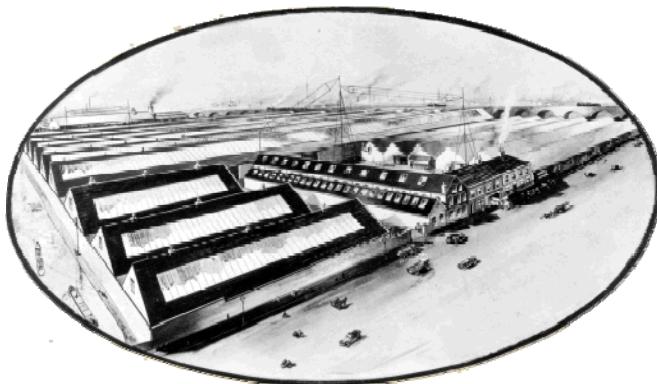
*Boundary wall to Minerva Lane*



*Wulfruna Coal Co. offices*

- 4.2.23 The narrow and twisting Minerva Lane has a strong sense of enclosure, with a high brick wall in English Bond brickwork bounding part of its eastern side. This is an important historic feature of the lane.
- 4.2.24 On the east side of the canal, the surviving buildings of the Briton car factory stand on the Lower Walsall Street frontage. These, although altered to their detriment, make a good continuous built streetscape in combination with the railway bridge and canal to either side. Behind them the rest of the site extends back with the inter-war factory buildings, originally of A.J. Stevens and Company. These buildings cover virtually the whole site and are built in parallel ranges with pitched roofs and prominent roof vents – these are a characteristic view adjoining the railway when approaching Wolverhampton by train. Views

north along the canal from the Walsall Street road bridge also have a strong canal-side industrial character created by the gable ends of these ranges.



The A.J.S. Works

(*Wolverhampton History and Heritage Society Website*)

- 4.2.25 South of Walsall Street between the canal and Commercial Road, there is a mix of late 19<sup>th</sup>- and early 20<sup>th</sup>-century industrial buildings surrounded by associated private car parking. These include the locally listed Crown Nail Works buildings, which are an important early survival in the area. The line of the former Commercial Wharf canal basin has been preserved in the sloping driveway into the site just south of the offices on the Commercial Road frontage.
- 4.2.26 South of here the former power station forms the focus of an important view east along Sharrocks Street. South of Sharrocks Street are mid to late 20<sup>th</sup>-century industrial buildings, of similar scale to the rest of the area but forming a group of less visual and historic interest. These were built on the site of an inter-war chemical works and 19<sup>th</sup>-century terraced housing.



- 4.2.27 A number of early street names (comprising black ‘tiles’ with white lettering) survive on the side of buildings and walls, for instance Navigation Street and Lower Walsall Street. These should be preserved.



- 4.2.28 The area and some of its buildings also have locally important historical associations. Paul Bedford Elwell, who established the Crown Nail Works and the Patent Tip and Horseshoe Company, is important to Wolverhampton’s industrial heritage. He went into partnership with Thomas Parker (who established the power station on Commercial Road in 1894) to form the first electrical manufacturing business in the midlands and in 1883, the company designed, built and installed dynamos and electric lighting for the Trafalgar Collieries in the Forest of Dean, the first underground electrical installation in the country, and possibly the world.

- 4.2.29 The section of canal that runs along the eastern side of this area is integral to the historic character of the area and plays a key role in defining the zone as a distinct and coherent industrial development. Without the canal the zone would not have developed as it has. With the substantive functional and then physical loss of the wharves and basins some of this historic relationship has been fragmented, leaving the canal a little isolated from the industrial area it once intimately served. Buildings for the most part face out from the canal towards the street frontages. While this has historically been the case, as the canalside was lined with busy working wharves serving the buildings, the loss of this function now divorces the canal somewhat from the area’s buildings. However, there is clear potential to develop and improve upon this relationship.

- 4.2.30 The stretch of the Birmingham Canal included in the intensive area assessment begins at Chillington Wharf, marked by the Grade II listed canal railway interchange basin, a possibly unique survival complete with canopy. The basin is connected to the Wolverhampton Level of the Birmingham Canal via a narrow

channel under a towpath bridge and originally served the Chillington Iron Company, but was rebuilt by the LNWR in 1902.



- 4.2.31 The towpath bridge itself is an attractive feature of the canal and there are impressive views further to the north of the rear of the two long gable-ended ranges of the former power station on Commercial Road. The BOC site on the eastern side of the canal is bounded by a high brick boundary wall, which also contributes to the canal-side industrial character.



- 4.2.32 Beyond Walsall Street Bridge, the canal is framed on the east side by the gable ends of the parallel linked ranges of the former A.J. Stevens works which stand directly on the towpath. These early 20<sup>th</sup>-century ranges with original windows form a continuous built frontage to the canal with a strong canal-side historic industrial character. They also make an attractive group with the towpath bridge just before Horseley Fields Bridge. From this vantage point the remains of the two canal basins into the former Minerva Works site can be seen.



*Townscape Value*

- 4.2.33 The area has a close-knit grid-like feel with buildings forming good visual stops to views along many of its streets. For instance, the former power station with its long horizontal façade and gabled ends behind forms an impressive focus of the view east along Sharrocks Street (in Zone 5), and the Harp Inn forms a good and very different terminus to the view north along Commercial Road. This gives the area a sense of place, and an impression that there is always something else around the corner.
- 4.2.34 The canal forms the focal point of the zone and has influenced the development of the townscape. However, the relationship between the canal and buildings, and the accessibility of the canal, could be improved.

4.2.35 While some buildings have undergone alterations that have reduced their historic character and appearance, they still contribute to the streetscape, for instance, the former Ever Ready Works on Lower Walsall Street. The photographs below show the alterations that have taken place to the detriment of the buildings. However, the group of buildings still forms a strong streetscape standing directly at back of pavement and presenting a long frontage of continuous built form.



*The Ever Ready Works (former Briton Car Company buildings) on Lower Walsall Street, showing the detrimental alterations that have taken place*

(Left: Wolverhampton History and Heritage Society Website)



*The buildings still have streetscape value*

4.2.36 There are good views towards the city centre and the tower of St. Peter's Church west along Horseley Fields. These views would be greatly improved upon by the sensitive redevelopment of the currently derelict wasteland (formerly occupied by iron works) on the north side of Horseley Fields west of the canal (outside the AAP area).



*View west along Horseley Fields*

#### *Archaeological Potential*

4.2.37 Fourteen sites are recorded on the Wolverhampton HER and include standing buildings and other structures such as canal bridges. Other sites relate to the sites of former 19<sup>th</sup>-century industrial works, wharves and the site of St. James's Church (HER 13111). There may be potential for the survival of infilled canal basins in the area.

#### *Existing Designations*

4.2.38 There are no statutorily listed buildings in Zone 4 and no part of the area is designated as a conservation area. However, there is a small number of locally listed buildings:

- Former power station, Commercial Road [1]
- The Crown Nail Company Office, 48 Commercial Road [1].
- Former malthouse, No. 16 Ward Street. Simple gabled two-storey rectangular brick building with six timber louvred openings in the east elevation. The slate roof has a large timber louvre along its ridge, also slate covered. The upper malting floor and some of the original fixtures survive. Thomas Williams, maltster, is listed in trade directories for 1860 and 1873 and this building probably dates from the 1860s. It is currently now used as part of the premises of a funeral director.



#### *Other Buildings and Sites*

4.2.39 The following individual buildings and sites also make a positive contribution to the character area for the reasons given:

4.2.40 Harp Inn, Walsall Street [2,3] \*

There was a public house on this site in the late 19<sup>th</sup> century. The present building is a replacement by A.T. and Bertram Butler, with a striking 1930s neo-Georgian frontage and was presumably rebuilt contemporaneously with the 1930s housing development. It makes a good focal point in the view north along Commercial Road. It also contributes to the interesting streetscape along Walsall Street, and helps to link the late 19<sup>th</sup>- and early 20<sup>th</sup>-century industrial buildings with the later 1930s housing development adjoining it.



#### 4.2.41 Hydrafit Works, St James Street [3]

A mid 20<sup>th</sup>-century engineering works on the site of the former Walsall Street School. While the building is not of particular architectural merit and is not so significant that it serves as an 'anchor' building, it addresses the corner well and accords well with the prevailing scale. It has a relationship as a designed corner building with the corner building opposite, 51 Walsall Street, on the corner of Duke Street (and included in Zone 5).



#### 4.2.42 Crosbie Coatings Ltd., 78a Walsall Street [1,2,3]

Tank and Boilerworks pre-1887 – later paint works and steel warehouse, now Crosbie Coatings Ltd. These buildings have strong historic character and interest and make a positive contribution to the streetscape along Walsall Street. This streetscape (along with The Harp Inn) could serve as an 'anchor' for regeneration.



#### 4.2.43 Works, Navigation Street [2,3]

This white-painted brick building is now used as a works but in the late 19<sup>th</sup> century was a school and in the early 20<sup>th</sup> century a Sunday School. The building may have begun its life as either a chapel or a school. The lower half of its large pointed-arched north window has unfortunately been cut away to create a large entrance with steel roller shutter and windows have been replaced, but it creates visual interest, in part because it appears out of context among mid to late 20<sup>th</sup>-century industrial and commercial units. It is shown on the 1871 map and probably originally served the nearby court and terraced housing. The retention and restoration of this building would be of benefit.



#### 4.2.44 Probation Office [1,2,3]\*

##### Wulfruna Coal Company offices, Horseley Fields [1,2,3]\*

Two attractive two-storey brick inter-war offices with hipped roofs and strong architectural detailing, linked by a brick boundary wall, one bearing the remains of a Wulfruna Coal Company sign. The single-storey flat-roofed corner block of the probation office forms a good group and streetscape with these buildings and the group has clear potential to serve as an anchor for regeneration proposals.



#### 4.2.45 Former Briton Car Factory Buildings, Lower Walsall Street [2,3]

While these buildings have been insensitively altered, they still form a good streetscape and comprise a 19<sup>th</sup>-century building (gabled to the street) and adjoining early 20<sup>th</sup>-century car factory ranges. The remainder of the factory site behind the street frontage with its long parallel ranges (former A.J. Styevens works) is also of some note, particularly in views from the canalside where the buildings form a continuous built frontage to the canal and have strong canalside historic industrial character.



#### 4.2.46 Building on corner of Minerva Lane/Walsall Street [3]

While not of intrinsic architectural interest, this early 20<sup>th</sup>-century building has historic industrial character and addresses the corner of the lane effectively. While it may not be of enough significance to serve as an 'anchor' in future regeneration proposals, it is of some note and consideration should be given to its future as part of any redevelopment.



#### *Sensitivity to Change*

- 4.2.47 The zone is included (as zone 5) in the Conservation Management Report for All Saints and Blakenhall Community Development Area (Wessex Archaeology 2005). The report concludes that, although in a 'poor condition', the zone is sensitive to further adverse development which would further erode the potential qualities of the canal corridor.

- 4.2.48 The area of the former Minerva Works, accessed from Horseley Fields, is included in the southern area of the Wolverhampton Canalside Quarter. The southern area's future is identified in the Canalside Quarter Implementation Plan (2000) as 'an area of mixed-use activity, combining small-scale residential, leisure and employment uses in a restored fine grained historic environment centred on the canal', with a proposal for a business frontage to Horseley Fields. Proposals also identify the potential of the refurbishment of the Minerva Wharf and two canal basins. Minerva Wharf is identified in the same document as having potential for industry/workshops – enhanced by the relocation of the coal yard. This may have implications for the attractive Wulfruna Coal Company offices on Horseley Fields (recommended for local listing below).
- 4.2.49 Policy CC12: Canalside Quarter of the Wolverhampton UDP refers to Commercial Wharf as having the potential for redevelopment with industry/workshops and canal-related uses.
- 4.2.50 In the Black Country Core Strategy Preferred Options (March 2008) the site falls within two proposed options. Option One is to create 'Wolverhampton Urban Village – 4,000 affordable homes and a new centre. Option Two is for 'aspirational' canal-side suburbs including 3,600 family homes. This area is blighted to a certain extent by the large HSE consultation zone for the British Oxygen site, which may well restrict regeneration opportunities.
- 4.2.51 It is clear that this area may be at risk from significant change, albeit the Canalside Quarter Plan recognises the need to restore the historic environment. This area clearly has a relatively high degree of sensitivity to change which could further fragment its historic character.
- 4.2.52 Some of the area's most important buildings, including the locally listed former power station and Crown Nail Works are vulnerable as they are not protected through inclusion in a designated conservation area.

## Recommendations

- 4.2.53 This zone has a degree of historic significance and character, which is heightened by its relationship with the canal. This relationship could be improved upon by restoring the visual and even functional links with the canal and by promoting the canal as a focus for sensitive regeneration.
- 4.2.54 The report produced by Wessex Archaeology (2005) on the All Saints and Blakenhall Community Redevelopment Area recommends that a detailed assessment and historical analysis be carried out of the former power station on Commercial Road prior to the determination of any future proposals for its redevelopment. This is important and efforts should be made to retain, restore and reuse this building as part of any redevelopment plans for the area.
- 4.2.55 The area has strong historic industrial character and good historic associations for the city, and it is considered that the area has a large amount of potential to play an important role in plans for regeneration of the area.
- 4.2.56 The most important parts of the zone in historical and architectural terms are the area between Commercial Road and the canal and the area north of Walsall Road and Lower Walsall Road as far west as Shakespeare Street. East of this the buildings are generally later and of less historic character, although as an industrial streetscape they make their own group contribution.
- 4.2.57 If the Minerva Works site is to be regenerated the street pattern should be retained (including Minerva Lane with its boundary wall). It will be important to retain the Wulfruna Coal Company offices on Horseley Fields.
- 4.2.58 In the event of large-scale redevelopment and regeneration of this area, it is recommended that a detailed archaeological assessment be made of the area to appraise its potential for significant surviving remains. There may be potential to integrate interpretation materials on the history and archaeology of the area as part of regeneration proposals, centred around its canal-side industries and surviving historic buildings.

*Recommendations for Designation*

- 4.2.59 The stretch of the Birmingham Canal Wolverhampton Level between Chillington Wharf and Horseley Fields is of particular interest for the quality of its historic built environment and canal-side features. North of Horseley Fields the canal lies within the Union Mill Conservation Area within the City Centre AAP boundary, as does part of the Wyrley and Essington Canal which branches off to the north-east.
- 4.2.60 Given the high quality of the historic built environment of the Chillington Wharf-Horseley Fields stretch of the canal, and its overall positive contribution to the townscape of this area, it is recommended that the Council consider its designation as a conservation area. It is also recommended that the boundaries of the conservation area include the area of land between Commercial Road and the canal so that the locally listed former power station and Crown Nail Works are included (and therefore given additional protection). The potential designated area should also include the remains of the canal basins on the former Minerva Works site, and consideration might also be given to the inclusion of all or part of the former A.J. Stevens/Briton Car Company site.
- 4.2.61 It is recommended that the Council consider adding the Harp Inn and Wulfruna Coal Company Offices, Horseley Fields, to the Local List.

#### 4.3 Zone 9: Central Trading Estate

##### *Summary Description*

- 4.3.1 Central Trading Estate occupies a triangular shaped area of land bounded by Cable Street on the northern side and by Major Street on the western side. The Birmingham Canal forms part of the eastern boundary of the site and an area of cleared land formerly occupied by a chemical works lies to the south-east. South of the site there is a large playing field adjacent to Major Street.
- 4.3.2 The cleared land on the northern side of Cable Street (defined as Zone 8 in the Extensive Area Assessment (EAA)) is currently awaiting development. Much of Zone 9 is concealed in views from the road by a row of predominantly red brick late 19<sup>th</sup>-/early-mid 20<sup>th</sup>-century buildings, some of which were constructed when the site was in use as the Victoria Iron Works, and by a modern wall and fence enclosing the western end of the site.
- 4.3.3 Zone 9 was selected for intensive assessment because it fulfilled the following criteria (ref. Section 2.2.8 of this report):
- Historic significance: the zone has historic industrial significance and retains historic industrial buildings.
  - Local distinctiveness: the zone forms a discrete industrial area and contains a distinctive style of historic industrial building.
  - Townscape value: the zone has a number of significant buildings and retains elements of a historic street frontage along Cable Street.
  - Sensitivity to change: the zone may be likely to suffer from further piecemeal alteration and demolition as well as potential impact from redevelopment of the site on the north side of Cable Street (Zone 8).

