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

**STAFFORD ROAD
CORRIDOR AAP**

On behalf of

**WOLVERHAMPTON CITY
COUNCIL**

CgMs Ref: 10376

Date: January 2009

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The Ordnance Survey and Cities Revealed mapping and photography data was included in this publication in order to clearly show the locations of the areas, buildings and sites discussed herein.

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 Stafford Road 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 Stafford Road Corridor study area

1.4.1 The Stafford Road Corridor AAP covers an area of 434 ha running from Junction 2 of the M54 southwards to meet the northern edge of the City Centre AAP area. It is an important gateway route into the city and includes some of the highest quality employment areas. Employment land and housing are the dominant land uses.

1.4.2 The area contains parts of two conservation areas (Wolverhampton Locks and the Staffordshire & Worcestershire and Shropshire Union Canal) and a small number of listed structures, the large proportion of which are canal locks, and two locally listed buildings, neither of which are within a conservation area and which are therefore 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.

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 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 Stafford Road 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 Stafford Road Corridor AAP area a single zone was selected for IAA; its location is 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

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 5.0 contains a brief summary of each conservation area, which includes information on the date of designation and the reasons why each respective area was considered to merit designation. This summary also makes reference to the appropriateness of existing conservation area boundaries, including, where appropriate, recommendations for amendments.
- 2.3.3 Conservation areas based on canal corridors (in this case Zones A and B) have been looked at in more detail. This is in recognition of the importance of the wider Black Country canal network and the role that Wolverhampton's canals play in this, with the corresponding need therefore to ensure that their heritage value is fully recognised and acknowledged (see also section 2.5).
- 2.3.4 The locations of the conservation areas in the Stafford Road Corridor AAP area are 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.

Anchor Category	Definition	Examples May Include
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"> • Canal corridors • Important open spaces • Areas of well preserved late 19th-century/early 20th-century housing (e.g. those in Park Village) • Structures such as the Goodyear Clock Tower which have a significant visual impact and could be a focal point in promoting schemes of enhancement, redevelopment and regeneration.
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"> • Public Houses • Small chapels or schools • Other buildings of a more intimate or modest scale (e.g. the Clinic on Park Lane)
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"> • Wolverhampton Central Mosque • Science Park building • Could include public open space where it makes a positive contribution to townscape.

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 2.4.1-2.4.6 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 **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 Sections of the Birmingham Canal (Wolverhampton Level) and the Staffordshire & Worcestershire Canal run through a number of different character zones in the AAP area. In the wider study covering all three AAP areas, the various canal corridors have been identified as separate character zones in order to emphasise their importance and key role as linear features extending through the AAP areas. This is also the case for the Stafford Road Corridor AAP study, but here both sections of canal corridor included within the AAP boundaries are also designated as conservation areas (and are therefore discussed in Section 5.0 of this report).
- 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 (as well as being described in Section 5.0) have been referred to in conjunction with other adjoining character zones in order to reinforce the close relationship of the canal 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 length of the canal throughout the area should be seen as an 'anchor' around which to focus regeneration proposals, and it is recommended that character appraisals and management plans are produced for both canal-based conservation areas in the Stafford Road Corridor AAP area. In addition to this it has been recommended (in Section 5.0) that Management Strategies are prepared for the wider canal network. This should also help support the aspiration for World Heritage Site status for the Black Country canal network, which is being promoted by all four Black Country Councils (Dudley, Sandwell, Walsall and Wolverhampton). This important aspiration will be expressed in the Black Country Joint Core Strategy.

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 2-18 (excluding the two conservation areas, which are identified by letters A and B). Zone 1 is 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 2: National Grid Plant

3.2.1 This zone is located between the London and North Western Railway (LNWR), Cat and Kittens Lane and Greenfield Lane. It is dominated by the National Grid plant which is divided from the motorway to the north by a thick belt of trees; a number of trees also line the eastern, western and southern boundaries of this zone. The western part of the zone is occupied by a golf course adjoining the National Grid plant, with a small section of the course south of the plant on Cat and Kittens Lane. The golf course provides an important green open space.



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-  Zone 2
-  AAP boundary
-  Anchor Site (Category 1)

See 2.4 for definitions of Categories 1-3

Historic Context and Archaeological Potential

- 3.2.2 This area formerly consisted of open farmland but has been substantially altered by the construction of the National Grid plant. Dispersed settlements such as Moseley Old Hall, Lesscroft Farm and Snapes Green were situated further east and west of this zone during the 19th century. The National Grid plant was built in the 1960s, and the M54 motorway which encloses the northern boundary of Zone 2 was constructed during the 1970s.
- 3.2.3 Two sites recorded on the Wolverhampton HER (6852 and 6853) represent Fields 38 and 39 identified as part of the Bushbury Green Wedge Survey (Litherland 1990): Field 39 contains an undated boundary bank. The potential for buried archaeology is low.

Existing Designations

- 3.2.4 There are no statutorily or locally listed buildings in Zone 2 and no part of the area is designated as a conservation area.

Other Buildings and Sites (Categories 1-3)

- 3.2.5 Golf course adjacent to Cat and Kittens Lane [3].
The golf course is an important open green space which marks the transition between the industrial development to the west and south and the farmland east of Cat and Kittens Lane.

Recommendations

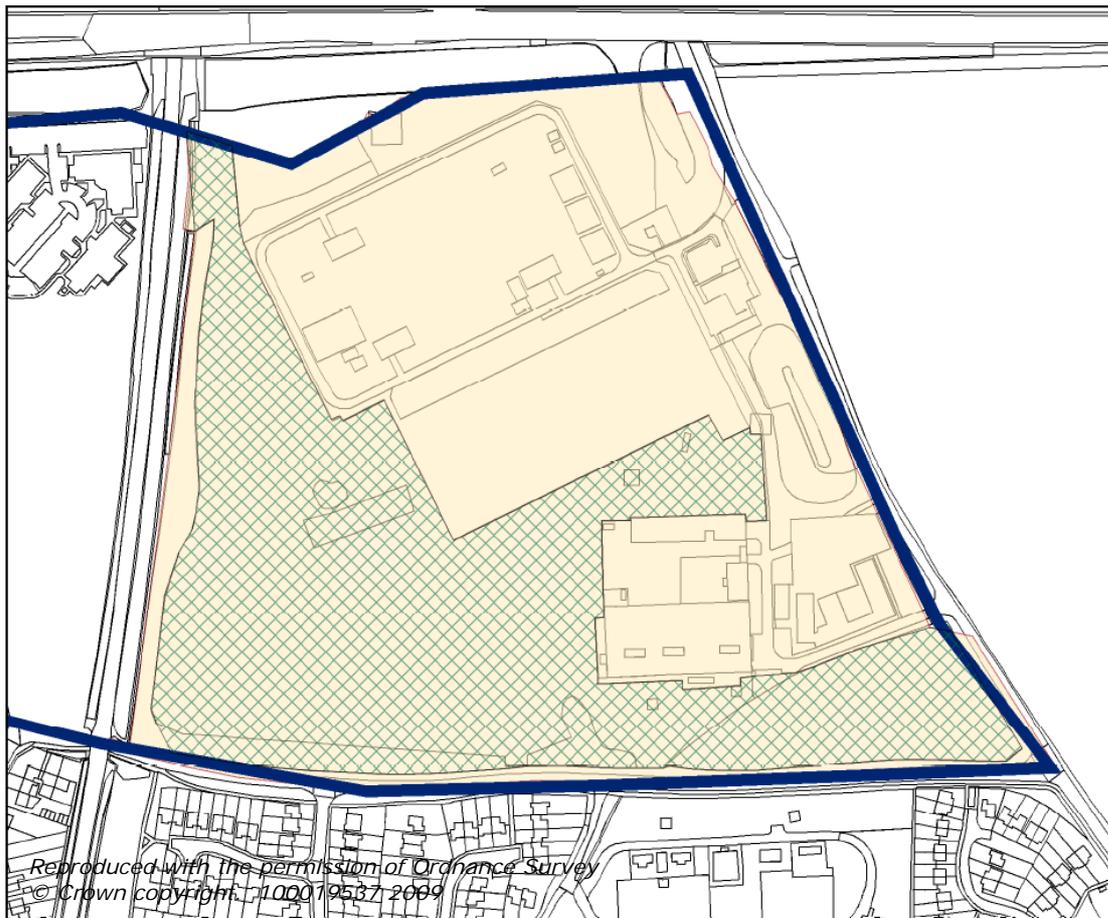
- 3.2.6 There are no buildings of historic significance in this area that could serve as 'anchors' for redevelopment proposals. However, the green open space provided by the golf course (which is part of the Green Belt) is important.
- 3.2.7 Retention of such spaces is important and accords with the 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).