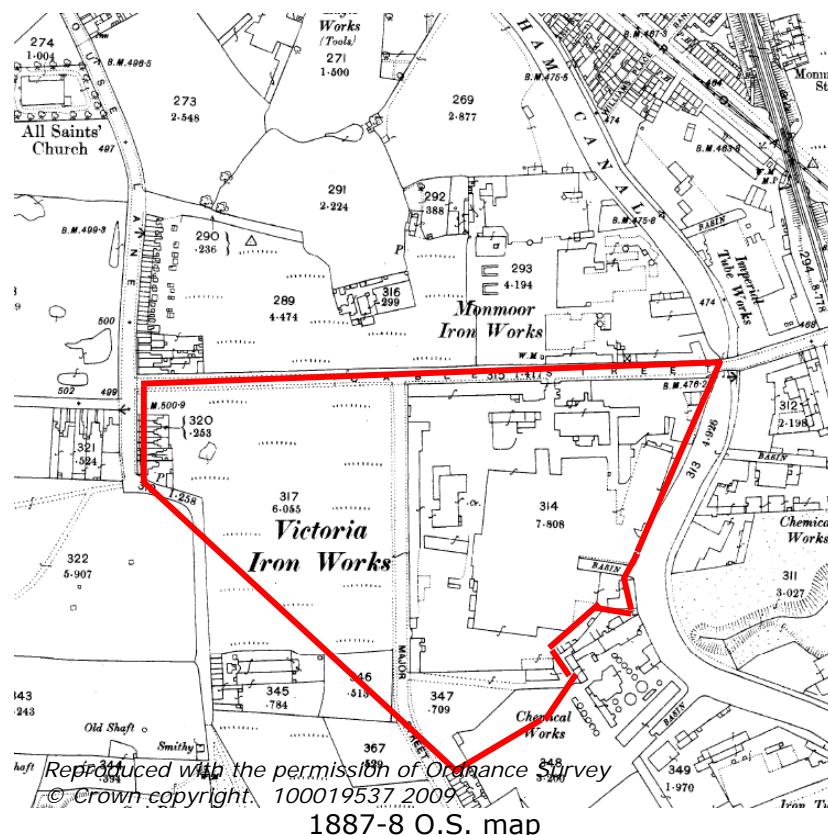


- Zone 9
- AAP boundary
- Anchor Site (Category 1)
- Site (Categories 2 & 3)
- Building (Categories 2 & 3)
- Significant view

See 2.4 for definitions of Categories 1-3

### *Historical Background*

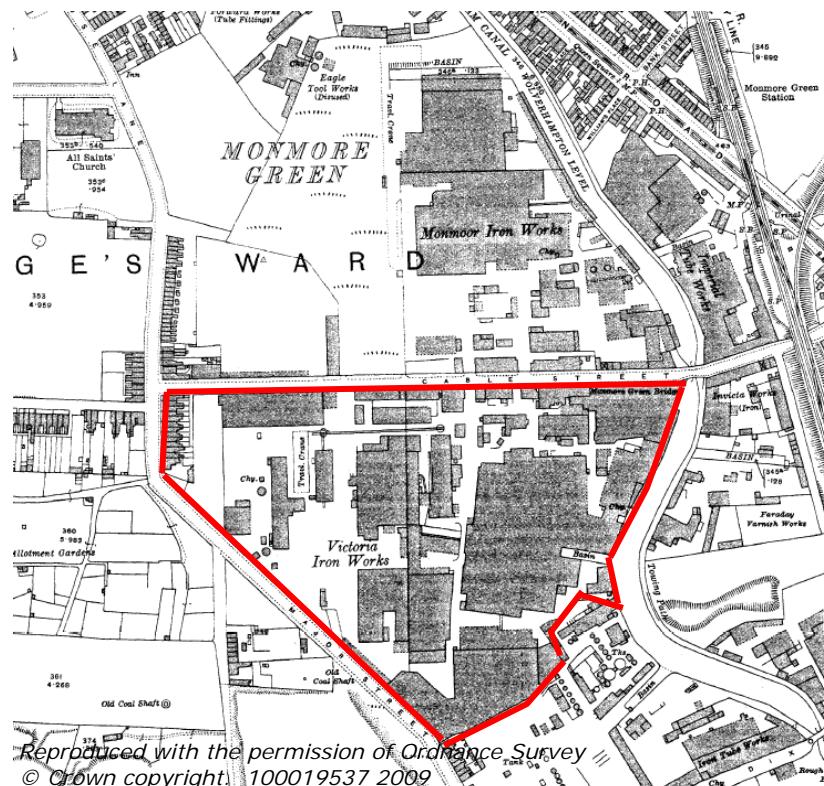
- 4.3.4 The Victoria Iron works was established by William Bayliss in 1826 on a large plot of wasteland (formerly part of colliery land) in Cable Street. The works produced iron products including sheep hurdles, railings, gates, stable fittings, ornamental ironwork and chains for mining and shipping. William later joined forces with his brother's firm, forming W. & M. Bayliss of Victoria Works, Monmore Green and Providence Works, Darlaston, with a London office at Eastcheap. In 1859 they were joined by Edwin Jones; the partnership then became Bayliss, Jones and Bayliss. In 1896 the company purchased the Monmore Ironworks on the other side of Cable Street, which included rolling mills and puddling furnaces.
- 4.3.5 The 1887-9 O.S. map shows that only the eastern side of the existing site had been developed as the Victoria Iron Works by this date with Major Street forming the western boundary of the works. The Monmore Iron Works on the opposite side of Cable Street had also been established by 1887-9 but it was a further ten years before this site was purchased by Bayliss, Jones and Bayliss of the Victoria Ironworks.



4.3.6 The 1902-3 O.S. map shows that Major Street had been reconfigured to link to Steelhouse Lane by this date and Victoria Iron Works had expanded west of the former line of Major Street onto open grass land depicted on the 1887-9 map. The Monmore Iron Works on the opposite side of the road had also been extended, occupying more space to the west and north. By 1919 the Victoria Iron Works occupied the majority of the existing plot with four new buildings constructed around a travelling crane in the western part of the site.

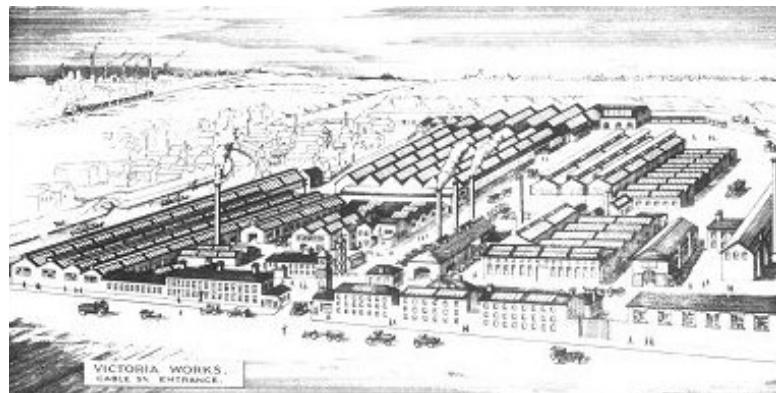


1902-3 O.S. map



1919 O.S. map

- 4.3.7 After 1896 Bayliss, Jones and Bayliss was sold and from 1922 became a subsidiary of G.K.N. but retained its own name. In 1927 and 1928, a new screw rolling shop opened, the bolt works were reorganised to make production more efficient and a new mill for the conversion of billet into bar, opened at Monmore Works.
- 4.3.8 Drawings of Cable Street from 1928 of the Victoria Works show that the site had a continuous row of single-, two- and three-storey buildings fronting Cable Street. The main entrance was situated adjacent to No.53 Cable Street, as is the case today, and was marked by a grand clock tower attached to No.53.



1928 drawing of Victoria Works

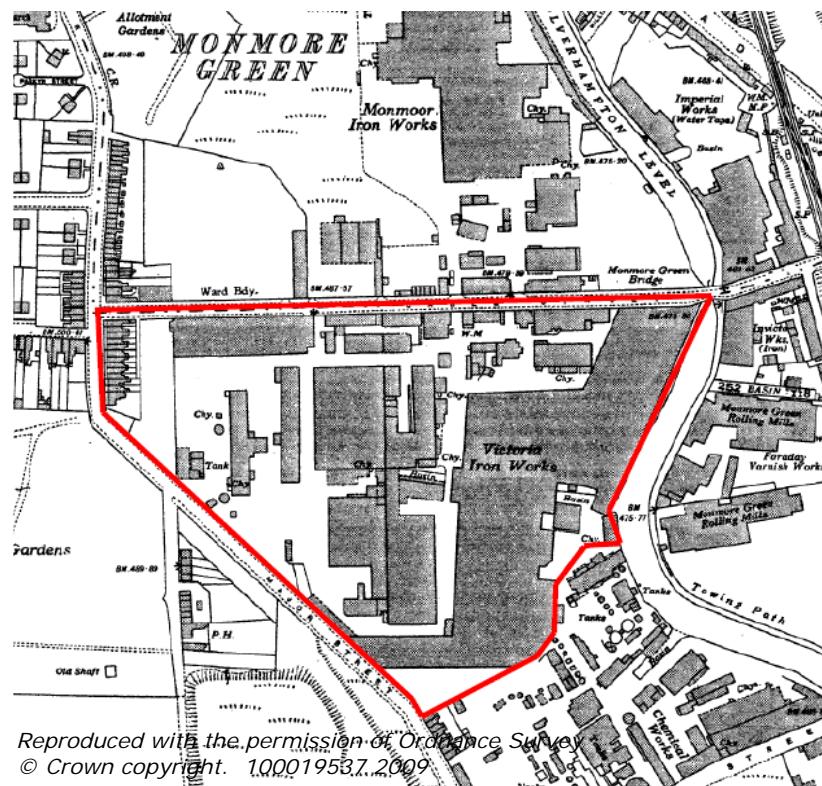
(*Wolverhampton History and Heritage Society Website*)



1928 drawing of Cable Street

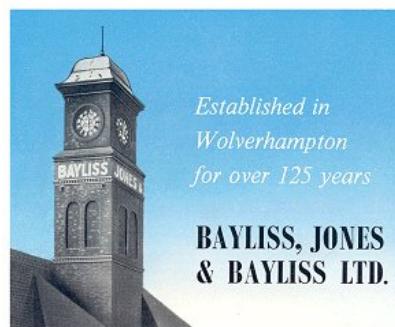
(*Wolverhampton History and Heritage Society Website*)

- 4.3.9 Between 1919 and 1938 the buildings on the eastern side of the site and those at the southern end adjoining Major Street were either demolished and replaced or substantially remodelled to form a single complex of buildings between Cable Street and Major Street. A number of buildings on the western side of the site were extended during this period but a large area of land between the westernmost works buildings and a row of terraced houses fronting Steelhouse Lane remained undeveloped.



1938 O.S. map

- 4.3.10 By the mid 1950s Bayliss, Jones and Bayliss employed around 1,500 people and the factory complex included tennis courts, a bowling green, a netball court, a sports ground, football and hockey pitches, a cricket ground, and a children's playground; it seems likely that these recreational areas were located on the northern side of Cable Street adjacent to the Monmore Works.



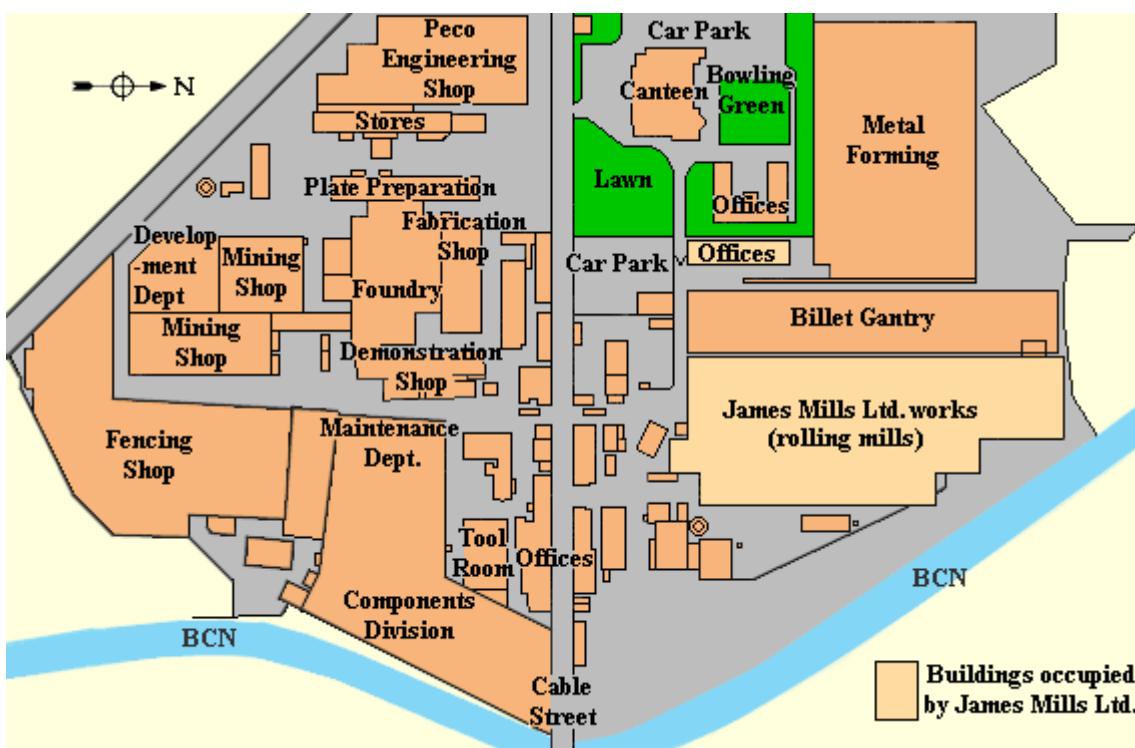
Bayliss, Jones & Bayliss, manufacturers of Bolts and Nuts; Railway Fastenings; Fencing; Gates; Ornamental Ironwork; Fabricated Steelwork; General Forgings and Castings; H.T. & L.T. Line Equipment; Steel Bars & Special Sections.

Head Office: Victoria Works, Wolverhampton. Phone: Wolverhampton 20441  
London Office: 139 Cannon Street, E.C.4. Phone: MAxton House 8524



A 1953 advertisement for Bayliss, Jones and Bayliss  
(*Wolverhampton History and Heritage Society Website*)

4.3.11 In 1968 the factory was reorganised, much of the plant and buildings were brought up-to-date and large sums of money were invested in the site, which became known as GKN Machinery Limited. An extension was added to the southern end of the works and the building fronting Cable Street at the western end of the works on the 1938 map was demolished and replaced by a large warehouse named 'Peco Engineering Shop' on a plan of the GKN Machinery Ltd. works shown below. The adjacent former terraced houses fronting Steelhouse Lane were probably demolished at the same time and replaced by the existing shed and yards.



A map showing the layout of GKN Machinery Limited.

(*Wolverhampton History and Heritage Society Website*)

4.3.12 By 1970 the rolling mills at the works on the northern side of Cable Street were run by James Mills Limited and the Metal Forming Plant Division on this site was producing sophisticated servo-hydraulic control systems. GKN decided to close the steel side of the business in the 1980s and so the works either side of Cable Street were sold.

4.3.13 A number of buildings on the former Victoria Iron Works site were demolished in the late 20<sup>th</sup> century, including the former foundry depicted on the plan above

and the connecting building between the former Maintenance Department and Fencing Shop. Some of the former warehouses may remain beneath modern cladding as the plan form of a number of the buildings on the site has remained the same.

- 4.3.14 The majority of the late 19<sup>th</sup>-/early 20<sup>th</sup>-century Victoria Iron Works buildings fronting Cable Street were demolished and replaced in the mid-late 20<sup>th</sup> century so that only a couple now remain. The buildings on the northern side of Cable Street that once formed part of the same works complex have recently been demolished and the site is currently awaiting redevelopment.

*Architectural and Historic Character*

- 4.3.15 This zone is characterised by a mixture of early and late 20<sup>th</sup>-century industrial buildings as well as a small number of earlier Victorian factory buildings. The roofscape formed by the numerous warehouses is one of the most prominent characteristics of this zone and can be glimpsed in views between the buildings fronting Cable Street and from the towpath of the Birmingham Canal. The surviving early 20<sup>th</sup>-century warehouses are built of predominantly red brick with pitched roofs clad with metal sheets and lined with roof lights. The late 20<sup>th</sup>-century warehouses and possibly some of those dating from the early 20<sup>th</sup> century are clad with pressed steel.



*Pressed steel clad (left) and red brick (right) industrial warehouses at Central Trading Estate*

4.3.16 The buildings fronting Cable Street are of two storeys and are also built predominantly of red brick with a mixture of either slate or machine tile covered roofs. A number of the former Victoria Iron Works buildings fronting Cable Street were demolished during the mid-late 20<sup>th</sup> century but No.53 and No.3 Cable Street are still recognisable as part of the original works. Some of the buildings east of No.3, including No.4, may also date from the early 20<sup>th</sup> century but have been substantially altered by the insertion of replacement windows and by the addition of modern roof coverings; as a result they have lost much of their historic character but still contribute to the visual continuity in the street scene in terms of height, scale and roof form.



*Buildings fronting Cable Street on the eastern side of Zone 9*

4.3.17 Two buildings situated behind the row fronting Cable Street are late 19<sup>th</sup>-/early 20<sup>th</sup>-century in origin but were extended during the mid-late 20<sup>th</sup> century. Nos.9-14 behind No.3 Cable Street is first depicted on the 1887-8 O.S. map and is identified in the Steelhouse Lane and Cable Street Development Brief as a building of townscape value together with No.3 and No.53. No.48-49 is set back from the road on the western side of No.53 and was built between 1887-8 and 1902-3 then further extended during the early and late 20<sup>th</sup> century. Both buildings are constructed of red brick and have hipped roofs in keeping with the style of the buildings fronting Cable Street.

*Townscape Value*

- 4.3.18 Although the former iron works was substantially altered during the mid-late 20<sup>th</sup> century there is still a number of late 19<sup>th</sup>-/early 20<sup>th</sup>-century buildings that provide an important reminder of Wolverhampton's industrial past. The industrial estate retains its historic character of small-scale two-storey buildings fronting Cable Street with large warehouses and factory buildings occupying the industrial site behind. Zone 9 is largely concealed from the road but the glimpsed views of the warehouses between the Cable Street buildings and across the canal add to the industrial historic character of the area.
- 4.3.19 The character of the street frontage to Cable Street has been compromised by the loss of the early 20<sup>th</sup>-century buildings at the eastern end of the road; the gap sites and bland 20<sup>th</sup>-century buildings that now occupy this space have a negative impact on the overall townscape value of the site.

*Archaeological Potential*

- 4.3.20 The Victoria Iron Works is recorded on the Wolverhampton HER (2588), as is the Monmore Green canal bridge at the north-eastern corner of the zone (10737). There may be some potential for survival of archaeological remains of the former iron works.

*Existing Designations*

- 4.3.21 There are no statutorily or locally listed buildings in Zone 9 and no part of the area is designated as a conservation area.

*Other buildings and Sites (Categories 1-3)*

- 4.3.22 While the whole of the industrial estate has significant group and townscape value [1] a small number of individual buildings make a particularly strong contribution to the historic industrial character of the site.

#### 4.3.23 No. 38 Central Trading Estate [2,3]

No.38 consists of a long two-storey warehouse constructed of red brick and with a pitched north-lit roof. The long buttressed elevations are pierced by a row of circular bulls-eye windows just below the eaves. No.38 was built between 1902-3 and 1919 as part of the Victoria Iron Works; the large shed attached to its western side is a later addition that was constructed post-1956, most likely in 1968.



#### 4.3.24 No.47 Central Trading Estate [2,3]

No. 47 is very similar to No. 38, consisting of a long two-storey red brick warehouse with a pitched north-lit roof and bulls-eye windows. The building was constructed as part of the Iron Works between 1919 and 1938.



#### 4.3.25 No. 53 Cable Street [2,3]

This building occupies a prominent position on the east side of the entrance to the site; it is constructed of red brick with bands of blue brick at first- and second-floor level and has a hipped slate roof. No.53 retains some of its original windows but a number of former window openings have been blocked with brick

or concrete blocks. The square red brick block projecting from the roof of No.53 is the base of a former clock tower that is depicted on the 1928 drawings of Victoria Works and the 1953 advertisement above. It seems likely that the eastern half of No.53 incorporates the remains of the adjoining three-storey building depicted on the 1928 drawings.



#### 4.3.26 No. 3 Cable Street [2,3]

No.3 Cable Street was built after No.53 between 1902-3 and 1919; it consists of a red brick building with a blue brick plinth and a hipped slate roof. Its original windows have been replaced and an unattractive flat-roofed extension was constructed on the western side of the building post-1938.



#### 4.3.27 Nos. 9 and 10, Cable Street [2,3]

Nos. 9 and 10 are included on the 1887-8 O.S. map, suggesting that they formed part of the original Victoria Works site. The redbrick buildings have a hipped roof and dentilled eaves and retain two original chimney stacks. The original windows have been replaced and some openings have been blocked or boarded over but the building is still representative of the former iron works and, together with the other surviving works buildings, is important for its group value.



#### *Negative/Neutral Features*

- 4.3.28 The poor condition of No. 53 is a significant negative feature in this zone and its unkempt appearance is made worse by the empty plot adjoining it which is secured by an unattractive metal fence. East of No.53 the street frontage deteriorates further as the early 20<sup>th</sup>-century factory buildings have been demolished, leaving large gaps in the street scene as well as two 20<sup>th</sup>-century sheds/warehouses of no architectural interest.

#### *Sensitivity to Change*

- 4.3.29 Zone 9 is included in the Conservation Management Report for All Saints and Blakenhall Community Development Area by Wessex Archaeology (2005). The report concludes that, although in a poor condition, it is sensitive to further adverse development which would erode the potential qualities of the canal corridor.

## General Recommendations

- 4.3.30 The Council has produced a development brief for Steelhouse Lane and Cable Street (September 2005) which covers the site immediately north of Cable Street (Zone 8 in the EAA). The brief states that the site is well-suited to a mixed-use form of development including both employment and residential land use. The redevelopment of this site will have a significant impact on the setting of the Central Trading Estate and it will be important to ensure that the scale and materials of the new buildings complement the historic buildings within Zone 9.
- 4.3.31 Despite some mid-late 20<sup>th</sup>-century redevelopment Zone 9 retains its historic industrial character and it is important to ensure that this is retained. The redevelopment of Zone 8 on the northern side of Cable Street should offer the opportunity to regenerate the Central Trading Estate and in particular improve the condition and appearance of the buildings fronting Cable Street, which once formed an attractive continuous built frontage. The demolition and part-demolition of some of these buildings, and in particular the loss of the former clock tower, has significantly reduced their former townscape value. The historic connection between the two sites could be reflected in the scale and materials of the proposed buildings in Zone 8.
- 4.3.32 Zone 9 is included in Corridor 4 'Wolverhampton – Bilston' in the Black Country Core Strategy Preferred Options Report. The report states that there is significant potential for residential-led mixed-use development centred around the canal corridor and this is reflected in the promotion of Zone 8 as a housing-led mixed-use site. The cleared site south-east of Zone 9 (Zone 11) may also benefit from the planned regeneration of the Wolverhampton-Bilston corridor. It is recommended that a development brief be prepared for the area of derelict land between Dixon Street and Major Street (Zone 11). This should draw on the strong historic character of Zone 9 and respect the scale of the industrial buildings.
- 4.3.33 As highlighted in the Conservation Management Report for All Saints and Blakenhall Community Development Area, Zone 9 currently has a poor

relationship with the canal and there may be capacity to improve the visual connection between the two areas.

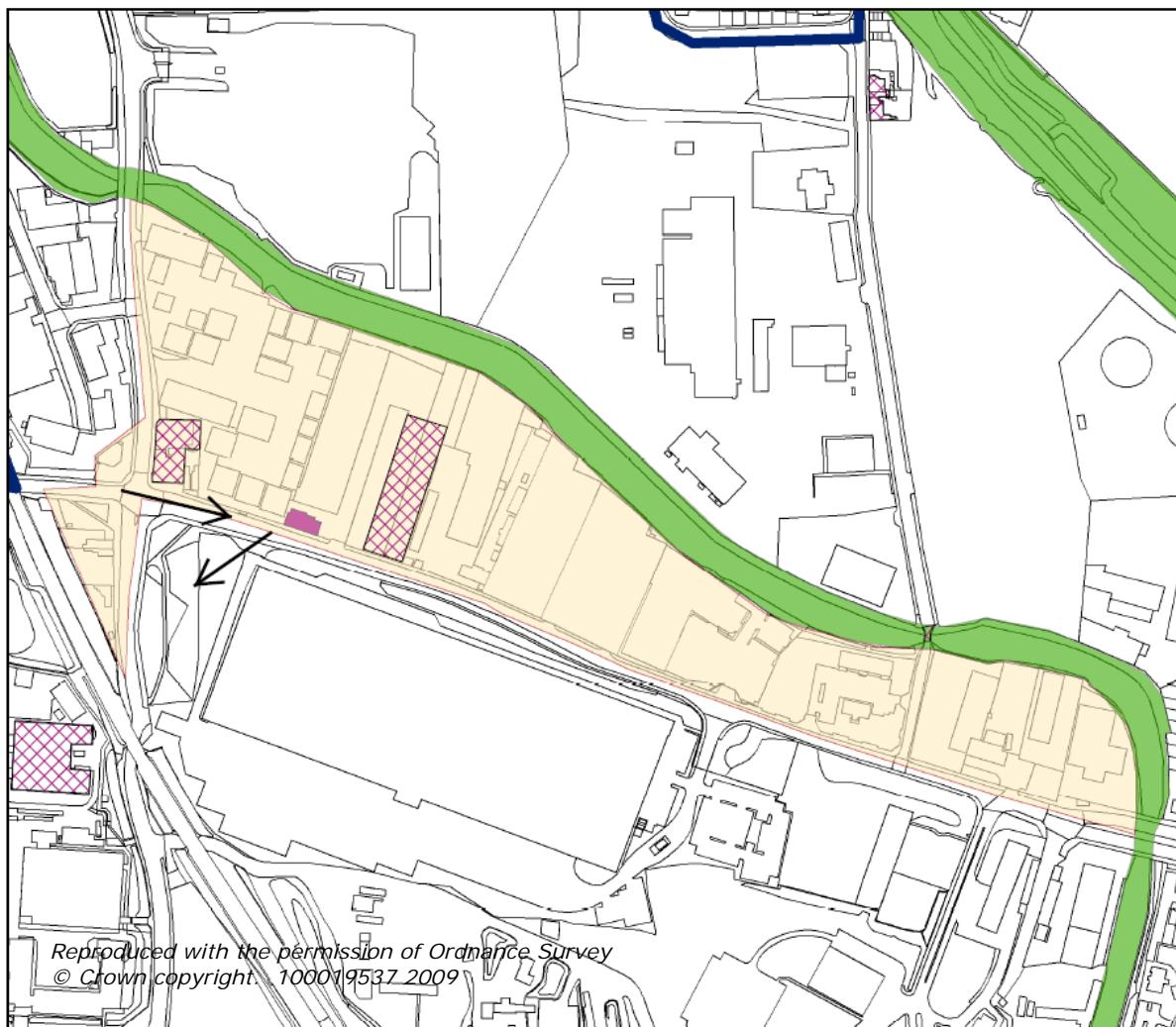
*Recommendations for Designation*

- 4.3.34 Although the area is not of sufficient architectural or historic interest to warrant designation as a conservation area and such designation would be hard to justify, the area is nevertheless of some heritage value and could make an important contribution to the regeneration of the area, particularly as both the cleared site on the northern side of Cable Street and the area south of Central Trading Estate are awaiting redevelopment.
- 4.3.35 It is recommended that Central Trading Estate is considered in its entirety as an important 'anchor' site around which new development and regeneration can be established.

#### 4.4 Zone 12: Waterside Industrial Estate

##### *Summary Description*

- 4.4.1 Zone 12 comprises an industrial estate contained within a parcel of land defined by Millfields Road in the south, Ettingshall Road in the west, and the Birmingham Canal to the north and east. The Waterside Industrial Estate itself, in the western part of the zone, was constructed in the late 20<sup>th</sup> century, with the central area of the zone comprising factories and depots, some of which date to the 19<sup>th</sup> century (and all of it present by the inter-war period). The eastern part of the zone is occupied by depots dating to the mid/late 20<sup>th</sup> century.
- 4.4.2 The zone also includes the crossroads of Millfields Road and Ettingshall Road, where there is a public house (on Millfields Road) and café on Ettingshall Road. Jibbet Lane (formerly Gibbet Lane) runs north from Millfields Road through the zone, and crosses the canal via Jibbet Lane Bridge.
- 4.4.3 Zone 12 was selected for intensive assessment because it fulfilled the following criteria (ref. Section 2.2.8 of this report):
- Historic significance: the zone has historic industrial significance, particularly in its relationship to the canal. Millfields Road (and Catchem's Corner) were also the focus of pre-1750 settlement.
  - Local distinctiveness: the zone forms a discrete canal-side industrial area.
  - Townscape value: the zone has some significant buildings on the Millfields frontage.
  - Sensitivity to change: the historic character of the zone has already been eroded by the construction of the large-scale recent industrial premises on the south side of Millfields Road. The area is at risk from further detrimental change – The Bull's Head pub is in very poor condition.

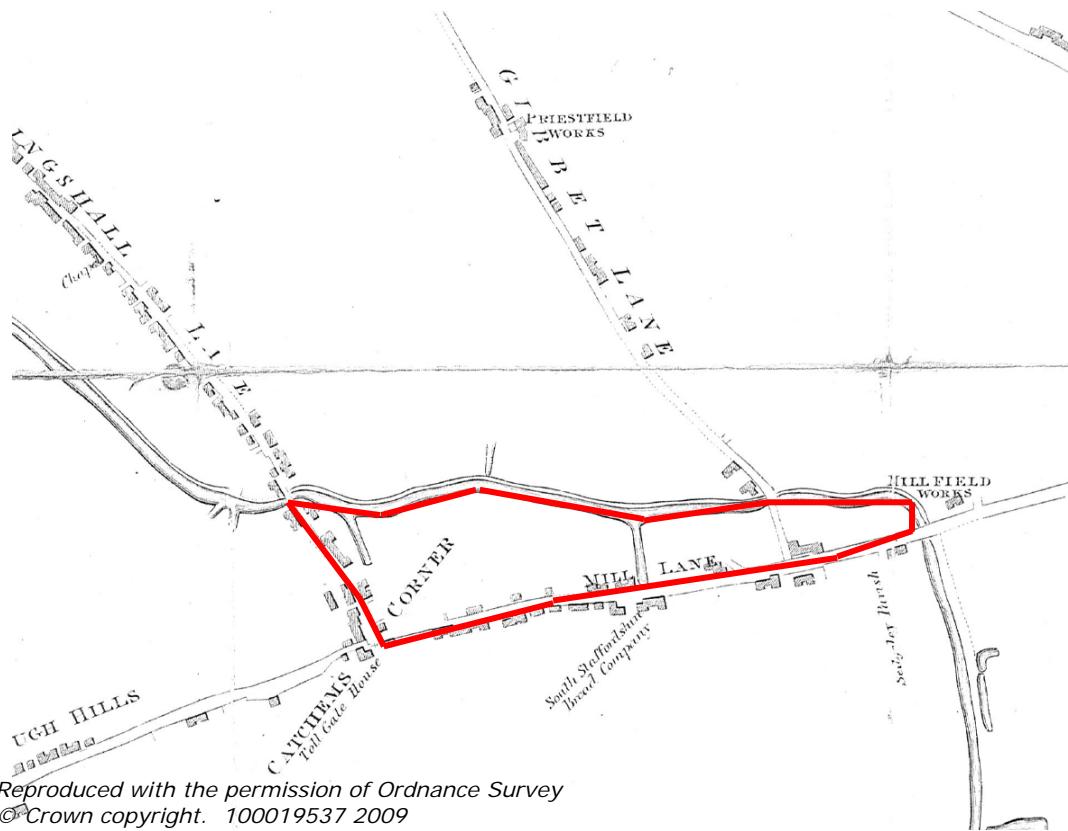


- █ Zone 12
- █ AAP boundary
- █ Anchor Site (Category 1)
- █ Anchor Building (Category 1)
- █ Building (Categories 2 & 3)
- Significant view

*See 2.4 for definitions of Categories 1-3*

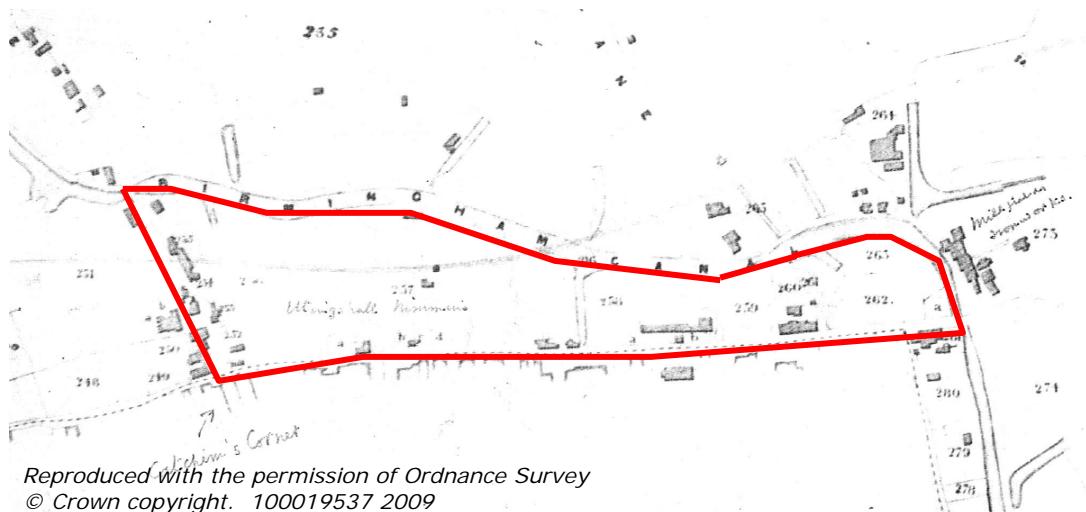
### *Historical Background*

- 4.4.4 Settlement in this area is thought to pre-date 1750, although much of the land within Zone 12 itself prior to the 19<sup>th</sup> century was probably part of a field system associated with earlier development around the crossroads of Ettingshall Road and Millfields Road. Millfields Road, previously little more than a lane, formed an extension of Union Street, linked to Bilston High Street, and as a result it was developed at an early stage.
- 4.4.5 A map of 1832 shows that Zone 12 was defined then as it is now, by the canal and two streets bordering it, with Gibbet Lane running through its eastern end (now spelt Jibbet). The area contained approximately 12 small buildings fronting Ettingshall Lane (now Road) and Mill Lane (now Millfields Road). The junction of the roads, known as 'Catchem's Corner' (perhaps because it was at the border of two parishes), was the site of a Toll Gate House.
- 4.4.6 While other works in the area are shown on the 1832 map of Bilston (including Mill Field Works just east of the zone on Union Street), no industrial premises are labelled within Zone 12, although the South Staffordshire Bread Company operated from the south side of Mill Lane. The bread company premises were located opposite a canal basin that may have extended beneath the road and into the building, and the mill here may have given the street its name. The map also shows a relatively large building on the Mill Lane frontage at the junction with Jibbet Lane – this was Ettingshall Lodge.

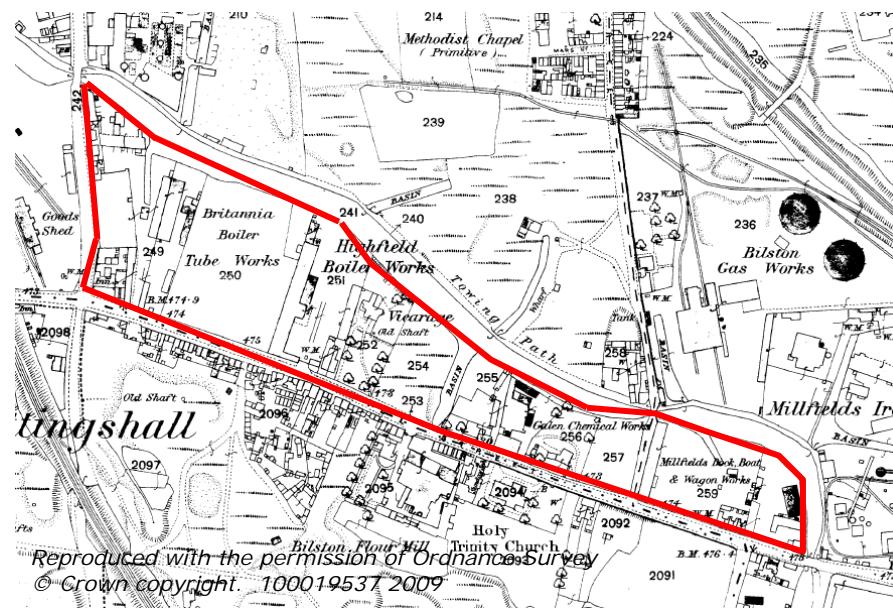


1832 map of Bilston

- 4.4.7 The Birmingham Canal (Wolverhampton Level) bounding the site's northern extent had been built earlier between 1768 and 1772 under the supervision of James Brindley. It was built to connect to the Staffordshire & Worcestershire Canal near Wolverhampton and cross the Black Country coalfields. An Act of Parliament was passed on 24<sup>th</sup> February 1768 to allow the building of the canal, and work began in 1770 on the section towards Wolverhampton; it was connected to the Staffordshire & Worcestershire Canal on 21<sup>st</sup> September 1772 at Aldersley Junction. The canal mostly followed the contours of the land, although it deviated from this to extend to various works and pits.
- 4.4.8 The 1832 map shows two canal basins extending into Zone 12, one extending as far south as Mill Lane. These, and a third in the eastern part of the zone (along with several extending north from the canal), are also shown on a map of 1839, which also depicts a building with a long frontage (possibly industrial in nature) to Mill Lane between the larger canal basin and Jibbet Lane.

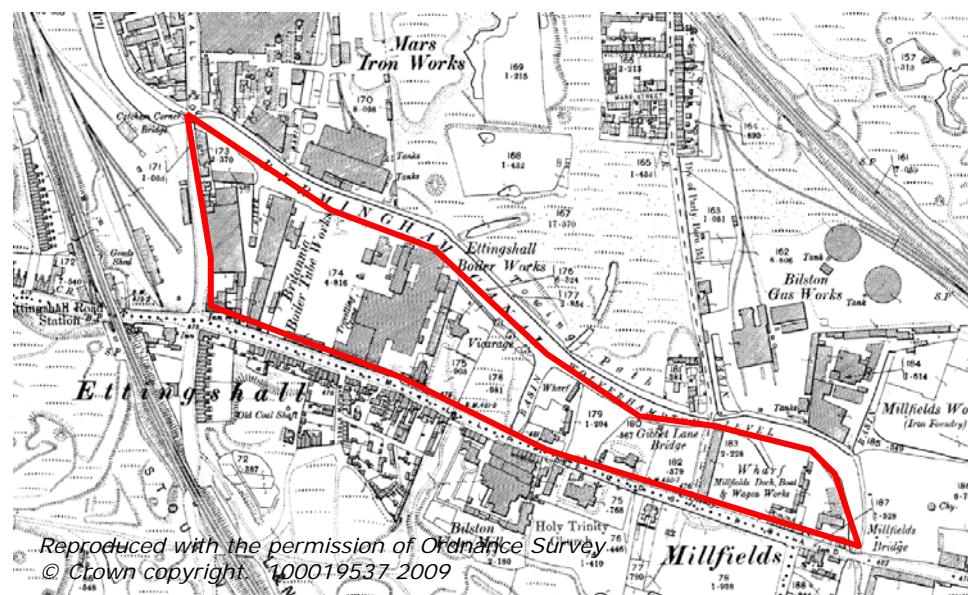


areas of former colliery land to north and south (an 'old shaft' is also marked within Zone 12 on the 1887 map).