3.3 Zone 3: Wolverhampton Business Park, Broadlands

3.3.1 Zone 3 includes the Wolverhampton Business Park, situated on an area of former open farmland between the railway, Stafford Road and Greenfield Lane. The business park occupies the western half of the zone, while the eastern half is currently under development.





-  Zone 2
-  Site (Categories 2 & 3)
-  AAP boundary

See 2.4 for definitions of Categories 1-3

Historic Context and Archaeological Potential

- 3.3.2 The open grassland on the eastern side of the site was formerly occupied by the late 18th-/early 19th-century Lesscroft Farm. The farmhouse and its associated outbuildings were demolished between 1967 and 1989 but its driveway and ponds are still discernible. The business park was constructed very recently (within the last ten years). The site of Lesscroft Farm (HER 8693) is recorded on the Wolverhampton HER, but is now part of a redevelopment site.

Existing Designations

- 3.3.3 There are no statutorily or locally listed buildings in Zone 3 and no part of the area is designated as a conservation area.

Other Buildings and Sites (Categories 1-3)

- 3.3.4 None identified.

Recommendations

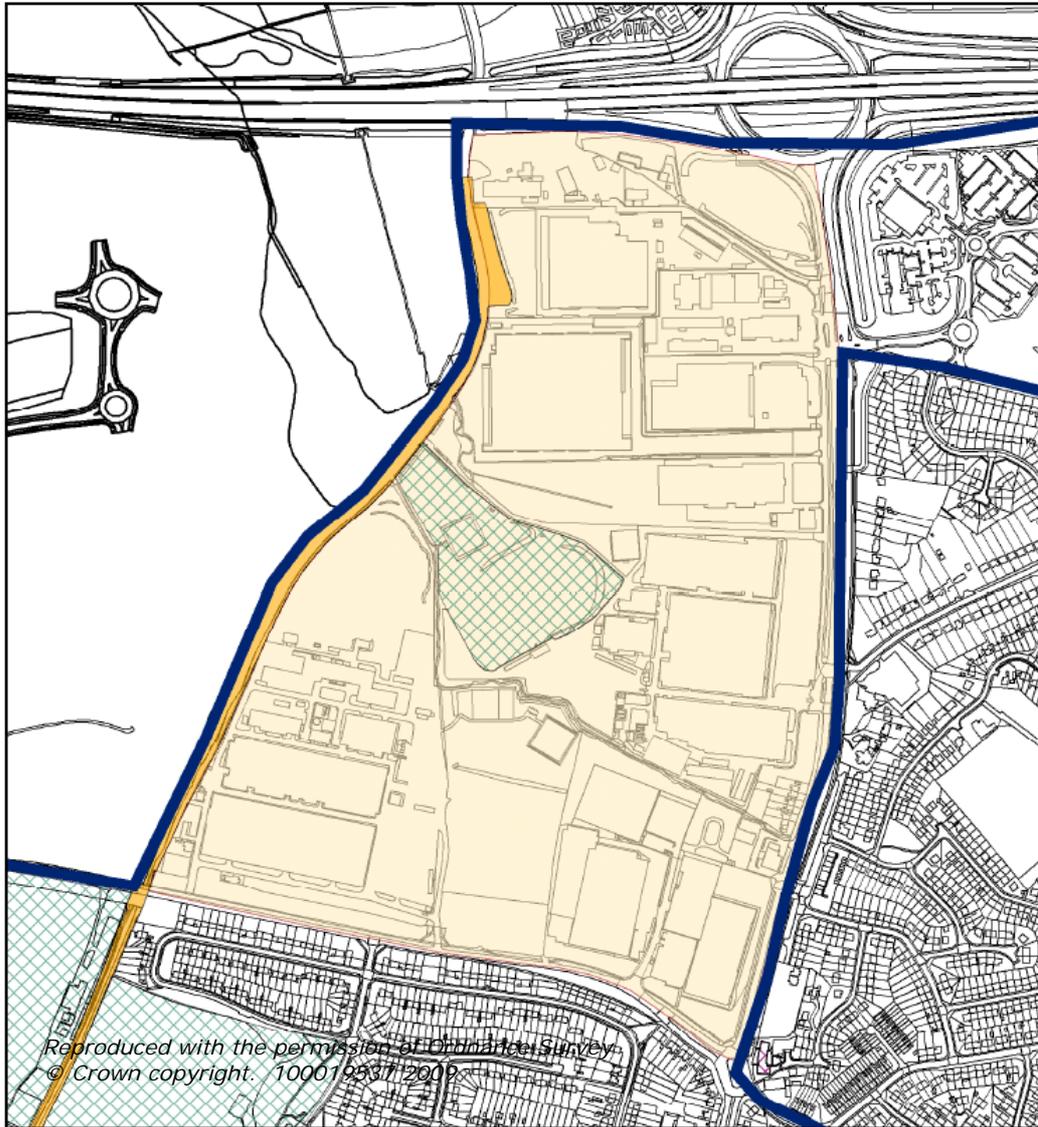
- 3.3.5 The Preferred Options Report identifies this area as a site of existing high-quality office activity at Wolverhampton Business Park. Parts of the site are still being built out incorporating high quality B1(a) office provision.
- 3.3.6 There are no 'anchor' buildings or sites in this zone around which redevelopment could be based.

3.4 Zone 4: Fordhouses Industrial Area

3.4.1 Zone 4 is dominated by large warehouses and works buildings and also contains a cricket ground, bowling green and tennis courts. Its western boundary is defined by the Staffordshire & Worcestershire Canal (part of the Staffordshire & Worcestershire and Shropshire Union Canal Conservation Area); the M54 runs along the northern boundary and Stafford Road marks the eastern boundary. The southern boundary is formed by Wobaston Road.

3.4.2 The industrial development is relieved by the open green spaces provided by the recreation grounds and by areas of derelict land (rough grassland, formerly farmland) in the south-east corner of the zone and against the canal to the west. The canal and Wobaston Road mark the limits of intensively developed land in this area: west of Zone 4 (outside the AAP boundary) farmland extends to the west. However, this area has planning permission for the i54 development (a strategic employment area).