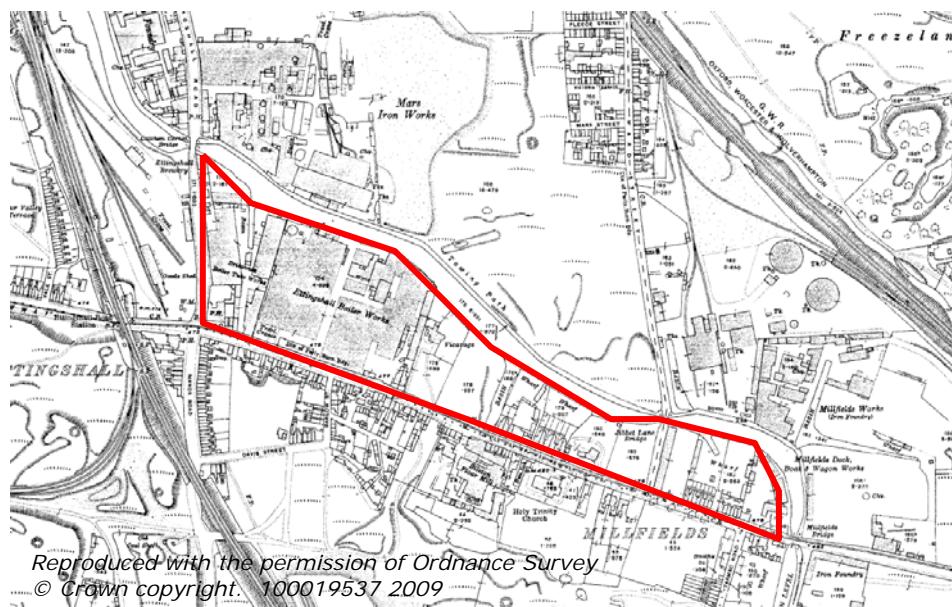


1887 O.S. map

- 4.4.12 By 1903, the Britannia Boiler Tube Works and the Highfield (by then Ettingshall) Works had expanded significantly, with the latter works being in possession of a 'travelling crane'. An office building had also been built for the works on what was by this time called Millfields Road.

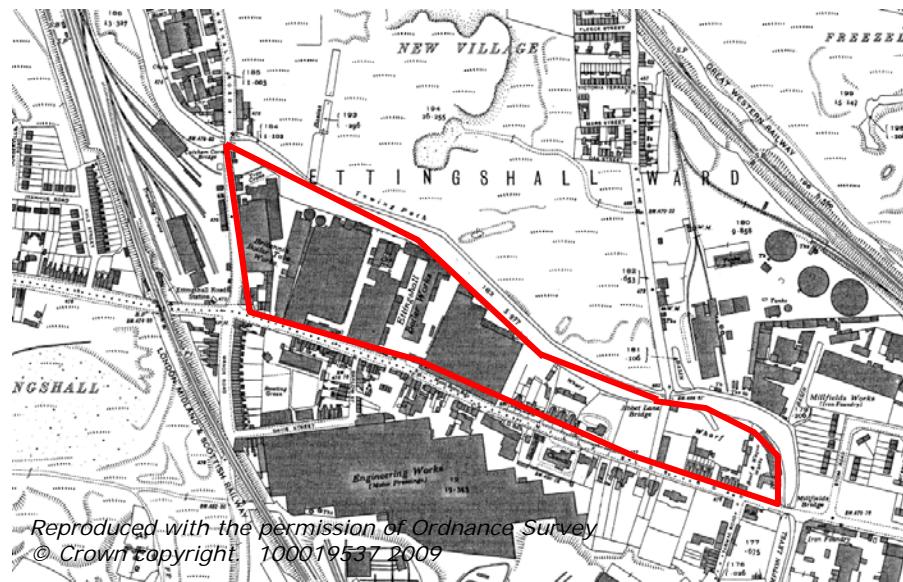


1903 O.S. map



1919 O.S. map

- 4.4.13 By 1919, the Ettingshall Boiler Works had expanded to cover the remaining undeveloped land to its west and comprised two very large principal buildings that extended right through the site from the canal to Millfields Road. The parcel of land immediately west of the larger central canal basin still remained undeveloped as scrubland and terraced houses had been built east of the basin, with further terraced houses adjoining those already built in the east part of the zone.
- 4.4.14 The Ettingshall Boiler Works continued to expand and the 1938 O.S. map shows that it had expanded to cover the site of the demolished vicarage, again with a large-scale building extending from the canal through to the street frontage. The canal basins had also been infilled by this time. By 1964 the boiler works had covered the whole of the western part of the site, albeit leaving the Bull's Head undisturbed on its corner site at the crossroads. In the eastern part of the zone there were several coal yards to the rear of the terraced housing and various works buildings.
- 4.4.15 During the later 20<sup>th</sup> century these terraced houses and scattered small works buildings, yards and wharves were demolished and replaced with new works depots, car parks and offices.



1938 O.S. map

#### *Architectural and Historic Character*

- 4.4.16 The architectural character of the zone ranges from the domestic scale of the Bull's Head and the café on Manor Road through the moderate scale and architectural detailing of the Ettingshall Boiler Works offices, to the large-scale late 20<sup>th</sup>-century depots and other industrial premises fronting Millfields Road.
- 4.4.17 The Bull's Head, occupying an important corner site, is sadly in extremely poor condition, with significant fire damage apparent and having lost a substantial part of its roof covering. The building is brick-built with two parallel gabled ranges, another range extending to the rear and stabling along one side of the rear yard (again in extremely poor condition). The rear one of the two parallel ranges is probably the original front range of the pub, with the range now fronting Millfields Road added in the late 19<sup>th</sup> century (as a comparison of the 1887 and 1903 O.S. maps suggests). An inn with stabling is also recorded on this site in 1830 in Pigot's Directory of Staffordshire for that year. The two gable ends are distinctive in the view south along Ettingshall Road. The building in part retains original sash windows (although in very poor condition).



- 4.4.18 The two terraced houses Nos. 149-151 Millfields Road, are of late 19<sup>th</sup>-century date but are much altered, with concrete pantile roof, uPVC replacement windows and doors, and a large inserted opening with metal roller shutter inserted into the ground floor of No. 151.



- 4.4.19 No. 36 Manor Road was built between 1887 and 1903, alongside a public house (now demolished) on the opposite corner to the Bull's Head and contemporaneous with a terrace of houses on the east side of Manor Road. By 1919 a short terrace of houses had been built south of (although not physically attached to) No. 36 (all now demolished). No. 36, a café, retains a bay window to the ground floor and now adjoins a sub-station with a gabled brick front to Manor Road.



- 4.4.20 The only building in the zone with any real architectural pretension is the locally listed two-storey Crown House, erected between 1887 and 1903 as the front offices of the Ettingshall Boiler Works/John Thompson Ltd. The building is of red brick dressed with stone and originally had wings to either side, which were demolished in the 1970s. The building has an attractive central entrance bay with crow-stepped 'pediment' projecting through the eaves.



- 4.4.21 The gable ends of the Hickman Steels buildings east of Crown House have little detailing, as one might expect (albeit with blue brick banding and detailing over the small high-level window openings), but they stand directly at back of pavement and form a coherent streetscape between Crown House and the larger-scale steel-clad warehouses north of them in longer views south-east along Millfields Road; the slight curve of the street means that the three 'blocks' of building appear to project forward of each other 'in sequence'; this gives the street a sense of enclosure, which is, however, diluted by the loss of the historic street frontage on the south side of Millfields Road – all the buildings on this side, along with the large engineering works behind the frontage, have been

cleared and were replaced in the late 20<sup>th</sup> century by a large-scale warehouse/works building.



- 4.4.22 The layout of the larger ranges in the central part of the zone, with long parallel ranges extending between Millfields Road and the canal is an important characteristic of this zone, and continues the historical layout of the buildings here since the early 20<sup>th</sup> century.
- 4.4.23 The large vehicle entrance to the set-back works occupied by Barnshaw Plate Rollers is framed by attractive cast iron posts with decorative detailing, but these have presumably been relocated from elsewhere – the building itself is almost entirely clad in corrugated steel sheeting, but appears to have been on the site since the 1930s.



- 4.4.24 Beyond this building are much larger-scale parallel ranges of steel-clad warehouse-type buildings which stand directly on the pavement. These are very tall and have an imposing (if not deadening) impact on the streetscape.
- 4.4.25 The western part of the zone is occupied by the Waterside Industrial Estate, which comprises a group of single-storey late 20<sup>th</sup>-century industrial units with shallow-pitched roofs, of no historic interest. These replaced the late 19<sup>th</sup>-century Britannia Boiler Tube Works.
- 4.4.26 Seen from the canalside, these various industrial buildings, although not 'pretty', as a group have a degree of canal-side industrial character.
- 4.4.27 The character of this stretch of the canal is industrial, with the long rectangular industrial buildings of Zone 12 visible along its south side, and a high brick boundary wall lining the towpath on the north side (beyond which is a recently cleared site, Zone 13). The upper part of the Jibbet Lane canal bridge has been extensively rebuilt, unfortunately with red rather than the original blue engineering brick, but remains an attractive feature of the canal nevertheless.

#### *Townscape Value*

- 4.4.28 A number of the buildings on the Millfields Road frontage have good townscape value, including the Bull's Head (particularly of course if it is restored), Crown House and the Hickman premises north of it.

- 4.4.29 There is a view south-west from Millfields Road to the Ettingshall Works, in which the taller of the glazed 1948 buildings is strikingly prominent against the sky.

*Archaeological potential*

- 4.4.30 The Wolverhampton HER records the post-medieval (pre-1750) settlement of Catchem's Corner (later Ettingshall) (HER 13574) and there may be scope for archaeological remains relating to this settlement along Millfields Road and at the junction with Ettingshall Road. The site of the Britannia Boiler Tube Works is also recorded (HER 10658) and there is potential for remains of infilled canal basins in the zone.

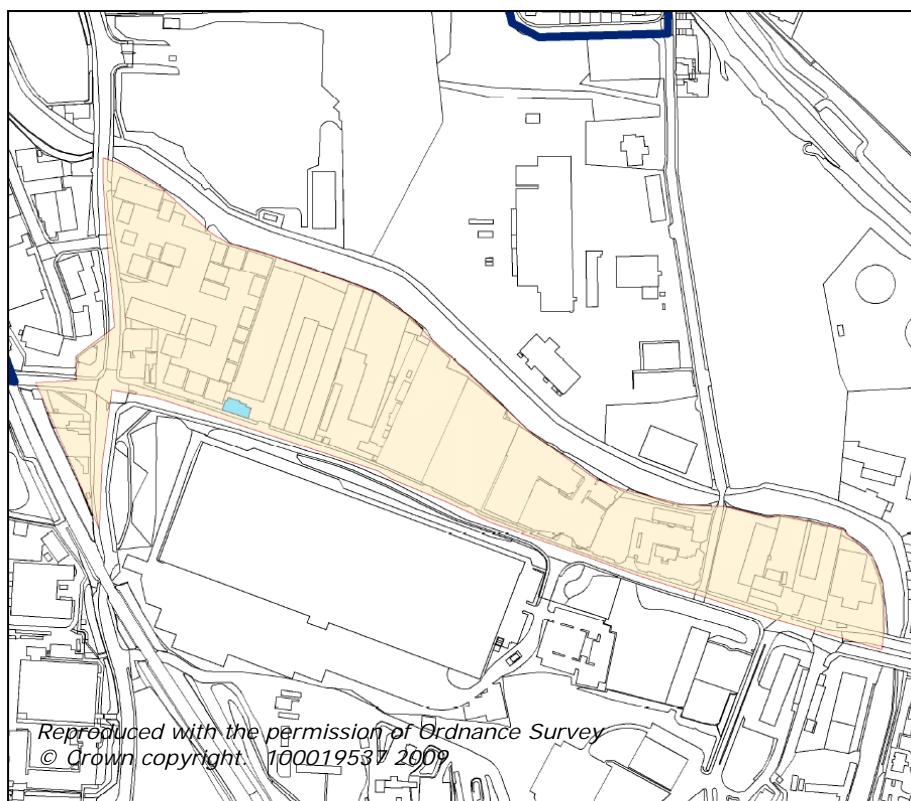
*Existing designations*

- 4.4.31 There are no statutorily listed buildings in Zone 12 and no part of the zone is designated as a conservation area. There is one locally listed building in the zone:

4.4.32 Crown House, Millfields Road [1]

1887-1903. Presently occupied by the Crown Engineering Company. Originally these were the offices of John Thompson Ltd, who made boilers.





  Zone 12  
  AAP boundary  
  Locally listed building

#### *Other Buildings and Sites (Categories 1-3)*

##### **4.4.33 Bull's Head Public House, Millfields Road [2,3]\***

Inn with stabling. In very poor condition although still in use as recently as 2005. The inn (or part of it) has occupied this corner site since c.1830.

#### *Negative features*

**4.4.34** In streetscape terms, the flat-roofed brick industrial units of the Waterside Industrial Estate between No. 149-151 and Crown House do not engage with the street frontage. The scale and form of the large warehouse building outside the zone on the south side of Millfields Road (in Zone 18), is not in keeping with the more densely packed form and varied roofscape of the buildings on the north side of the street.

- 4.4.35 A significant negative aspect of the zone is the condition of The Bull's Head pub. In its current burnt-out and perilous state it constitutes an eyesore and should not be left to deteriorate further. The pub is a historic feature of the area and represents one of its earliest (if not the earliest) buildings.

*Sensitivity to change*

- 4.4.36 The Black Country Core Strategy Preferred Options report (March 2008) includes Zone 13, immediately north of Zone 12, within the proposed Ward Street development, which has planning permission for 520 family homes alongside open space and canal improvements. The Council produced a Master Plan and SPD for Zone 13 in June 2006, which has been cleared ahead of redevelopment by Persimmon Homes. The regeneration of Zone 13 will have an impact on the character of Zone 12.
- 4.4.37 The key elements of Zone 12 (other than the canalside) that would be sensitive to any redevelopment of this zone itself are the streetscape to Millfields Road, particularly The Bull's Head, Crown House and the adjoining warehouses. In more general terms, it is the nature of the street frontage that is important, with strong buildings of relatively large scale standing directly on the pavement.
- 4.4.38 The canal is sensitive to change but this should be seen as an opportunity to improve its accessibility and legibility in the townscape.

*Recommendations*

- 4.4.39 It is important that any regeneration of this area incorporates the canal in a positive manner. The SPD for the redevelopment of the Ward Street area refers to the requirement for redevelopment proposals to make maximum use of the canal for its value as an open space and for nature conservation, and to increase its accessibility as a transport route for pedestrians and cyclists. The recommendations to create a principal frontage to the canal and positively address the waterfront are important.

- 4.4.40 The current industrial character of the canalside in this area could be drawn upon as part of regeneration proposals. New canal-side buildings should address the industrial buildings in Zone 12 in terms of scale and form. Infilled canal basins could be reopened and restored as part of redevelopment proposals.
- 4.4.41 The sensitive restoration of The Bull's Head pub would be a significant positive outcome for the area, particularly given its potential infrastructure value given its proximity to the cleared Zone 13, which has planning permission for several hundred new homes. Further investigation and/or recording of this building ahead of any restoration or demolition proposals is recommended.
- 4.4.42 In the event of large-scale redevelopment and regeneration of this area, it is recommended that an archaeological assessment be undertaken to appraise its potential for significant surviving remains.

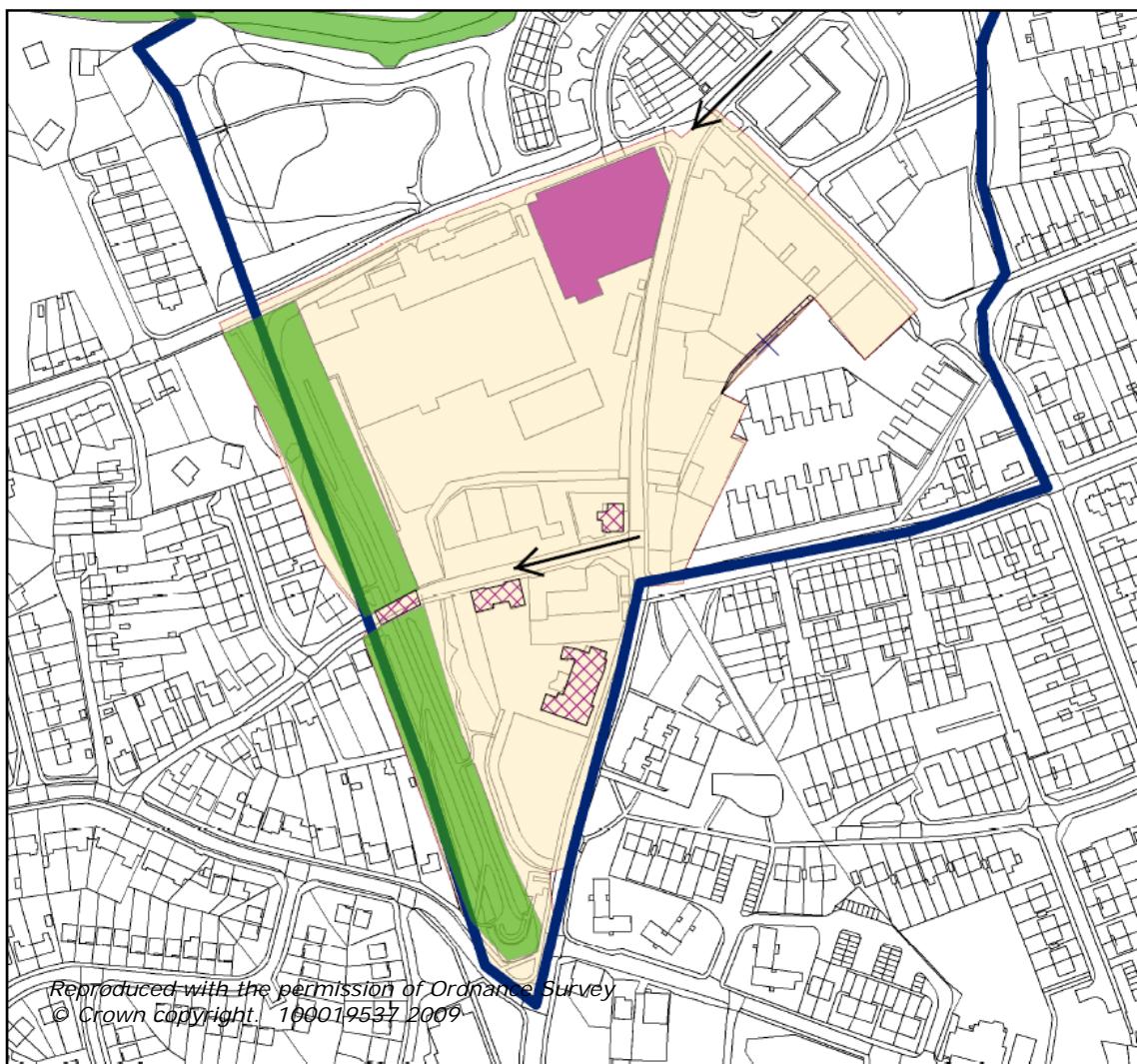
*Recommendations for designation*

- 4.4.43 It is recommended that The Bull's Head be added to the Council's Local List.
- 4.4.44 It is also recommended that the Birmingham Canal corridor which bounds the northern side of the site be assessed for designation as a conservation area. Even if designation as a conservation area is not ultimately achieved, a Management Strategy should be prepared for the canal, which would help to ensure that canal-side redevelopment and regeneration proposals in Zone 12 and in all zones adjoining the canal corridor respect the character of the canal and that it is positively integrated into development plans. In addition to this it is recommended that a Management Strategy is prepared for the wider canal network. The Management Strategy could also support aspirations for World Heritage Site status for the Black Country's canal network.

#### 4.5 Zone 23: Highfields Works and Daisy Bank

##### *Summary Description*

- 4.5.1 Zone 23 comprises a relatively small enclave of late 19<sup>th</sup>- and early 20<sup>th</sup>-century industrial buildings, sandwiched between areas of mid and late 20<sup>th</sup>-century housing estates. In the southern part of the zone, at Daisy Bank, the character alters and is domestically-scaled, including the former Sedgley Board School.
- 4.5.2 The zone is bounded by Highfields Road to the north, Perry Street, an old property boundary within the Perry Trading Estate and Ash Street to the east, and by the line of the disused line of the Great Western Railway to the west (included in the zone).
- 4.5.3 Zone 23 was selected for intensive assessment because it fulfilled the following criteria (ref. Section 2.2.8 of this report):
- Historic significance: the zone has clear historic industrial significance, and the surviving school buildings are indicative of earlier residential development of the area.
  - Local distinctiveness: the Highfields Works building is very prominent and forms the focal point of views along Highfields Road. The two school buildings are good examples of Board School architecture.
  - Townscape value: the industrial buildings create a strong sense of enclosure and historic industrial character along Ash Street. The Highfields Works building has significant townscape value.
  - Sensitivity to change: the later of the two school buildings is disused and in poor condition and is therefore at risk. The loss of any of the earlier industrial buildings would have a large impact on the character of the area.



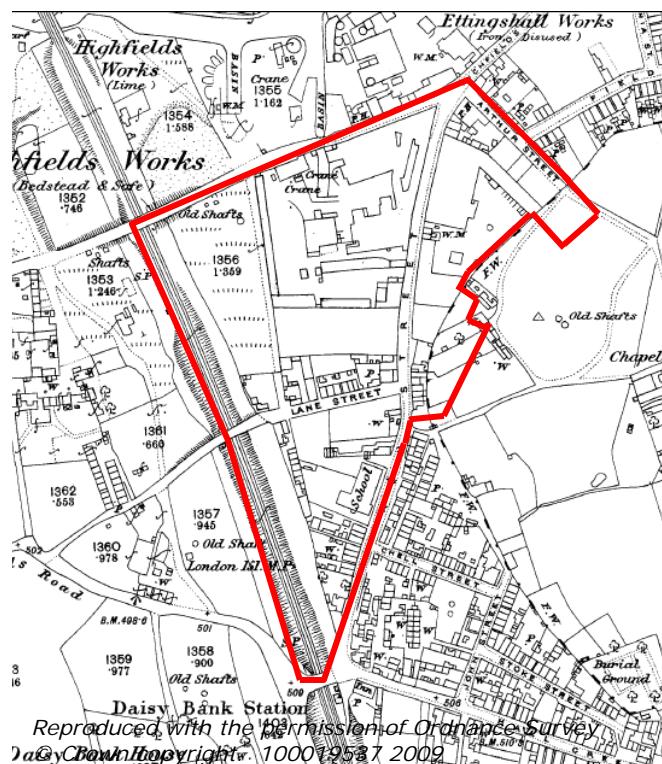
- Zone 23
- AAP boundary
- Anchor Site (Category 1)
- Anchor Building (Category 1)
- Building (Categories 2 & 3)
- Significant view

See 2.4 for definitions of Categories 1-3

### *Historical Background*

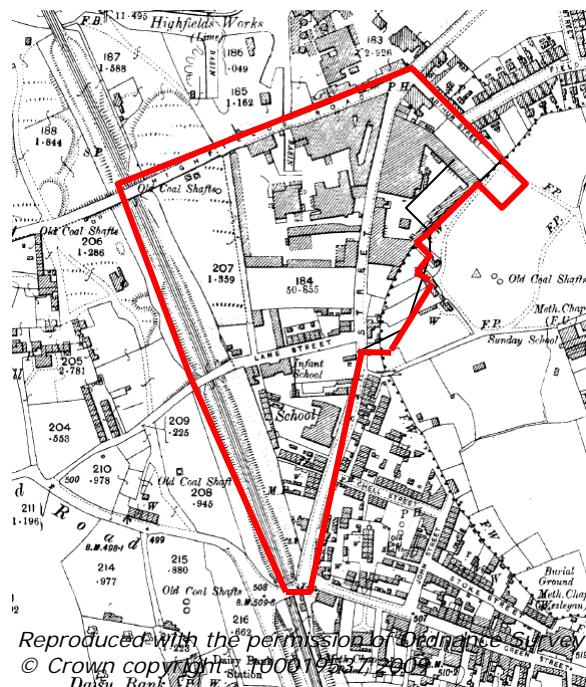
- 4.5.4 Prior to the late 19<sup>th</sup> century, this zone comprised colliery land; 'old shafts' are still marked on the 1887 O.S. map. However, by 1887, the wider area had been redeveloped, apparently in a rather irregular and unplanned manner, in part dictated by the Birmingham Canal which loops and winds through the area, and the 1850s Oxford, Worcester & Wolverhampton branch of the Great Western Railway, which cuts straight through it.
- 4.5.5 The northern part of the zone was in industrial use in the late 19<sup>th</sup> century and occupied by the Highfields Bedstead & Safe Works, with a strip of former colliery land remaining alongside the railway. The triangle of land to the south contained the peripheral houses of a new residential area, which extended to the south-east, and included the Sedgley Board School on the Ash Street frontage. Short terraces of houses occupied the Ash Street frontage south of the school, and the north side of Lane Street. In the north-eastern part of the zone, on the east side of Ash Street, were further buildings including a pub, the Stella Conduit Works and a bedstead works.
- 4.5.6 Expansion of development east of the zone appears to have been prevented by the presence of a long boundary wall, taking a curving route and cutting across Arthur Street (now Perry Street), curving towards Ash Street and then away to the south-east, also dictating the limits of residential expansion in this area. Part of this boundary wall survives along the eastern boundary of the zone.
- 4.5.7 The corner site on the junction of Ash Street and Highfields Road contained a large number of manufacturing sheds associated with the dispersed Highfields Works. The various sites included a lime works and the bedstead and safe works among others. The site was served by a canal basin which entered the site under Highfields Road. Two cranes were employed to load and unload barges entering the site.
- 4.5.8 Plans for the Sedgley Board School on Ash Street were approved in 1877 and the school opened the following year. The architect was a local man, A.P. Brevitt, who was also the architect of the power station in Commercial Road (see Zone 4 of this report). The second school building on Lane Street was erected in

1896 to accommodate the Infant School, and at this time there were 500 pupils in attendance. The 1878 building has been used as a library and community centre since the 1980s, while the 1896 building now stands derelict.



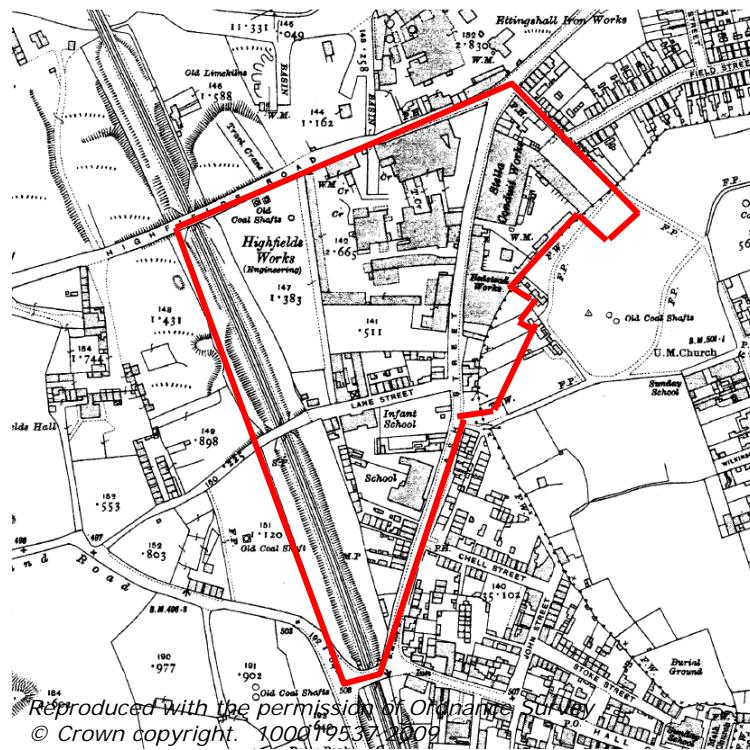
1887 O.S. map

- 4.5.9 The 1903 map shows the new infant school building on Lane Street and also shows the building on the corner of Lane Street and Ash Street (later to become a public house) divided into two dwellings.



1903 O.S. map

4.5.10 Between 1903 and 1919, part of the large manufacturing building at the junction between Highfield Road and Ash Street had been demolished and by 1938 the late 19<sup>th</sup>-century Highfields Works buildings had been completely cleared and replaced with two new large industrial buildings and smaller subsidiary buildings. The larger of the two principal buildings extended all the way to the railway cutting over the strip of previously undeveloped land, and still stands today, albeit with later additions. Similarly, the other principal building, at the junction of Ash Street and Highfields Road, still stands albeit with substantial mid 20<sup>th</sup>-century additions to the south-east and with its north-east end truncated and rebuilt.



4.5.11 The Stella Conduit Works was also rebuilt during the inter-war period, and the building on the corner of Ash Street and Lane Street was in use as a public house by 1938. Various small-scale additions to the works buildings were made throughout the mid to late 20<sup>th</sup> century.

4.5.12 The late 19<sup>th</sup>-century residential development to the south-east of the zone was comprehensively swept away in the mid 20<sup>th</sup> century and replaced with a new housing estate, which also sprawled across the previously undeveloped land to the east.

#### *Architectural and historic character*

4.5.13 The northern part of the zone is dominated architecturally by the large-scale Highfields Works building (now occupied by C&S Steels) at the junction of Ash Street and Highfields Road. The oblique view of its long Highfields Road facade is particularly notable in longer views south-west along Highfields Road (from outside the zone). Unfortunately its north gable end has been truncated and rebuilt in the later 20<sup>th</sup> century, apparently as part of modifications to the road junction. While these alterations have reduced the historic character and

appearance of the building, efforts have clearly been made to match the original style of round-arched multi-paned windows in the rebuilt wall.

- 4.5.14 The scale of this high two-storey red brick building and its tall ground-floor windows makes it a very prominent landmark. Behind it is a much larger inter-war building clad with corrugated steel. On the Ash Street frontage, the buildings' ends are stepped back around the corner, where there is a red brick industrial chimney and blue-brick structure incorporated into a surviving section of historic blue brick boundary walling (the rest of the boundary wall along Ash Street was rebuilt in the late 20<sup>th</sup> century).
- 4.5.15 On the east side of Ash Street is a long built frontage comprising the inter-war Stella Conduit Works buildings and south of here buildings belonging to a former bedstead works. While the former date from the 1930s and make little engagement with the street frontage, with blocked ground-floor windows and a row of small high-level windows, the former bedstead works buildings date to the late 19<sup>th</sup> century and comprise a series of joined parallel ranges with a prominent row of gables to the street frontage.
- 4.5.16 The southern part of the zone, a triangle of land defined by Ash Street, Lane Street and the disused railway line, is of a different character and architectural scale. It contains the Sedgley Board School buildings, the earlier of which stands on the Ash Street frontage and remains in use (as the Daisy Bank Community Centre), while the later building on the Lane Street frontage is disused and in poor condition.
- 4.5.17 The 1878 Ash Street building is single storey and of a dark red Staffordshire brick with blue brick banding and stone lintels. It presents two gables to the street frontage and a row of tall round-arched multi-paned windows. The building stands behind a low brick wall with semi-circular blue brick copings and cast iron railings.
- 4.5.18 The 1896 building is constructed of a more orange-toned brick with three gables to Lane Street, the two outer gables containing three tall windows and the central one a round-arched window. Unlike the Ash Street building this building stands directly on the pavement with no boundary walling to the street.

- 4.5.19 The once close visual relationship between the two school buildings has been significantly compromised by the construction in the late 20<sup>th</sup> century of an industrial warehouse at the junction of Ash Street and Lane Street. Another row of industrial buildings has been erected on the north side of Lane Street where there was once a row of terraced houses standing directly on the pavement; the industrial buildings are set back from the street, creating a gap in the streetscape which gives Lane Street a rather derelict air, compounded by the poor condition of the school building here.
- 4.5.20 On the north side of the Ash Street/Lane Street junction is Globe House, originally two houses under a shared hipped roof, converted to a pub during the inter-war period, and now in use as a paint shop. This attractive building stands directly on the pavement in a prominent corner position and has some attractive architectural detailing. Unfortunately, when the building was converted to a single property, the doorway to the southern house of the pair was removed and is blocked in with a harsh-toned brick, but overall, in combination with the two school buildings, these make a good group.
- 4.5.21 The three buildings serve as a reminder of the late 19<sup>th</sup>-century residential development of this area, which was established in tandem with the industrial sites in the northern part of the zone – no doubt the factories and housing were intimately related. The schools and Globe House are somewhat isolated now because of the replacement of the 19<sup>th</sup>-century housing with the much larger mid 20<sup>th</sup>-century housing estate, which is of quite different character and street layout.

*Townscape value*

- 4.5.22 There is a strong sense of enclosure in the northern part of the zone along Ash Street, where the street is framed by large-scale industrial buildings standing directly on the street frontage, boundary walls, and narrow pavements. This is emphasised by the slight curve to the line of the street and the height of the principal Highfields Works building at the junction with Highfields Road.



- 4.5.23 The short section of disused railway line (the tracks have all been taken up) that runs along the western edge of the zone is an important tree-lined green corridor, with important ecological value.



*Archaeological potential*

- 4.5.24 All sites recorded on the Wolverhampton HER for this zone relate to existing standing buildings. The zone has limited potential for significant below-ground archaeological remains.

*Existing designations*

- 4.5.25 There are no statutorily or locally listed buildings in Zone 23 and no part of the zone is designated as a conservation area.

*Other Buildings and Sites (Categories 1-3)*

4.5.26 Highfields Works, Highfields Road [1,2,3]\*

This building has an impressive long frontage extending along Highfields Road, with a long series of tall round-arched multi-paned windows, highly prominent in views from the north-east. The large scale of the building and its wide gable end fully terminates the view south-west along the northern part of Highfields Road and gives a sense of enclosure to the street at the junction with Ash Street.



4.5.27 Sedgley Board School Infant School, Lane Street [2,3]

The building is a good example of Board School architecture and provides a link to the historic character and social history of the area. It forms part of a group with the earlier Board School building on the Ash Street frontage.



4.5.28 Sedgley Board School (Daisy Bank Community Centre), Ash Street [2,3]\*

The building is a good example of the earlier period of Board School architecture, having been built in 1878, and has been subject to little alteration. It was designed by a known local architect (A.P. Brevitt). It forms a good group with the infant school building on Lane Street.



4.5.29 Globe House, Ash Street [2,3]

Globe House is an attractive building with hipped roof and tall central chimney stack standing on a prominent corner. It has attractive window and door surrounds and is a survivor of the earlier 19<sup>th</sup>-century development of the area. It was originally built as two houses.



#### 4.5.30 Historic boundary wall, Perry Trading Estate [2,3]

A surviving section of the boundary wall shown in this location on the historic maps (see 4.5.5).

##### *Negative features*

- 4.5.31 There is a potentially attractive view from Ash Street west along Lane Street towards the bridge that crosses the tree-lined disused railway line, framed by the infant school building and Globe House. The view has an almost semi-rural appearance but is compromised by the poor and disused condition of the school building and the unattractive utilitarian industrial buildings on either side of the street. The loss of a built frontage on the north side of the street has had an adverse impact on the streetscape.

##### *Sensitivity to change*

- 4.5.32 In the Preferred Options Report (March 2008) the site falls just outside identified proposals. Option One for Bilston Urban Village & Bankfield Works includes 1,300 homes and improvements to the canal. Option Two proposes 1,600 homes and canal improvements.
- 4.5.33 However, it is likely that proposals for the redevelopment of the former school site may emerge, which would have a dramatic impact on the area.

*Recommendations*

- 4.5.34 The Highfields Works building is an impressive large-scale structure that is an established part of the street scene. It is recommended for inclusion on the Local List and has been identified as an 'anchor' building as part of this study. Should proposals emerge for the redevelopment of the wider works site associated with this building, it should be retained and incorporated into proposals.
- 4.5.35 It would also be desirable to maintain the enclosed nature of Ash Street with a strong and continuous built frontage directly on the pavement along the east side of the street.
- 4.5.36 The former school site and Lane Street area present clear opportunities for regeneration and improvements. The repair and reuse of the former Infant School and the continued community use of the earlier school building are recommended so that these buildings can form the focal points of any redevelopment proposals. Globe House, too, should be retained. Should this site become available for redevelopment it is recommended that a Development Brief be prepared for it. This should encourage the reinstatement of built frontages on the north side of Lane Street and west side of Ash Street south of the school building. It could also seek to reinstate some open (green) space at the corner of the two streets so that the visual and physical relationship between the two school buildings can be better appreciated.
- 4.5.37 The historic street pattern of Highfields Road, Ash Street and Lane Street should also be retained. The retention and repair of the historic boundary wall in the Perry Trading Estate is also recommended.
- 4.5.38 The disused railway line should be retained as a green corridor to enable it to continue to contribute to the area's 'green infrastructure' in line with the emerging Environmental Infrastructure Guidance for the Black Country, which aims to draw out the benefits of and opportunities presented by green spaces and to underpin sustainability (see 3.1.11).

*Recommendations for designation*

- 4.5.39 The principal Highfields Works building and the earlier of the two school buildings are recommended for inclusion on the Local List. The Council may also wish to consider the addition of the later school building to the Local List, primarily for its group value with the earlier building.