-  Zone 4
-  Conservation Area/Anchor
-  AAP boundary
-  Site (Categories 2 & 3)

See 2.4 for definitions of Categories 1-3

Historic Context and Archaeological Potential

- 3.4.3 This area is shown as part of an agricultural field system on the 1884 O.S. map. A cluster of buildings marked on the 1884 map as Wobaston Cottage are depicted at the southern end of the zone adjacent to what is now Wobaston Road; these buildings, possibly a late 18th-/early 19th-century farm, were demolished in the 1950s/60s, leaving this area as derelict land. A row of buildings is also shown on the western side of Stafford Road on the 1884 map but these were demolished between 1938 and 1967. During the inter-war period, Nos. 721-731, a small group of semi-detached houses, were built on the western side of Stafford Road just north of Waterhead Brook.
- 3.4.4 In the 1940s and '50s the agricultural character of the zone was dramatically transformed by the construction of several industrial units, including the large-scale works in the south-western part of the zone and the various works lining the west side of Stafford Road. The warehouses in the north-western corner of Zone 4 were under construction in the 1950s.
- 3.4.5 No sites are recorded on the Wolverhampton HER. However, buried archaeological remains of the former farm north of Wobaston Road may survive. Overall, the zone has a low archaeological potential.

Existing Designations

- 3.4.6 There are no statutorily or locally listed buildings in Zone 4 and no part of the area is designated as a conservation area.

Other Buildings and Sites (Categories 1-3)

- 3.4.7 Goodrich Recreation Ground, Fordhouses [3]
The recreation ground contributes to the green setting of the Staffordshire & Worcestershire and Shropshire Union Canal Conservation Area and provides an attractive feature in the surrounding industrial area.

3.4.8 Flats development, Nos. 2-17 Stafford Road [3]

A recent residential development of flats stands at the junction of Stafford Road and Bee Lane. These stand in a prominent location and the use of light, modern materials and bright colour lifts the appearance of the area.

3.4.9 It should be noted here that the Staffordshire & Worcestershire Canal (Zone 1) which forms the western border of the zone (and of the AAP area) is an important linear 'anchor' feature [1].

Recommendations

3.4.10 The historic land-use of this area consisted of open farmland with a small number of properties situated close to the main roads; this use has been superseded by the existing mid and late 20th-century industrial development, which is of no historic significance.

3.4.11 The Preferred Options Report identifies this zone as an area that will be subject to progressive redevelopment and environmental improvements to ensure that it becomes one of the premier high-quality employment locations in the Black Country. An application for a development incorporating employment uses at Citygate Park in the Fordhouses area has been approved and an application for B2/B8 development is currently being determined for 4.4ha area of land adjacent to Wobaston Road.

3.4.12 The western boundary of Zone 4 adjoins the Staffordshire & Worcestershire and Shropshire Union Canal Conservation Area and it is important that all redevelopment proposals in this zone are assessed in terms of their impact on the conservation area and its setting. Land to the west of this stretch of the canal is characterised by open farmland and lined with hedgerows and trees (albeit planning permission has been granted in this area for the i54 development), and the canal corridor is an important historic 'anchor' at the northern end of the Stafford Road Corridor AAP. It is also identified as a major wildlife corridor in the Preferred Options Report. See paragraphs 5.2.9-5.2.12 for specific recommendations for the canal.

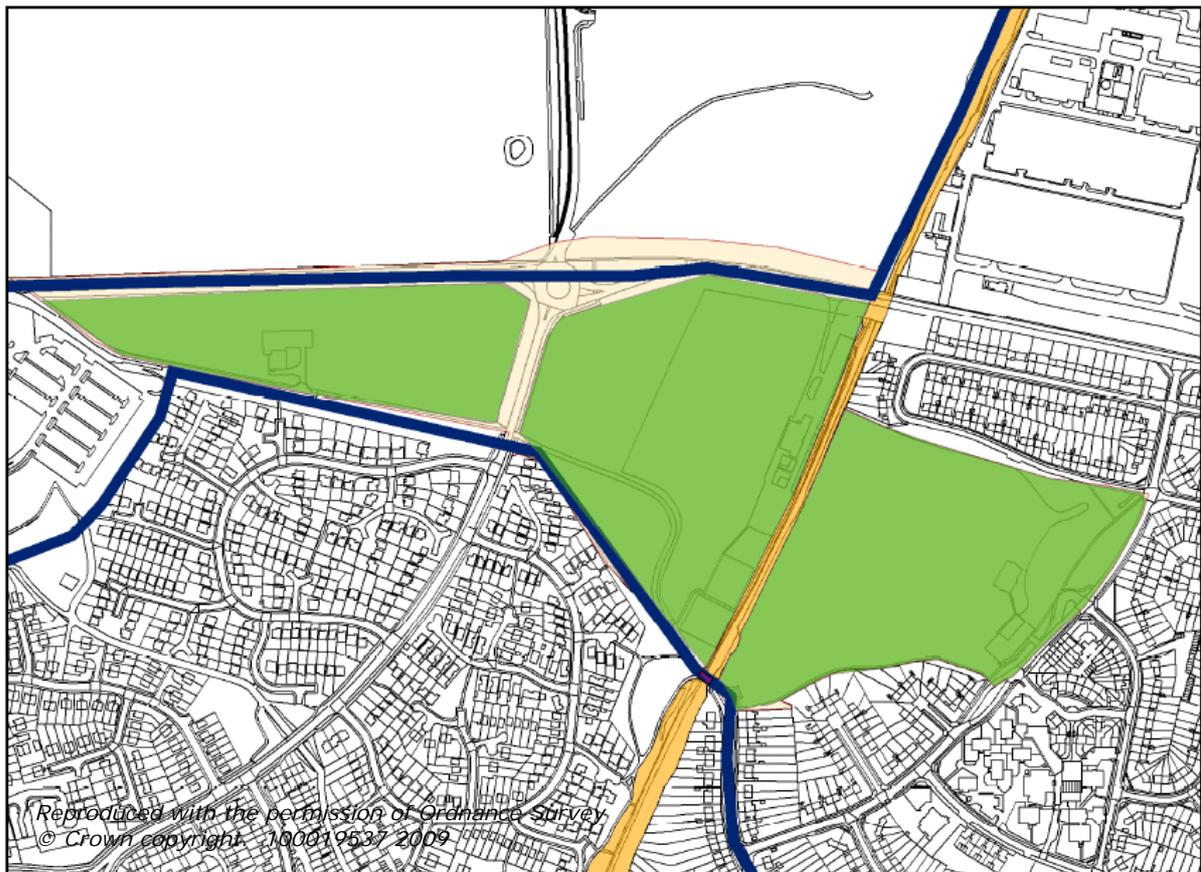
3.4.13 The Goodrich Recreation Ground in the centre of the zone was created in the late 20th century and, while not of historic significance, has townscape value. Playing fields are protected by several policies in the Council's Unitary Development Plan; these include Policy R1 'Open Space, Sport and 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.

3.4.14 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).

3.5 Zone 5: Sports Grounds at Patshull Avenue/Wobaston Road/Pendeford Lane

3.5.1 The sports grounds and playing field provide important open space either side of the Staffordshire & Worcestershire Canal. These areas contain few built features.





-  Zone 5
-  Conservation Area/Anchor
-  AAP boundary
-  Anchor Site (Category 1)

See 2.4 for definitions of Categories 1-3

Historic Context and Archaeological Potential

- 3.5.2 The playing fields in the eastern part of the zone were established in the mid/late 20th century over former open farmland. The 1884 O.S. map shows that Wobaston Road had not yet been established. The playing fields in the western part of the zone (west of the Staffordshire & Worcestershire Canal) were laid out in the late 20th century, partly on the site of a former WWII airfield (see 3.7.3).
- 3.5.3 The areas of housing east (Zone 7) and south of this zone (outside the AAP boundary) were developed in the mid 20th century, possibly contemporaneously with the sports ground east of the canal.
- 3.5.4 A single site is recorded on the Wolverhampton HER:

10721 - Marsh Lane canal bridge

Existing Designations

- 3.5.5 There are no statutorily or locally listed buildings in Zone 5. The Staffordshire & Worcestershire Canal [1], which runs through the centre of the zone, is an important anchor feature and forms part of the Staffordshire & Worcestershire and Shropshire Union Canal Conservation Area.

Other Buildings and Sites (Categories 1-3)

- 3.5.6 All the recreation grounds/playing fields in this zone are important open spaces and add to the setting of the Staffordshire and Worcestershire Canal Conservation Area [1,3].

Recommendations

- 3.5.7 The playing fields are included in the Pendeford-Fordhouses Regeneration Corridor as established in the Preferred Options Report; the report states that they will be protected and enhanced for the benefit of local residents and

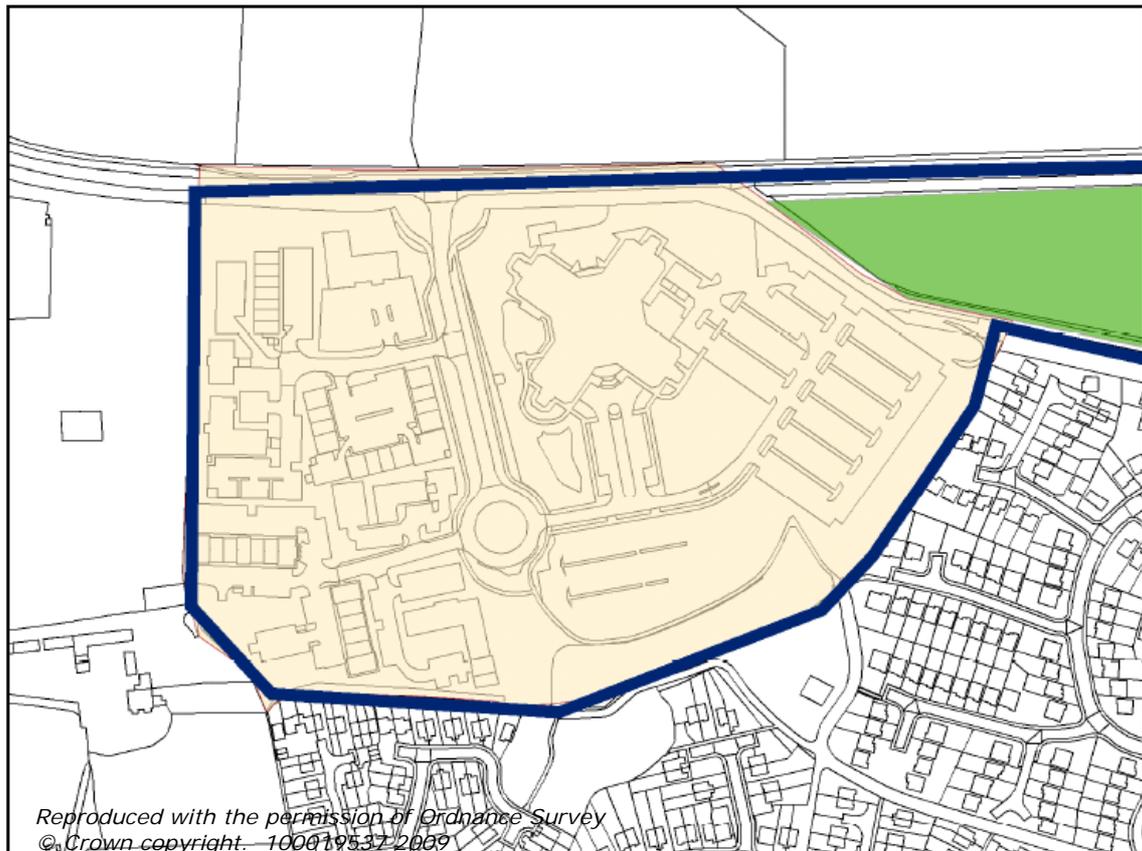
employees. The playing fields are also protected by several policies in the Council's Unitary Development Plan; these include Policy R1 'Open Space, Sport and Recreation Standards', R3 'Protection of Open Space, Sport and Recreation Facilities', R4 'Development Adjacent to Open Spaces' and Policy R5 'Sports Grounds'. Additionally, the playing fields lie within the Green Belt and are protected by policies G1 and G2 of the UDP.

- 3.5.8 The playing fields 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).
- 3.5.9 It is important to ensure that these important open spaces are retained for the contribution they make as open green spaces to the character of the Staffordshire & Worcestershire Canal (which is part of a conservation area) passing between them. See paragraphs 5.3.9-5.3.11 for recommendations specifically concerning this stretch of the canal.

3.6 Zone 6: Pendeford Business Park

3.6.1 This zone is occupied by the 1990s buildings and associated car parks of the Pendeford Business Park.





-  Zone 6
-  AAP boundary
-  Anchor Site (Category 1)

See 2.4 for definitions of Categories 1-3

Historic Context and Archaeological Potential

- 3.6.2 This area originally consisted of open farmland adjacent to Upper Pendeford Farm, which still remains today and is situated outside the AAP boundary close to the south-western boundary of Zone 6. During the inter-war period a house was constructed east of Pendeford Farm and a tree-lined driveway was established to the house, cutting through the centre of the zone.
- 3.6.3 Pendeford Aerodrome, a WWII airfield, was established here in 1938 and Boulton Paul aircraft built many war planes here. From the 1940s until at least 1966 the airfield was used for private and training aircraft, but was closed in the 1970s. The airfield and all buildings on the site were subsequently demolished and replaced by the existing business park in the 1990s.
- 3.6.4 A single site is recorded on the Wolverhampton HER:

10780 – Wolverhampton Aerodrome, Pendeford

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.

Other Buildings and Sites (Categories 1-3)

- 3.6.6 None identified.