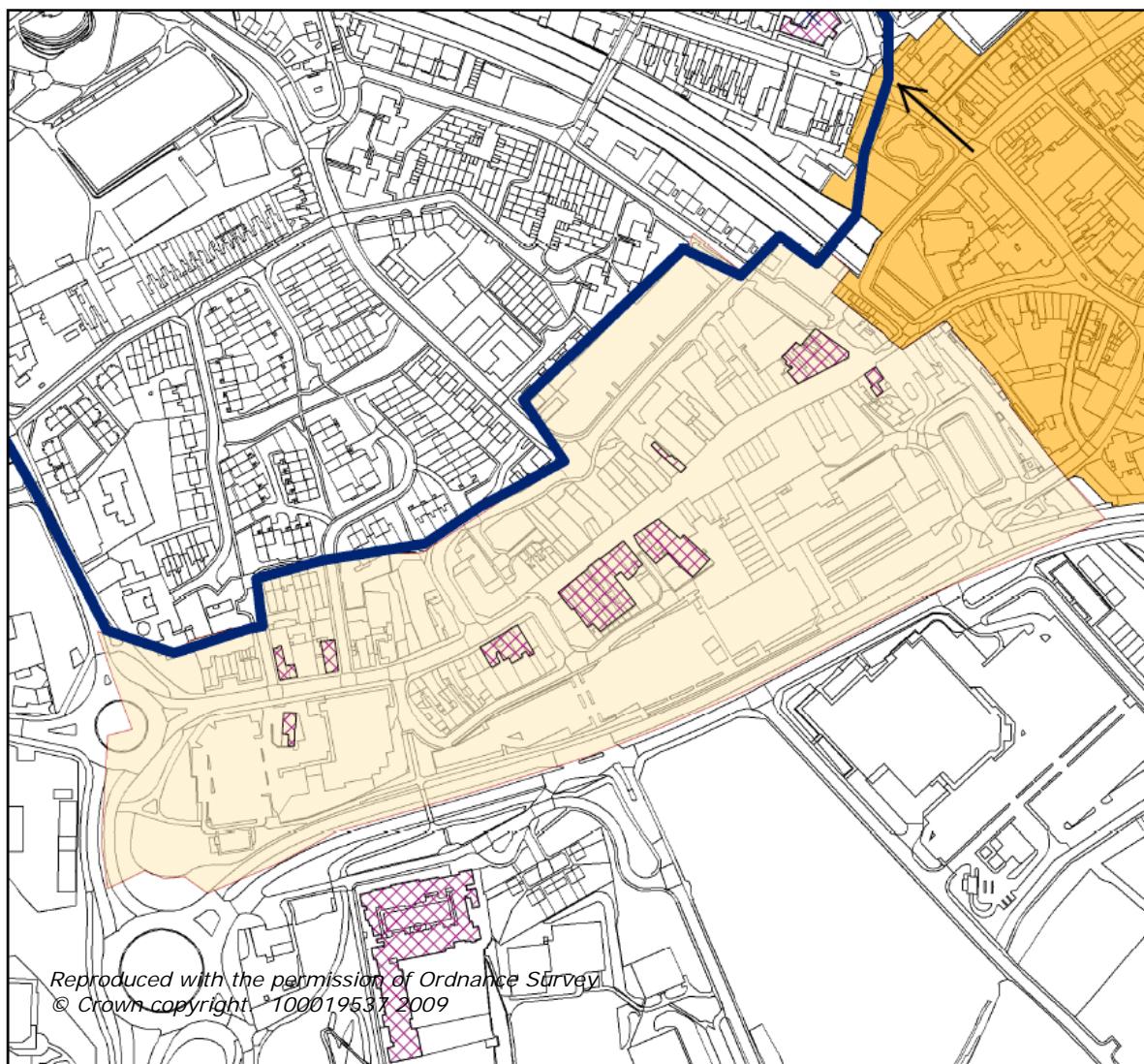
#### **4.6 Bilston Town Centre Conservation Area Environs**

**(including Zone 24: Church Street and High Street; Zone 25: Proud's Lane; and part of Zone 27 (Oxford Street Car Park only)**

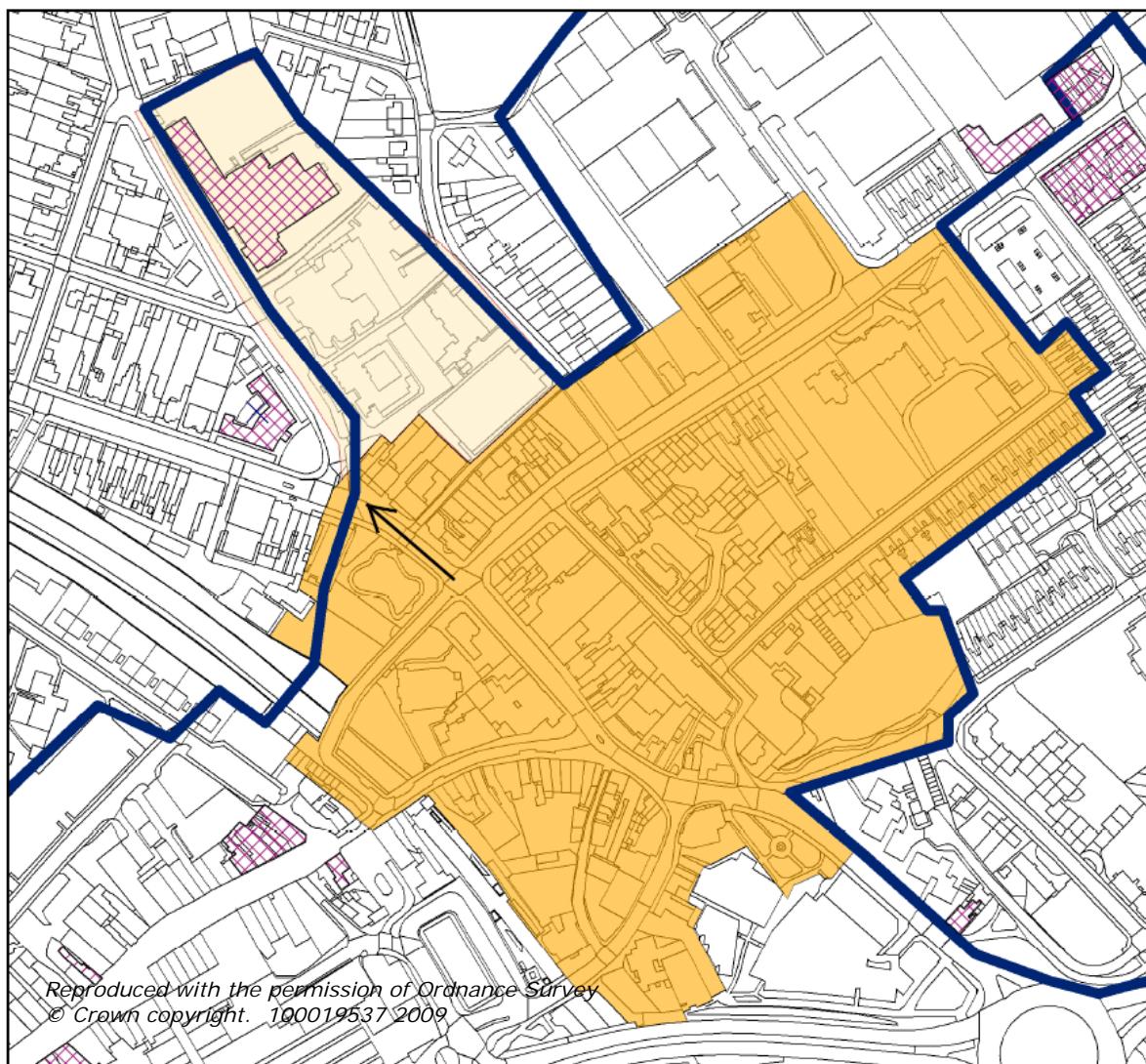
*Summary Description*

- 4.6.1 This zone falls into four distinct areas, the first comprising the existing Bilston Town Centre Conservation Area, the second the part of the historic town centre falling outside the conservation area (focused on High Street and Church Street and shown as Zone 24 on **Fig. 1**), the third an area of 'civic' buildings on the east side of Proud's Lane (Zone 25) immediately to the north-west of the existing conservation area, of which only the Leisure Centre is of any architectural or historic interest, and the fourth the Oxford Street car park directly to the south-east of the conservation area (in Zone 27).
- 4.6.2 For the reasons stated at section 2.3 above, it has not been considered necessary or even part of the scope of this report to carry out an intensive assessment of the existing conservation area; indeed, this would be most appropriately carried out by means of a detailed Character Appraisal and Management Plan for the designated area. Despite this, an intensive assessment has been carried out of the boundaries of the conservation area to establish whether they are appropriately drawn and whether there is potential for their extension or other amendment.
- 4.6.3 As far as the 'core' of the conservation area is concerned, it is clearly of considerable heritage value and fully merits its designated status; in fact, with its significant number of listed and other historic buildings the conservation area forms one of the visually most attractive and coherent character zones in any of the three AAP areas covered by this study.





- Zone 24
- Conservation Area
- AAP boundary
- Building (Categories 2 & 3)
- Significant view



- █ Zone 25
- █ Conservation Area
- █ AAP boundary
- █ Building (Categories 2 & 3)
- Significant view

See 2.4 for definitions of Categories 1-3

### *Historical Background*

- 4.6.4 Bilston is one of the comparatively few areas within the three AAP areas where the pre-Industrial Revolution origins of the settlement remain clear. This is evident not only from the street pattern and buildings of the part of the town centre included in the conservation area, but more particularly from the long linear form of Church Street/High Street with its series of regular burgage-like plots behind extending to the 'back' lanes formed by Hartshorn Street and Pinfold Street to the north and south respectively.
- 4.6.5 Even outside the conservation area there are buildings of clearly early date, probably the most notable being the timber-framed Grade II\* listed Greyhound and Punchbowl Inn towards the western end of High Street. Although this structure underwent major remodelling/'restoration' in the 1930s, it appears to be of at least mid 16th-century date with possibly earlier origins. Also, and this might be proven by further research and/or detailed investigation of the building itself including an analysis of the extent of the 1930s work, the building is of a kind generally more commonly found in a rural than an urban context, which in turn suggests that even if the Church Street/High Street axis had proto-urban aspirations in the medieval period, this part at least remained more rural in character well into the 16th century. Certainly, whatever its original purpose and context and the extent of its 20th-century restoration, the building's striking vernacular form and appearance remain a tangible reminder of pre-Industrial Bilston.



- 4.6.6 Bilston continued to expand in the post-medieval period and its role as a largely agriculturally based community was soon superseded as its extensive coal and iron reserves began to be more systematically exploited. In 1695 Bilston contained a substantial number of houses, its population reaching 1004 (*A Topographical Dictionary of England*, 1848).
- 4.6.7 In the 18<sup>th</sup> century the iron trade became firmly established with numerous foundries, forges and furnaces and a number of the historic buildings in the town were either remodelled or newly built during this period. Bilston also became famous for its enamelling industry; this began probably in the early 18<sup>th</sup> century (in small-scale family-run workshops) with decorative enamelling, which saw its 'boom' period between c.1760 and 1790. When this industry went into decline industrial enamelling took over and remained an important industry for the town well into the 20<sup>th</sup> century.
- 4.6.8 By the early 19<sup>th</sup> century with improved transport links through the canal network and then the railways, industry grew at a faster rate. By 1848 Bilston had become one of the largest manufacturing places in Staffordshire with a multitude of chimneys covering the area in smoke (*A Topographical Dictionary of England*, 1848). The plethora of manufacturing jobs in the area led to the development of Bilston as a town with the main streets containing several substantial and attractive houses like Nos. 24 and 26 Lichfield Road and other buildings such as St Leonard's Church, rebuilt in 1825-6 by Francis Goodwin on an ancient site, and rather later the Town Hall.
- 4.6.9 By 1835 the linear strip settlement along the Church Street/High Street axis referred to above had been fully laid out, the western entrance to the High Street marked by a toll gate house and Baptist chapel. A hospital and workhouse (later demolished) were situated half way along the north side of High Street accessed via Workhouse Lane. By then Church Street contained many houses, some of which still survive although the ground floors are now occupied by shops and a market place for twice weekly markets.
- 4.6.10 By 1887 the area around High Street and Church Street had expanded through the addition of many more streets of densely packed Victorian housing. St Luke's Church (now demolished) had also been built south of High Street on Market

Street. There were as many as 21 public houses along the High Street and Church Street with an additional number in the surrounding streets as well as a handful of chapels, schools, and blacksmiths' shops.



1887 O.S. map

- 4.6.11 By 1903 a large covered market hall had been built on the corner of the High Street and Vine Street adjacent to the original market place and by 1919 a tramway connected High Street and Church Street to the rest of Bilston and the surrounding area.



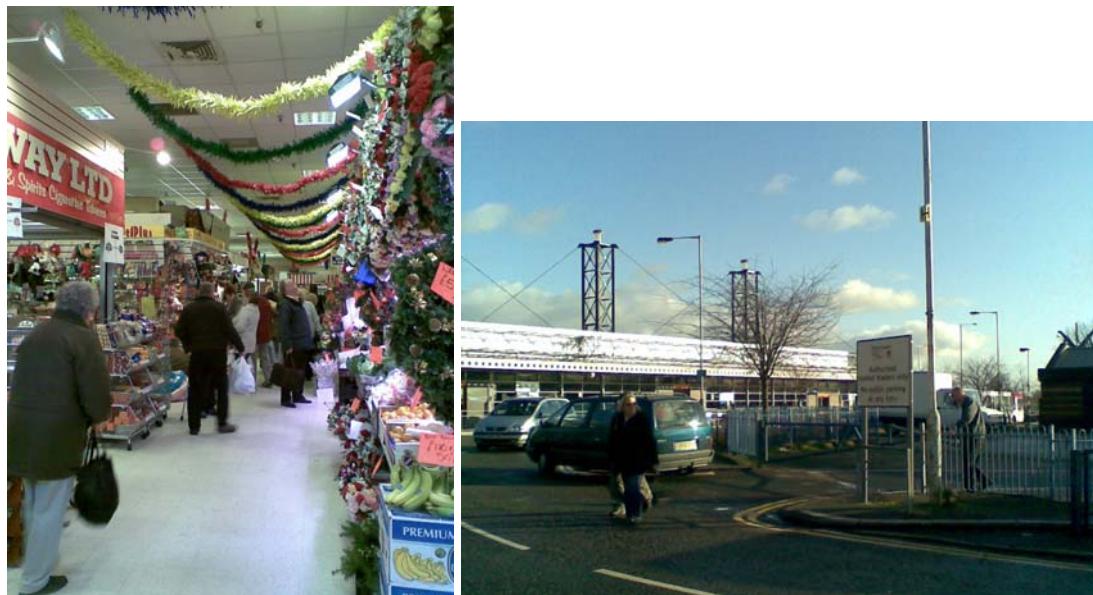
1902 O.S. map



1919 O.S. map

4.6.12 The latter part of the 20<sup>th</sup> century saw the usual visual degradation that is typical of the period, with a number of unsympathetic new buildings erected and large car parks covering areas formerly occupied by buildings laid out all around the town centre. The core of Bilston (focused on the existing conservation area) remains, however, surprisingly intact and the Church Street/High Street axis also retains a number of older buildings. Likewise, the 1960s' Market Hall, accessed off Market Way and complemented by the strikingly contemporary

Bus/Tram interchange building forms a vibrant hub at the heart of the community.



*Architectural and historic character*

- 4.6.13 Despite their roughly contemporary origin, there is a fairly clear visual distinction between the area of the town centre covered by the existing conservation area and the Church Street/High Street axis. The conservation area contains a large number of the types of buildings typically found in such areas and clearly warrants its protected status.
- 4.6.14 The part of Church Street outside the conservation area and its continuation as High Street has fewer obviously attractive buildings, although as discussed below there are some. This area nevertheless retains strong historic character through its densely built up and continuous street frontage, while the generally well-preserved rear narrow plots on each side of the long linear street axis also contribute positively to its character and appearance.

*Townscape value*

- 4.6.15 There are no high-rise buildings in the area and nothing that is completely out-of-scale with the historic built environment, and the generally finely grained and

close-knit street pattern of the area contributes to its overall coherence as an architecturally distinctive area. The later 20<sup>th</sup>-century interventions towards the eastern end of Church Street (outside the conservation area) have disrupted the historic street pattern and have had a negative impact on the character and appearance of the area. The several extensive car parks around the town centre are also an unattractive (albeit currently very necessary) feature of the area.

*Archaeological potential*

- 4.6.16 For the reasons stated above, the whole area covered by the existing conservation area, Church Street and High Street and surrounding streets clearly has significant archaeological potential.

*Existing designations*

- 4.6.17 There is a large number of statutorily and locally listed buildings within the conservation area (not listed here). There are only three statutorily listed in Zone 24, 51 High Street (The Greyhound and Punchbowl Public House listed at Grade II\*), 83 Church Street and No. 10 Broad Street. Locally listed buildings in Zone 24 include:

- 4.6.18 Market Tavern, No. 81 Church Street



4.6.19 No. 22 High Street



4.6.20 No. 59 High Street



4.6.21 The following locally listed building is not included within Zone 24, the Town Centre conservation area or the AAP area. However, there are important views to the building from the western end of Lichfield Street within the conservation area:

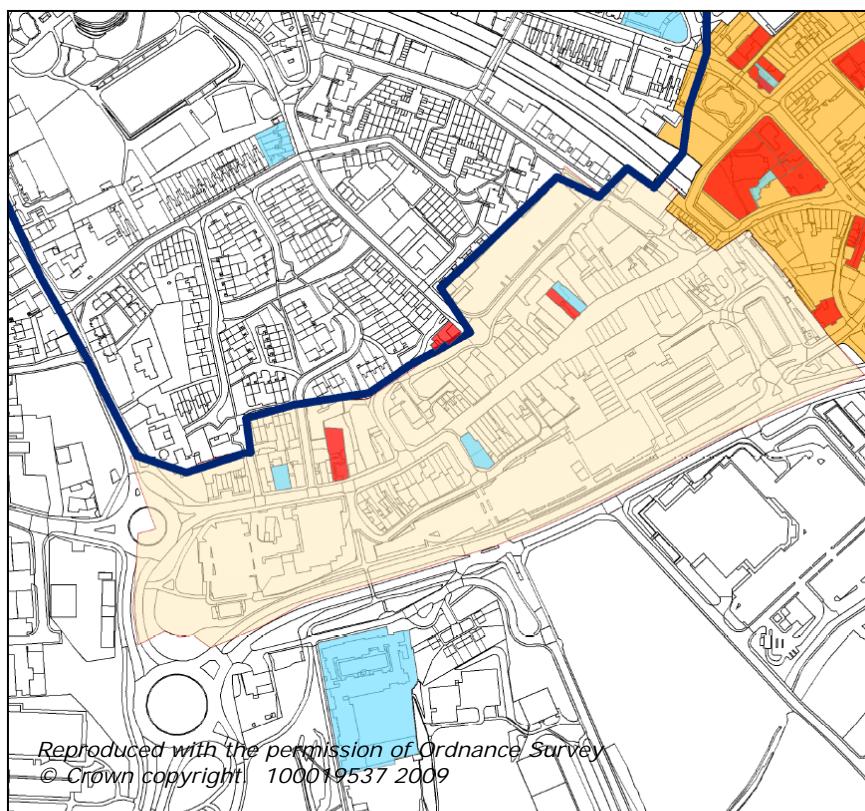
4.6.22 Bilston Community Centre (former Health Clinic), Wellington Road/Proud's Lane [2.31]

This building is located outside the AAP boundary and was constructed as a health clinic in 1937-8. The clinic was designed by the architects Lyons and Israel and is important for both its social significance and architectural detailing; its curved façade addresses the corner plot well and the interior retains original fixtures and fittings such as doors with 'porthole' glass panels. The unique

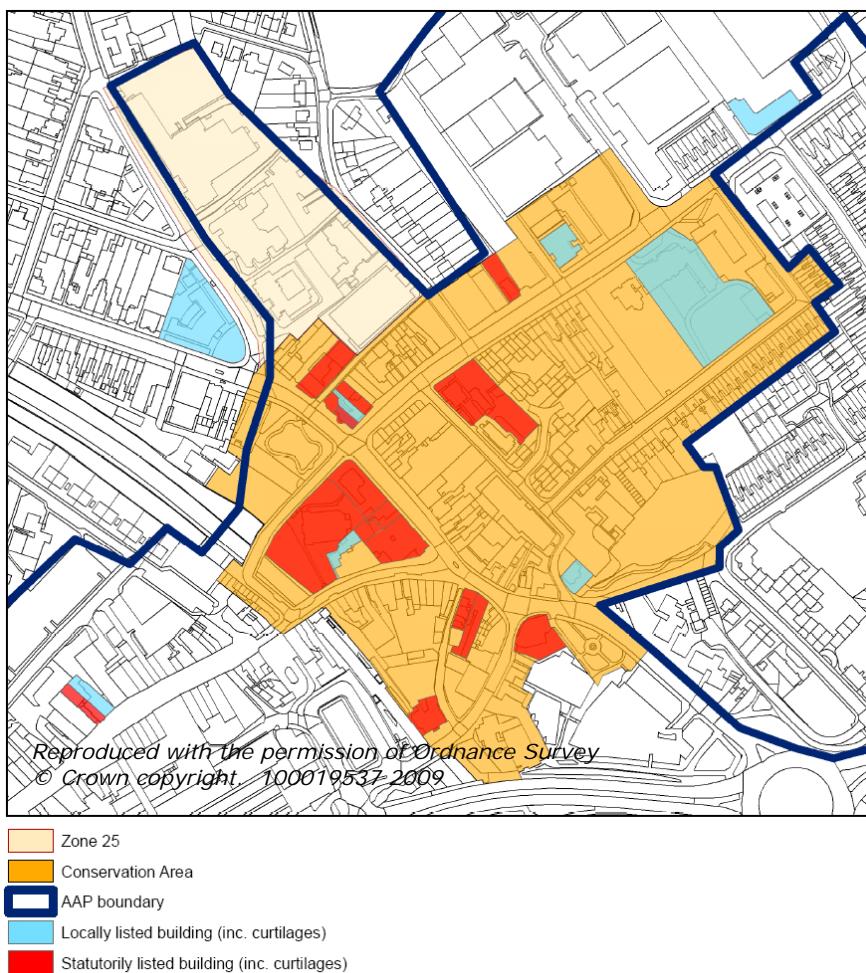
design of the building and survival of original detailing makes it a potential candidate for addition to the statutory list.