Recommendations

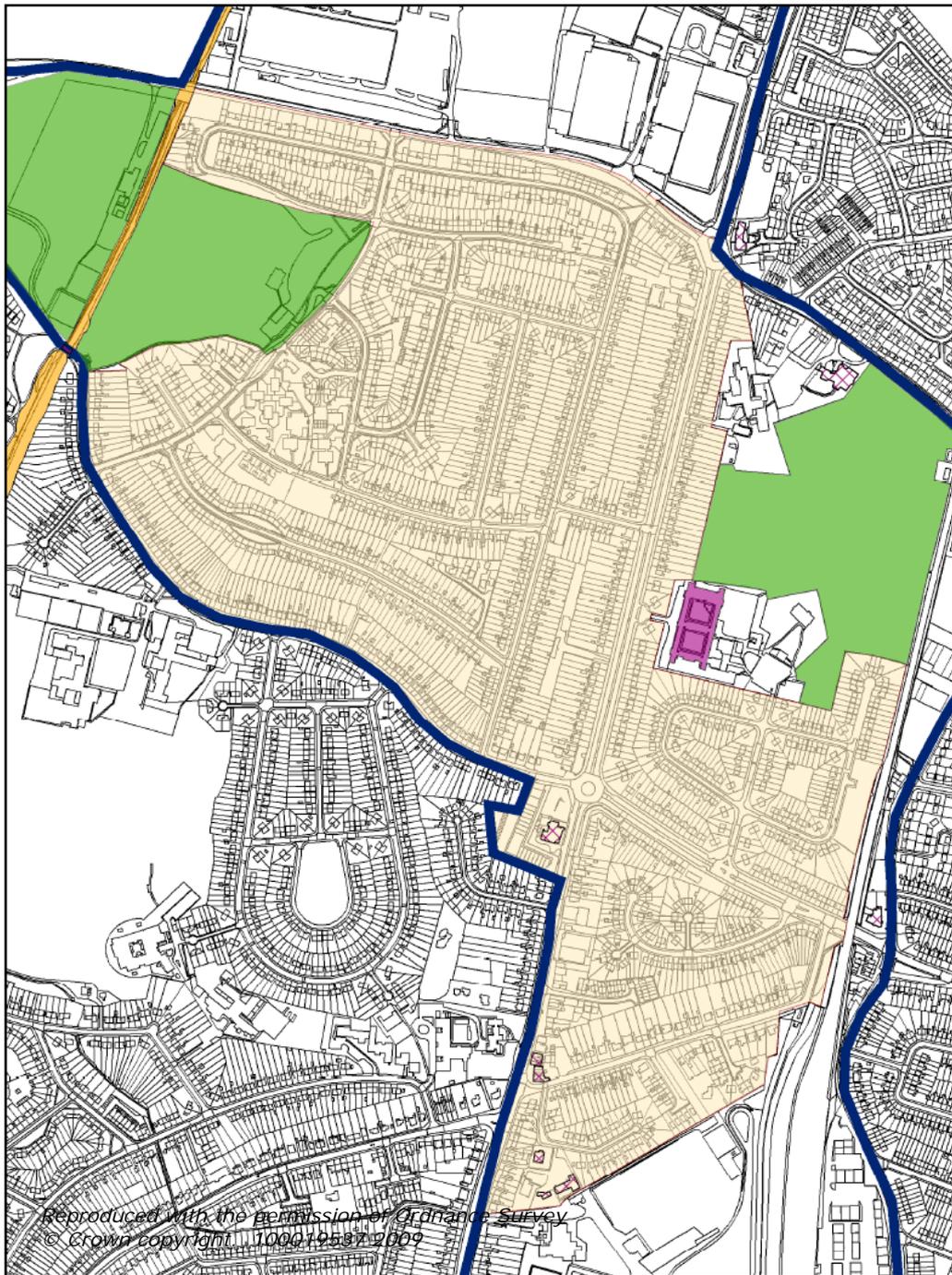
- 3.6.7 The Pendeford Business Park is identified in the Black Country Preferred Options Report as an area of existing high-quality office activity. The zone has altered significantly from its original use as agricultural land and has seen many different phases of built development; as a result there are no 'anchor' buildings

or sites in this zone and the existing business park is of no historic significance. There are thus no recommendations made in terms of heritage.

3.7 Zone 7: Winchester Road/Three Tuns Lane Residential Estate

3.7.1 This zone is occupied predominantly by an inter-war housing estate, comprising mainly semi-detached houses, with some later housing in the western part of the zone dating from the 1950s, '60s and '70s. Stafford Road runs through the centre of the area, with the larger part of the zone to the west of Stafford Road between Wobaston Road and Marsh Lane. The part of the zone to the east of Stafford Road is bordered by the railway, a playing field (Zone 8) and the former Goodyear Factory site (Zone 10).





-  Zone 7
-  Conservation Area/Anchor
-  AAP boundary
-  Anchor Site (Category 1)
-  Anchor Building (Category 1)
-  Building (Categories 2 & 3)

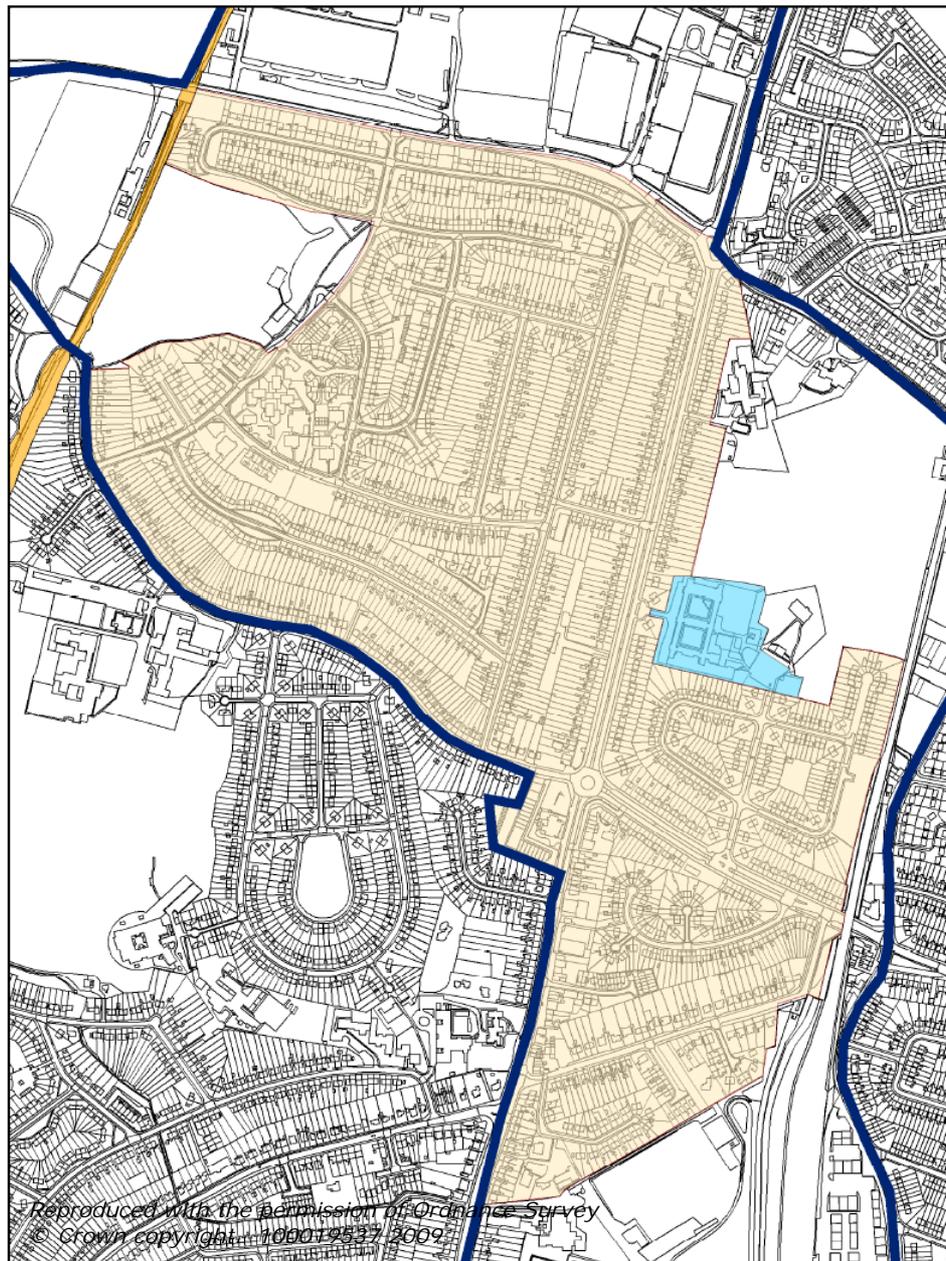
See 2.4 for definitions of Categories 1-3

Historic Context and Archaeological Potential

- 3.7.2 In the late 18th/early 19th century, a country house known as Wobaston Manor (with a possible moated medieval precursor) stood just south of Wobaston Road. A large area of the inter-war and mid 20th-century housing (including Winchester, Slade, Southborne, Romsey and Ashfield Roads, and parts of Brinsford Rd and Patshull Avenue) was built on former parkland associated with Wobaston Manor, while streets (including Harrowby and Sandon Roads and the southern part of Winchester Road) were laid out over fields which in the medieval period may have been under strip cultivation. The network of streets between the playing field (Zone 8) and Three Tuns Lane was laid out over fields which in the medieval period formed part of woodland. Settlement in the area of the Three Tuns Inn is thought to pre-date 1750.
- 3.7.3 The 1884 O.S. map shows the area as undeveloped farmland, albeit the Three Tuns Inn had been built on Stafford Road close to the junction with Three Tuns Lane and there was a small cluster of buildings around the junction of Stafford Road and Church Road, including New Oxley House which still stands.
- 3.7.4 Two sites are recorded on the Wolverhampton HER:
- 8710 – Site of Wobaston Manor
- 8643 – The Three Tuns Inn
- 3.7.5 There was an earlier Three Tuns Inn on the site of the existing public house, but it is likely that coherent below-ground remains of the earlier building have been disturbed and would in any case be of limited significance. The site of Wobaston Manor and its associated parkland has been redeveloped with housing and any below-ground remains are likely to have been significantly disturbed by redevelopment.

Existing Designations

- 3.7.6 There are no statutorily or locally listed buildings in Zone 7 and no part of the area is designated as a conservation area. The locally listed Elston Hall School (in Zone 8) directly adjoins the eastern boundary of the zone.



-  Zone 7
-  Conservation Area/Anchor
-  AAP boundary
-  Locally listed building (including curtilages)

Other Buildings and Sites (Categories 1-3)

3.7.7 A small number of buildings of historic interest are located towards the southern end of the zone, primarily on the eastern side of Stafford Road. These include:

3.7.8 Former Three Tuns Inn [3]

The 1889 O.S. map shows that the Three Tuns Inn originally consisted of a number of buildings, most likely including stables, arranged around a central yard. These buildings were demolished and replaced by the existing building in the inter-war period. During the late 19th century the inn was relatively isolated but by 1938 semi-detached housing surrounded its plot on all sides. The row of shops along Marsh Lane Parade was constructed within the former garden of the Three Tuns Inn during the late 20th century. The building has a distinctive appearance that makes a positive contribution to the streetscape and is now in use as a Chinese restaurant.



3.7.9 Woodbine Inn, Wood Lane [3]

The Woodbine Inn was built in 1939 on the narrow triangular plot between the railway and Wood Lane. The building has been successfully designed to address its wedge-shaped plot and its striking appearance adds to its townscape value.



3.7.10 Nos. 448-450 and 458-462 Stafford Road [3]

Nos. 458-462, a group of three terraced shops with gablets to the street frontage and surviving elements of original shop fronts, replaced a former smithy in the 1920s. Their distinctive frontage makes a positive contribution to the streetscape and the surviving elements of shop frontage add to their architectural interest. The shops once stood opposite two semi-detached houses but these were demolished and replaced by the Oxley Lodge Residential Care Home during the late 20th century. Nos. 448-450 were also probably built during the early 20th century and are also of townscape value. These two properties in particular are in poor condition, but have attractive decorative gables to the street frontage and stand in a prominent position on the corner with Church Road.



Nos. 448-450



Nos. 458-462

3.7.11 No. 436 Stafford Road [2,3]

No. 436 Stafford Road, a three-storey, early/mid 19th-century villa, was originally built as New Oxley House and is depicted on the 1889 map set within a substantial plot that incorporated a range of outbuildings. By the late 1930s the outbuildings had been demolished and rows of semi-detached houses had been built within the former grounds of the house fronting Stafford Road and Church Road; the house had also been extended. Lymer Road was built in the 1940s, further eroding the historic setting of No. 436, and the Church of the Epiphany and its associated vicarage were built south of the house in the 1960s. The villa has been converted to flats and stands out for its architectural style and three-storey scale.



3.7.12 Church of the Epiphany (and Vicarage), Lymer Road [3]

The Church of the Epiphany was built in the 1960s within the former grounds of New Oxley House (No. 436 Stafford Road). While the adjoining vicarage, which was built contemporaneously with the church, is not of any particular architectural interest, the two form a visual group. The church is of simple design with a tall slim bell tower its distinctive design ensuring that it contributes positively to the architectural character of the area.