(Photograph from Wolverhampton History and Heritage Society Website)



- Zone 24
- Conservation Area
- AAP boundary
- Locally listed building (inc. curtilages)
- Statutorily listed building (inc. curtilages)



#### *Other Buildings and Sites (Categories 1-3)*

4.6.23 In addition to the buildings already included on the statutory list and WCC's Local List, the following buildings are all of some architectural or historic interest, have the potential to serve as anchors to regeneration and/or are worthy of consideration for inclusion on the Local List. All of these buildings lie outside the existing conservation area.

#### Church Street (North side)

4.6.24 **Nos. 51-61 [2,3]**

The corner location of this building makes it prominent in the street scene and its attractive curved parapet and stone detailing adds interest to the streetscape. The appearance of the building could be vastly improved by the replacement of

the existing modern shop fronts with traditional-style shop fronts that are in keeping with the historic character of the building.



#### 4.6.25 No. 91 [2,3]

Now flanked by 1960s infill buildings, the single-bay frontage of this early 19<sup>th</sup>-century building projects forward of its neighbours and adds positively to the character of the street scene. It has a prominent moulded cornice, above which the building appears to have been extended and/or re-roofed.



#### Church Street (South side)

#### 4.6.26 Horse & Jockey PH [2,3]

The Horse and Jockey Public House features a distinctive gabled parapet and an interesting combination of stone mullion and transom windows on the first floor

and arched windows on the ground floor. The building is clearly of both historic and townscape value.



#### 4.6.27 Nos. 112-118 [3]

These early 20<sup>th</sup>-century buildings have been substantially altered by the insertion of modern shop fronts but the decorative parapet of Nos.112-114 and the stone detailing and brick pilasters of Nos.116-118 add interest to the street scene and as a group they contribute positively to the streetscape.



High St (North side)

#### 4.6.28 No. 57 [2,3]

Its decorative bracketed eaves, corner pilasters and hipped roof make this a distinctive corner building but the inserted modern shop fronts on the ground floor have had a significant negative impact on its architectural and historic

character. Despite these changes No. 57 makes a positive contribution to the street scene and should be retained for its heritage and townscape value.



#### 4.6.29 Nos. 59a & 59b [3]

Constructed during the early 20<sup>th</sup> century, this building features attractive corbelled brick detailing and retains some of its original sash windows. The building addresses its corner plot well.



#### High St (South side)

#### 4.6.30 Nos. 2-20 [3]

This 19<sup>th</sup>-century terraced row has been detrimentally altered by inserted modern shop fronts but most retain their original window openings on the first and second floors, and the continuous roof line creates a pleasing continuity in the street scene.



#### 4.6.31 Nos. 30-36 [2,3]

These buildings have been significantly altered by the insertion of modern shop fronts but the series of four gables to the street frontage are attractive and provide an interesting contrast with the surrounding roofscape. The arched windows are also of architectural interest and create a pleasing continuity along the frontage.



#### 4.6.32 No. 84 (The Swan PH) [2,3]

The Swan Public House has a symmetrical frontage with end stacks. Although relatively plain in appearance it serves as an important reminder of the 19<sup>th</sup>-century development of the High Street.



Oxford Street (East side)

4.6.33 **Oak & Ivy PH [2,3\*]**

The frontage of the 1934 Oak and Ivy Public House includes two eye-catching art-deco style doorways that have wide fluted frames with a decorative cartouche above. The windows are uPVC replacements but the original window openings survive, those on the ground floor having brick mullion and transoms. It is recommended that this building is added to the Local List as a good example of an interesting and well-designed inter-war public house.



Proud's Lane (East side)

4.6.34 **Leisure Centre [3]**

The long frontage of the 1930s leisure centre on Proud's Lane makes a positive contribution to the streetscape; the building's angular design, distinctive light-coloured brick and concrete window surrounds make it an interesting addition to the townscape.



*Sensitivity to change*

- 4.6.35 Bilston Town Centre is included in Wolverhampton's Unitary Development Plan 2001-2011 Chapter 16. This refers to policies on the Primary Shopping Area, Frontage Use and Western Gateway among others, all of which have a direct bearing on the zone in question. As well as these general policies, the council has identified three development/refurbishment sites on the High Street and has drawn up proposals for remodelling/refurbishing Market Way/Markets Area (included in the UDP, June 2006).
- 4.6.36 The Council has also prepared a Masterplan for The Orchard (2007), which includes regeneration proposals and a development appraisal for the area between the Metro Line, Church Street, Lichfield Street and Hall Street (including the narrow street of The Orchard itself). The Masterplan will be adopted as a Supplementary Planning Document and includes three principal new development proposals, including apartment buildings and an office development.
- 4.6.37 A 40ha site 'Bilston Urban Village', south of Bilston Town Centre, has been identified as having capacity for 1,000 houses; it is envisaged that the scheme will have a mix of uses including c.5,500sq m Leisure Centre, c.5,500sq m Primary Community Health Care Centre, c.17,000sq m of Commercial Employment Land and c.2,260sq m of Retail floor space. This has been allocated in the adopted UDP (2006), and a resolution to grant planning permission for the scheme has been passed.
- 4.6.38 The area is also referred to in the Black Country Core Strategy Preferred Options (March 2008) as it falls within the redevelopment zone for Bilston, which is

planned to involve the consolidation of the existing town centre as a focus for shopping and services, served by the Metro/bus interchange.

*General Recommendations*

- 4.6.39 While the existing conservation area could clearly benefit from the preparation of a Character Appraisal and Management Plan (there are several 'gap' sites and other opportunities for enhancement within its existing boundaries), it is generally an attractive and well-maintained area. Considerable improvements have been made to the buildings in the conservation area over the past five years as a result of the highly successful Bilston Townscape Heritage Initiative (THI). These have included the restoration of the Town Hall and Robin II Club and the improvement of a number of key buildings on the A41 Wellington Road/Lichfield Street corridor and on the northern side of Mount Pleasant.
- 4.6.40 Outside the conservation area there is considerable scope for improvement along the Church Street/High Street axis and in the adjoining streets. Among the most pressing 'heritage' priorities, consideration should be given to the preparation of a development brief for the small but critically important and currently mainly vacant site directly to the east of the Grade II\* listed Greyhound & Punchbowl PH.
- 4.6.41 Reference has been made above to the archaeological and historic importance of the rear plots on both sides of High Street. Many of these are currently in a very poor state (as are a number of the buildings with which they are associated, including the main street frontage buildings. The situation is particularly serious on the south side of High Street and needs to be addressed as a matter of urgency if the plots and buildings are to survive (as they should) as a catalyst for the regeneration of this area.

*Recommendations for designation*

- 4.6.42 While the Church Street/High Street axis retains a number of buildings of townscape merit and those that could be considered suitable candidates for inclusion on the Local List and could potentially serve as anchors in the

regeneration of the area, it is not considered that it is of sufficient 'special' interest to warrant conservation area designation.

- 4.6.43 There are also some attractive buildings on Mount Pleasant, north-east of the conservation area, including the terrace at Nos.46-64, the locally listed Beldray Office/Factory at No. 66, the terrace at Nos. 68-80 and- on the opposite side of the road- Nos. 59-75 and No. 77 (these are included in Zone 26; see Section 3.21 above). While these have significant townscape merit, and consideration was given to the extension of the Town Centre Conservation Area boundary to include them within it, on balance they were considered not of sufficient 'special interest' to merit inclusion.

## 5.0 CONSERVATION AREAS

### 5.1 Introduction

- 5.1.1 The Bilston Corridor AAP area includes the Bilston Town Centre Conservation Area and a small part of the Union Mill Conservation Area. These are summarised below as Area A and B (but The Bilston Town Centre Conservation Area is also referred to in section 4.6 of this report).
- 5.1.2 As section 2.3 explains, conservation areas have not been subject to the same level of assessment as non-designated areas because of the additional controls over insensitive development that conservation area designation brings. This means that conservation areas, which are designated for their special architectural and historic interest, are less vulnerable to insensitive change.
- 5.1.3 However, this protection can be strengthened by the production of conservation area character appraisals and management plans, which define the special interest of the conservation area and put forward policies to ensure that this is protected. It is strongly recommended that a character appraisal and management plan is produced for the Bilston Town Centre Conservation Area; the production of an appraisal and management plan for this conservation area should be seen as a priority. Bilston Town Centre will see significant change particularly as a result of the Bilston Urban Village development and an appraisal and management plan will provide robust support for the justification of planning decisions in the conservation area.
- 5.1.4 In combination with this a review of the Local List in the Bilston Town Centre Conservation Area should be undertaken, with priority given to buildings on the edge of the existing conservation area. The identification of buildings in these areas is likely to have the greatest impact on proposals for regeneration in currently undesignated areas.

## 5.2 Zone A: BILSTON TOWN CENTRE

- 5.2.1 The Bilston Town Centre Conservation Area was designated in 1975 and the boundary was altered on 30<sup>th</sup> September 2002. The conservation area includes Lichfield Street, Walsall Street, Hall Street, Lewis Street and part of Fraser Street, the southern boundary being formed by the Black Country Route. James Street defines the north-eastern boundary of the conservation area and the railway bounds the south-western boundary. The area contains largely late 18<sup>th</sup>- and 19<sup>th</sup>-century buildings in retail use.
- 5.2.2 It is recommended that a full character appraisal and management plan is produced for the conservation area in order to further protect its special interest, character and appearance. This is especially important given the planned Bilston Urban Village development immediately south of the town centre in Zones 22 and 26.

## 5.3 Zone B: UNION MILL

- 5.3.1 The Union Mill Conservation Area was designated on 21 November 1985. It is located east of Wolverhampton city centre between Wednesfield Road and Horseley Fields and includes short lengths of the Birmingham Canal and the Wyrley and Essington Canal, which meet at the Horseley Fields Junction in the south-eastern corner of the conservation area. The former Low Level railway station is also included in the conservation area and the Birmingham to Wolverhampton mainline railway passes through the centre of the conservation area.
- 5.3.2 The small section of the Union Mill Conservation Area that is included in the Bilston Corridor AAP area comprises a small green wedge of land between the railway and the Mail Centre. The area is planted with trees and includes an electricity sub-station. There is also a detached part of the conservation area, the boundaries of which are drawn around the locally listed Lincoln Works building on Lincoln Street.

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- 5.3.3 A conservation area appraisal and management proposals were completed for the Union Mill Conservation Area in March 2007 and no changes are recommended to the existing conservation area boundary.

## 6.0 SUMMARY AND CONCLUSION

- 6.1 The Bilston Corridor AAP covers a large and irregular area of land that extends from the eastern side of the City Centre south-eastwards and east to Bilston town centre and beyond. The land-use is primarily industrial and has historically been so. In the 18<sup>th</sup> and earlier 19<sup>th</sup> centuries coalfields occupied large tracts of land in the AAP area. Most of the collieries had ceased operation by the late 19<sup>th</sup> century and were by then beginning to be replaced with metal-working industries and furnaces. Both coal and iron from this area fuelled the prosperity and growth of Wolverhampton, aided by the town's good transport links (new turnpike roads, the canals and, in the 1850s, the railways).
- 6.2 It must have been a scarred landscape that began to emerge when these industries eventually went into decline and a process of largely unplanned and piecemeal industrial redevelopment began to take place in the early and mid 20<sup>th</sup> centuries and on in successive phases into the late 20<sup>th</sup> and early 21<sup>st</sup> centuries (with some sites even now under redevelopment or cleared and awaiting it). The unplanned and ever-evolving nature of this form of development means that, as a whole, today's landscape is incoherent and lacking in historic character and integrity, with sprawling modern industrial and trading estates covering large areas and small and medium-sized housing estates dispersed among them. Cleared sites and scrubland lie where land is contaminated and, alongside the canal, old spoilheaps can still be seen rising out of the undergrowth.
- 6.3 Historic character does survive in isolated pockets throughout the AAP area. Bilston town centre is the most notable of these, its special interest having been recognised through its designation as a conservation area. This pre-Industrial Revolution settlement which, like its neighbour Wolverhampton, also enjoyed the fruits of the iron (and enamelling) industries, retains elements of its medieval past in its layout and contains the earliest surviving buildings in the AAP area.
- 6.4 Elsewhere, areas have been selected for intensive area assessment as part of this study, including in the north the area around Commercial Road and the Birmingham Canal, an area of significant former canal-side industry; and Central Trading Estate south of Cable Street, where some historic industrial buildings

survive. East Park is an important late 19<sup>th</sup>-century municipal park, which lies between the 20<sup>th</sup>-century industrial developments of Monmore green and the large residential estates to the east. In the southern part of the AAP area, another canal-side industrial site retains some historic character at Waterside Industrial Estate on Millfields Road, and south of here in the Daisy Bank and Highfields Road area, the Highfields Works building is an impressive structure.

- 6.5 The canal network represents the key historic 'anchor' feature running through the AAP area and this is one of its key strengths. Given the overall lack of coherent historic character in the AAP area, it is important to ensure that what has survived is retained and drawn upon as part of regeneration of the area, and the canal network can help to link these areas together and 'work' with them to create a sense of history and place wherever this is possible, in recognition of the area's strongly industrial past.
- 6.6 The different characters of the canal should be recognised and the quality of its largely poor built environment enhanced. Redevelopment alongside the canal corridor and in and around the areas selected for intensive area assessment will need to have at its base a clear understanding of what these places have to offer in terms of heritage value. The designation of the canal network as a conservation area would help to ensure that redevelopment alongside it is of a high quality and could also support aspirations for World Heritage Site status for the Black Country's canal network.
- 6.7 The piecemeal nature of large-scale 20<sup>th</sup>-century industrial development means that there is plenty of scope for redevelopment and regeneration in this AAP area, and significant changes are anticipated; for instance, the planned Bilston Urban Village extending south of the existing town centre across former industrial land that currently largely lies derelict. Again, such large-scale development should seek to maximise the huge potential offered by the canal corridor in this area. Likewise, potential new housing developments in the corridor that links the northern and southern parts of the area should also be focused around the benefits the canal corridor can bring, both as a historic feature and through its significant role in providing 'green infrastructure'.