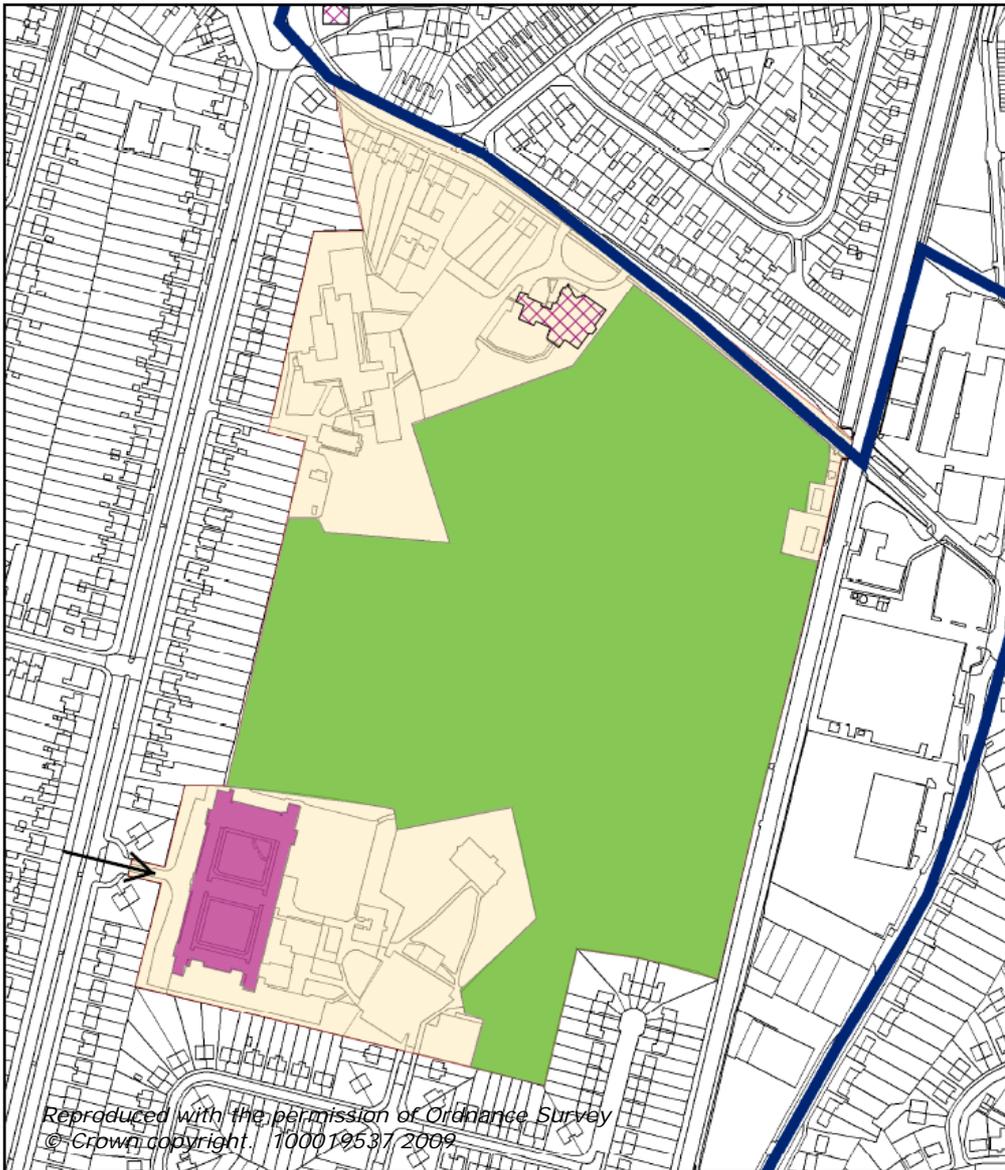
Recommendations

- 3.7.13 This zone is not recommended for intensive survey for various reasons. First, the residential area is not considered to be vulnerable to redevelopment (unlike, for instance, Zone 1). Second, it is a well-established residential area with good infrastructure and an apparently low degree of social problems. Third, the housing stock in this zone is not locally distinctive or of architectural or historic interest. A number of other buildings of note have been identified in this zone, some of which pre-date the inter-war and later housing and help to reinforce a sense of place.
- 3.7.14 While any below-ground archaeological remains of Wobaston Manor are likely to have been significantly disturbed by later housing development, an archaeological desk-based assessment would help to assess the potential for survival of remains should any further redevelopment be proposed in the location of this site.
- 3.7.15 The sports ground in Zone 5 serves the residential areas in Zone 7 and is an important part of the area's infrastructure (see 3.6.7-3.6.9 above).

3.8 Zone 8: Elston Hall School and Playing Field, Stafford Road

- 3.8.1 This character zone contains a large playing field; a small group of buildings, including the modern St. Anthony's Roman Catholic Church and School, are located in the north-west corner of the zone while Elston Hall Primary School is situated in the south-western corner.





-  Zone 8
-  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

3.8.2 The playing field was established on former fields in the mid/late 20th century. The semi-detached houses fronting Bee Lane and those on the east side of Stafford Road (in Zone 7) were built during the inter-war period. Elston Hall Primary School was under construction in 1937-8 and St. Anthony's Roman Catholic Church was built post-1967.

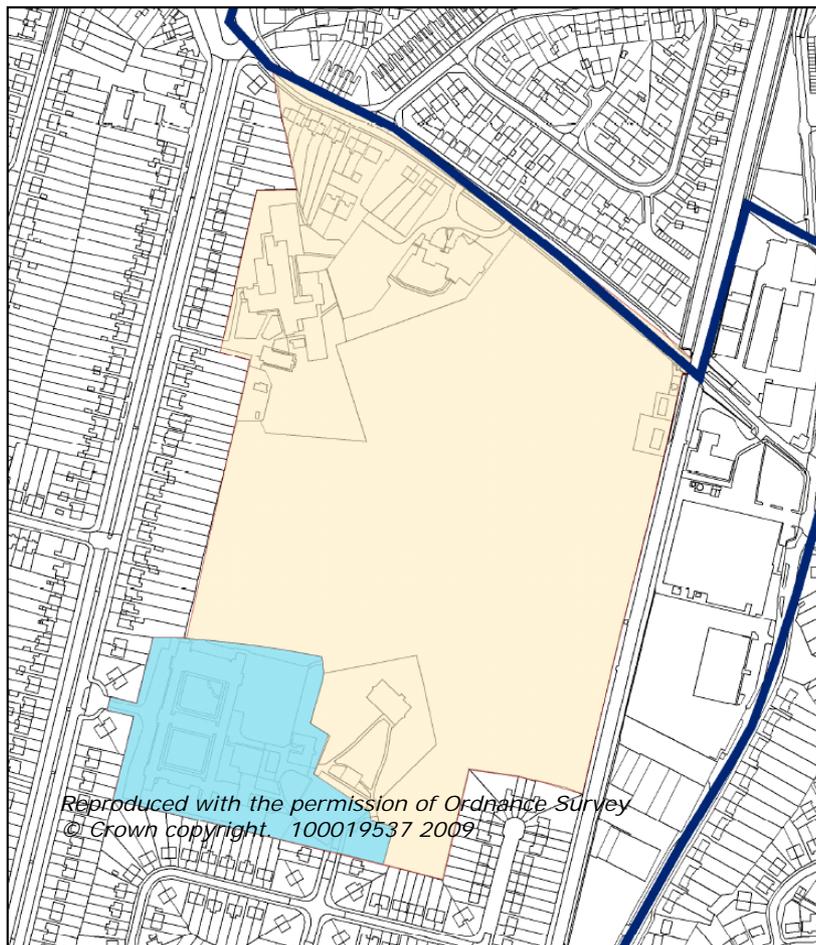
3.8.3 A single site is recorded on the Wolverhampton HER:

6254 – Possible medieval moat (in the eastern part of the playing field)

Existing Designations

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

3.8.5 Elston Hall Primary School [1] on Stafford Road is included on the Council's Local List. The school opened in 1938 and was the only purpose-built new school of the inter-war period built by the then Borough of Wolverhampton. The site was acquired in 1935 in response to the large amount of residential development going on in the north of the borough in the 1930s. The architect was H.B. Robinson and the building is considered to be of a progressive design architecturally, reflecting the social and educational trends of the period. The front of the building has a tall clock tower that provides an impressive focal point at the end of the entrance drive.



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-  Zone 8
-  AAP boundary
-  Locally listed building (including curtilage)

Other Buildings and Sites (Categories 1-3)

3.8.6 St Anthony's Roman Catholic Church, Bee Lane [3]

The church is situated on the southern side of Bee Lane and was built in the 1970s, replacing a pavilion formerly on the site. A striking 'needle'-type feature rises from its south-east end and its unusual design adds interest to the streetscape.



3.8.7 Additionally, the school playing field is of townscape value and should also be considered an 'anchor' site in conjunction with the school [1,3].

Recommendations

3.8.8 The playing field in Zone 8 is an important open space that should be preserved as part of any future regeneration or redevelopment in this zone. Policies R1 and R3-R5 in the Council's Unitary Development Plan provide protection for the sports ground and the school is included on the Council's Local List.

3.8.9 The playing field also 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).

3.8.10 Should any redevelopment of this zone be proposed, the potential for surviving below-ground archaeological deposits relating to the possible medieval moat associated with Elston Hall should be assessed.

3.9 Zone 9: USAM Trading Estate

3.9.1 This narrow linear industrial zone flanks the eastern side of the railway and is typical of the numerous industrial estates in the Stafford Road Corridor AAP area.





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

See 2.4 for definitions of Categories 1-3

Historic Context and Archaeological Potential

- 3.9.2 In the medieval period there was a watermill in this zone (Elston Mill), apparently on the west side of what is now Wood Lane. The narrow 'bow' shape of this zone had certainly been defined by the late 19th century by this tree-lined track, which now for the most part runs parallel to the railway. A fishpond was located at the southern end of the zone in 1884, close to a pumping station.
- 3.9.3 By 1923 houses had been built on the eastern side of Wood Lane but the area of land within Zone 9 remained undeveloped until a steel factory was established at the southern end of the zone between 1923 and 1937. An engineering works and timber yard were built north of Bee Lane between 1937 and 1954 and by 1967 the engineering works had expanded to include several large industrial buildings and warehouses.
- 3.9.4 One site is recorded on the Wolverhampton HER:

8711 – Site of Elston Mill

- 3.9.5 It is likely that any surviving below-ground remains of the mill have been significantly disturbed by later industrial development.