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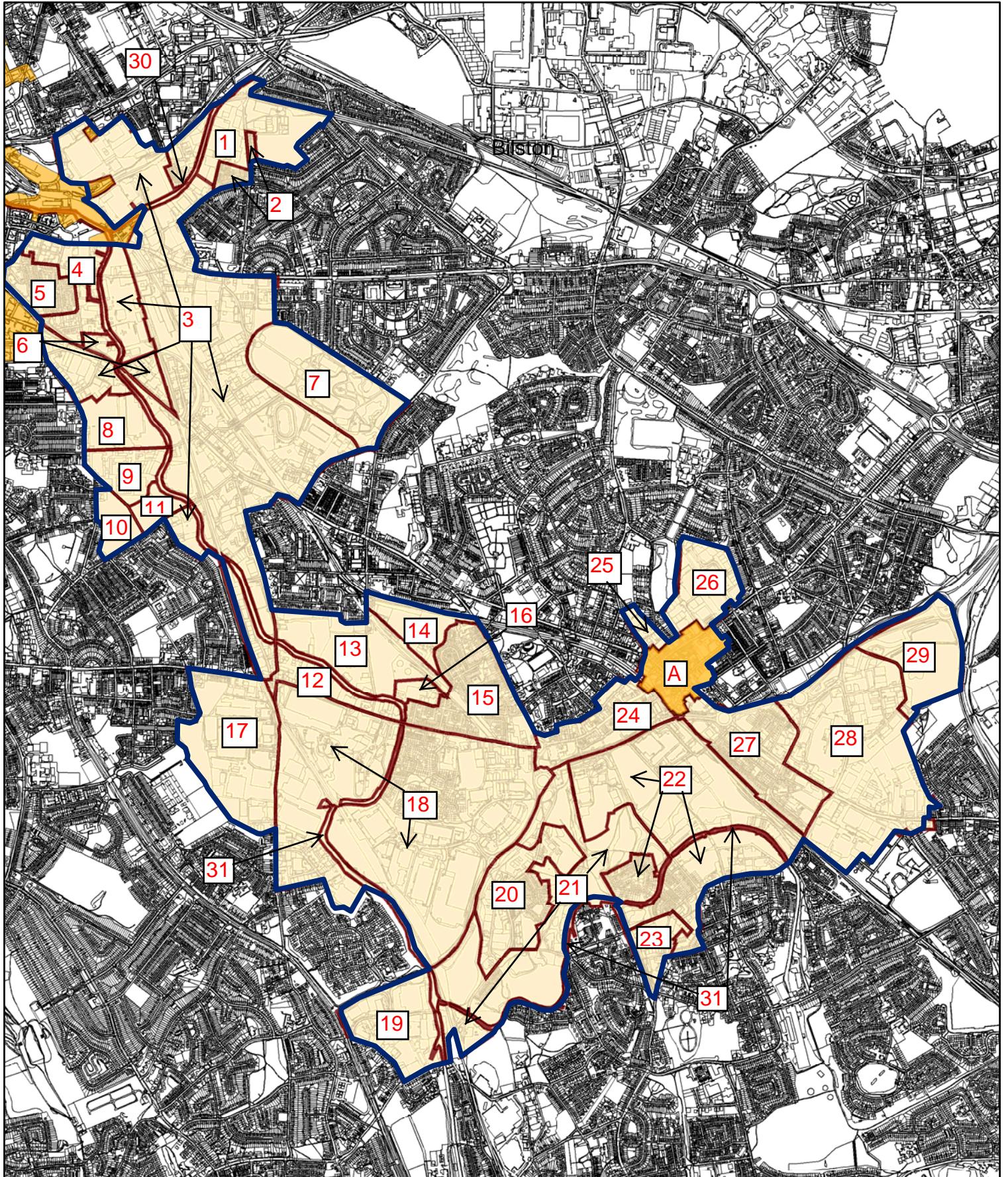
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### **WOLVERHAMPTON CITY COUNCIL CONSERVATION AREA APPRAISALS AND MANAGEMENT PROPOSALS**

Union Mill Conservation Area Appraisal & Management Proposals (March 2007)



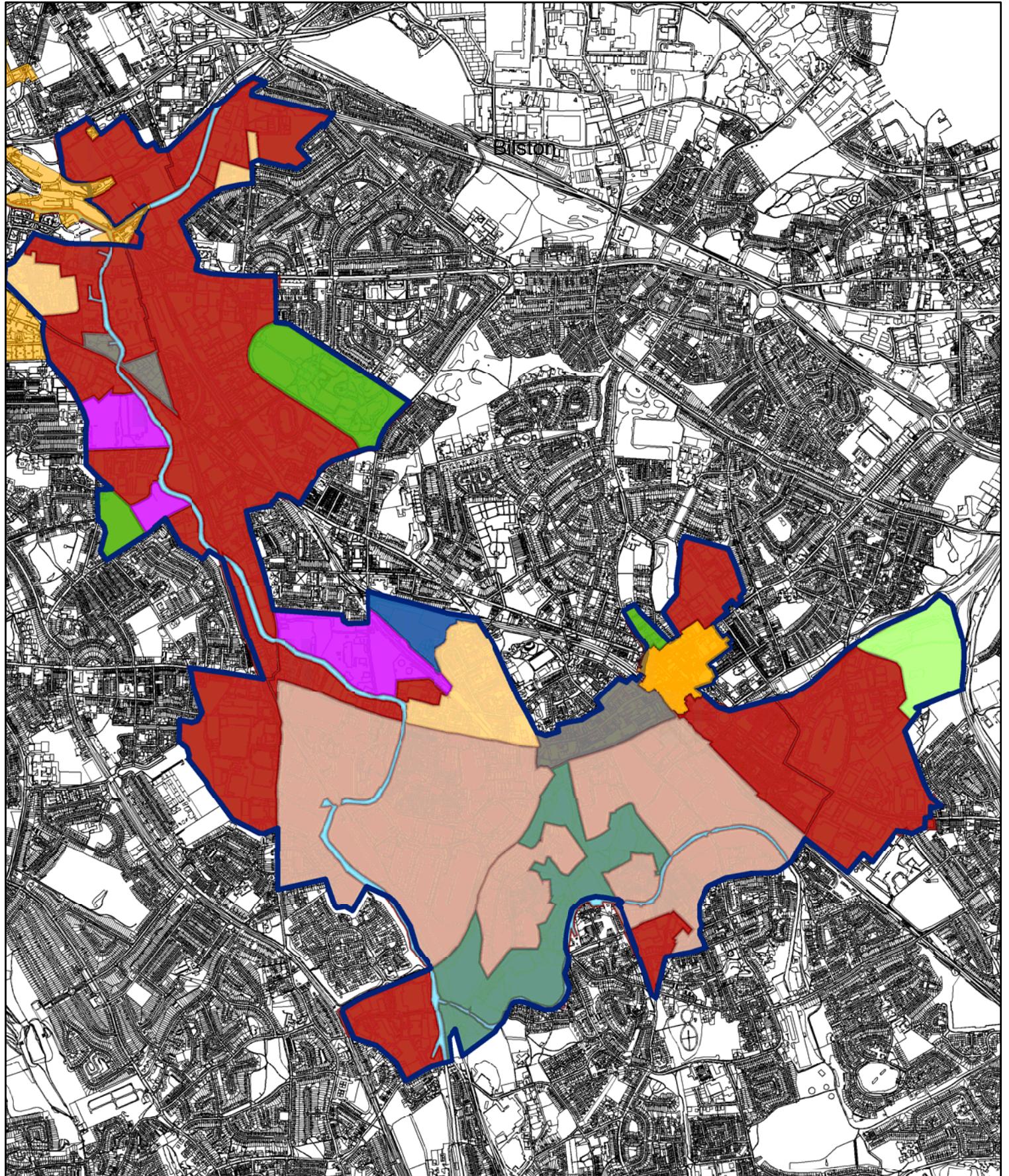
Character Zones  
  Conservation Area  
  AAP boundary

- 1-Old Heath Rd/New Cross Industrial Estate
- 2-Osier St and Osier Place
- 3-Monmore Green and Environs
- 4-Walsall St/Commercial Rd
- 5-Wharf St/Duke St/York St
- 6-Bilston Rd Car Sales Area
- 7-East Park
- 8-Cleared Site north of Cable St
- 9-Central Trading Estate
- 10-Major St Playing Field
- 11-Cleared Site north of Dixon St
- 12-Waterside Industrial Estate
- 13-Cleared Site north of Waterside
- 14-Bilston Primary School & Playing Fields
- 15-Park Rd/Albany Crescent
- 16-Reliance Trading Estate
- 17-Ettingshall Industrial Estate
- 30-The Wyrley & Essington Canal
- 31-The Birmingham Canal (Wolverhampton Level)

- 18-Spring Vale and Millfields
- 19-Deepfields Industrial Area
- 20-Ladymoor and Environs
- 21-Birmingham Canal Environs
- 22-Bankfield Works Site and Environs
- 23-Highfields Works and Daisy Bank
- 24-Church St and High St
- 25-Proud's Lane
- 26-Barton Industrial Estate
- 27-Oxford Street Area
- 28-Loxdale Industrial Estate
- 29-Cleared Site north-east of Loxdale Ind. Est.
- 31-The Birmingham Canal (Wolverhampton Level)

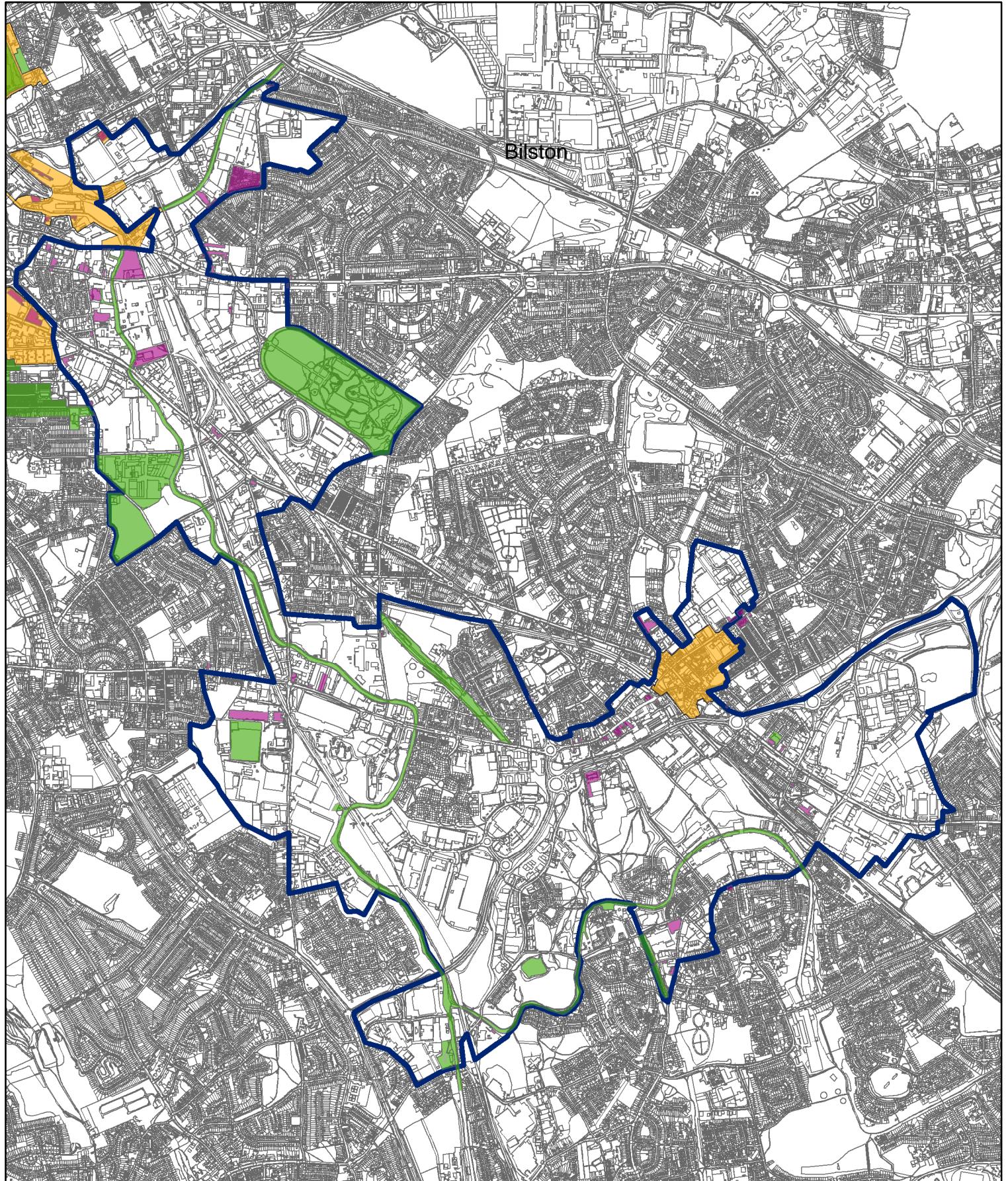
**Conservation Area**  
A-Bilston Town Centre

Fig. 1: Character Zones



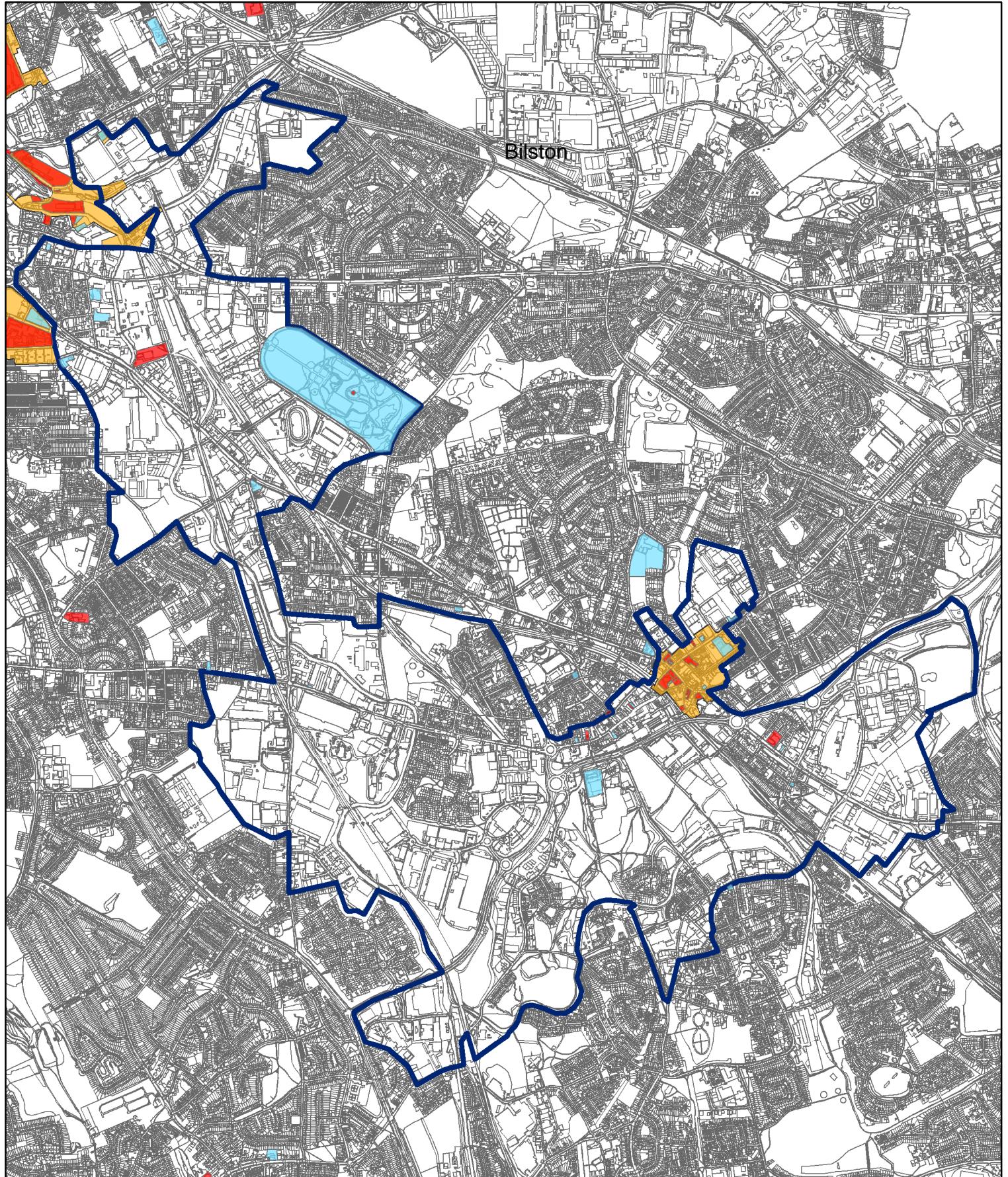
Canal	Development Site	Recreational
Cleared Site	Educational	Residential
Commercial	Industrial	Scrubland
Conservation Area	Industrial/Residential	AAP boundary

Fig. 2: Broad Character Types



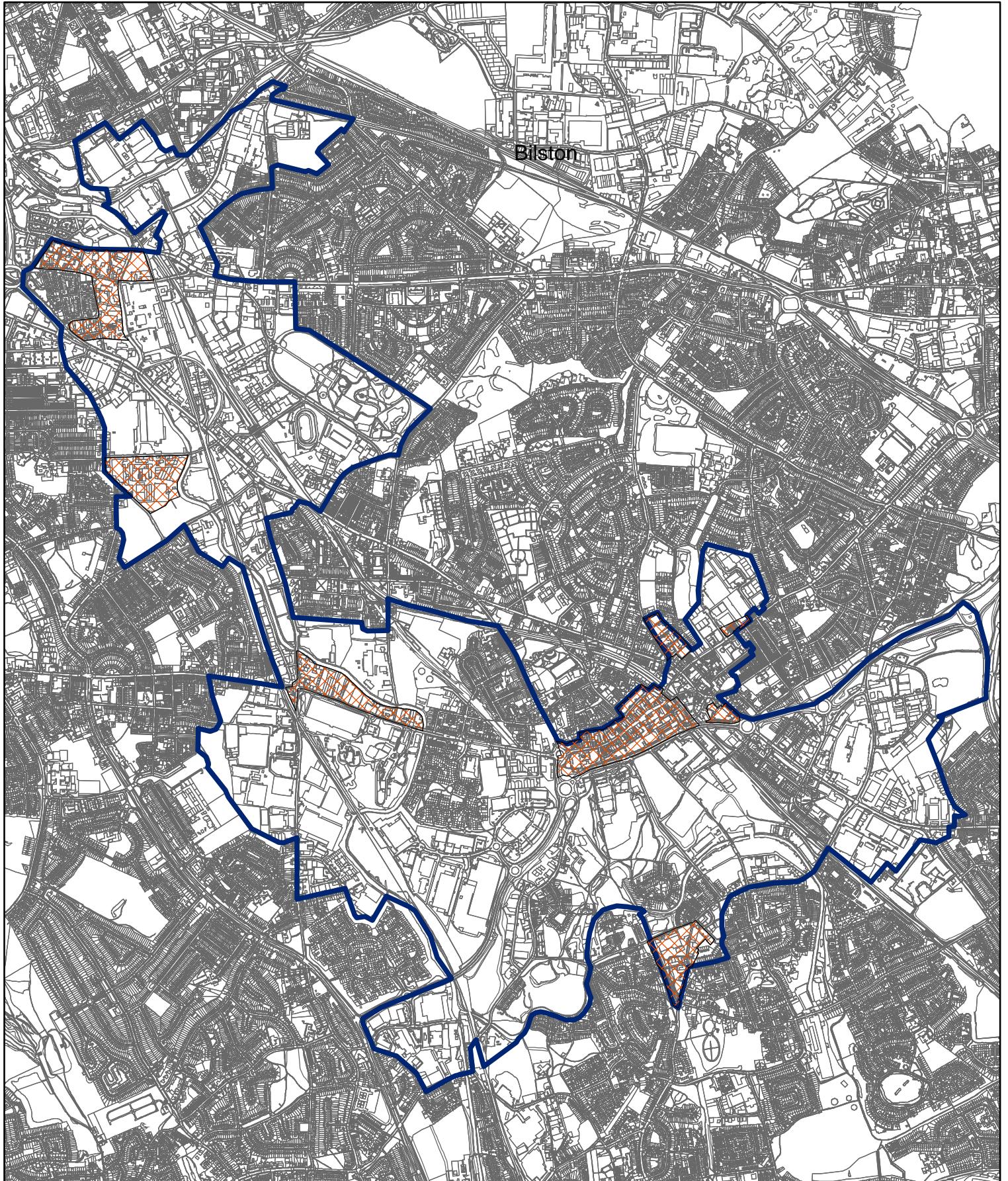
- Conservation Area
- AAP boundary
- Building: Categories 1-3
- Site: Categories 1-3

Fig. 3: 'Anchor' Buildings and Sites  
(including all Categories, 1-3)



- Conservation Area
- AAP boundary
- Locally listed building (inc. curtilages)
- Statutorily listed building (inc. curtilages)

Fig. 4: Designations



- AAP boundary
- Intensive Area Assessment Zone

Fig. 5: Intensive Area Assessment Zones