Existing Designations

- 3.9.6 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)

- 3.9.7 Railway Cottages and Adjacent Former Pumping Station, Wood Lane [2,3]
These buildings consist of a former pumping station and a pair of cottages that were constructed south of a former fish pond (which had been filled in by the early 20th century) before 1889. By the 1950s the pumping station was a ruin; the setting of the buildings had been dramatically altered by this time with semi-

detached and detached houses occupying the former open land either side of the railway. The survival of the cottages and pumping station together make a pleasing visual group with the historic interest of their association with the railway. As such they are both of significant heritage and townscape value.



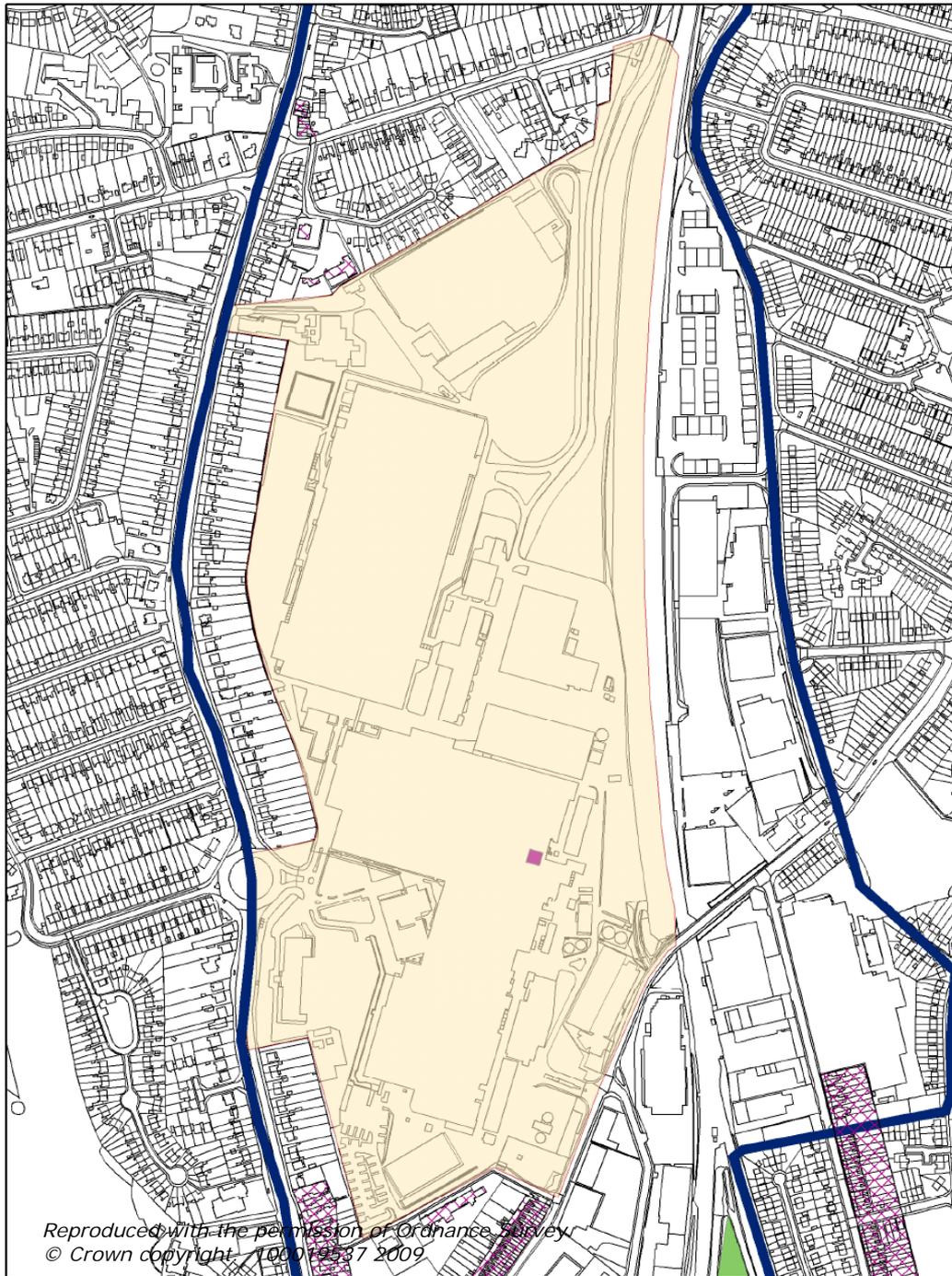
Recommendations

- 3.9.8 The area is characterised by its mid to late 20th-century industrial buildings. These have no historic significance and there are no buildings that, in terms of the historic built environment, could serve as (Category 1) 'anchors' for future regeneration in this zone. The railway cottages and former pumping station, and the relationship between the two structures, should be retained. It would be undesirable for these buildings to become visually 'lost' in any redevelopment of this area. Their scale and massing should influence any new built frontage along the west side of Wood Lane.
- 3.9.9 Should any redevelopment of this zone be proposed, the potential for surviving below-ground archaeological deposits relating to the site of Elston Mill should be assessed.

3.10 Zone 10: Former Goodyear Factory Site

3.10.1 This zone includes the large site of the former Goodyear Factory, most of which closed in 2008, with some activity remaining in the southern part of the site. Most of the disused buildings were subsequently demolished. The area extends from Lymer Road (which forms the northern boundary) to Ripon Road at the southern boundary and is enclosed to the west by the houses lining the eastern side of Stafford Road. The railway and former Bushbury Sidings define the eastern boundary of this zone; the sidings have been removed and the area has become overgrown.





-  Zone 10
-  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

- 3.10.2 The Goodyear Tyre & Rubber Company moved to Wolverhampton in 1927, purchasing the disused works of the enamel hollow-ware firm Macfarlane and Robinson. The factory doubled in size during the early 1930s; a rubber sole and heel department was established in 1933 and provision for the manufacture of mechanical goods was added in 1938. By 1939 the factory employed 1,700 people.
- 3.10.3 The Wolverhampton factory continued production during the Second World War and made tyres for the armed forces, as well as hose for pumping water, petrol and oil. By 1940, it was Britain's second largest producer of aircraft tyres; the Aviation Division made tyres, wheels and brakes for aircraft and also produced an anti-skid braking system. Its products were fitted to many aircraft including the Viscount, the Herald, the Carvair, and the Accountant.
- 3.10.4 The factory continued to expand after the war and in 1971 more than 5,500 people were employed at the Wolverhampton plant, making the company one of the largest employers in the town. The plant began to wind down from 2000 and a large part of the site closed in 2008. The majority of the former factory buildings have now been demolished, the famous Goodyear chimney being the most recent structure to be demolished in June of this year (2008). The red brick Goodyear clock tower has been retained and will be incorporated into the new development on the site.
- 3.10.5 A single site is recorded on the Wolverhampton HER:
- 8709 – Site of medieval hamlet, Wollery Green.
- 3.10.6 This former settlement site is located in the south-eastern corner of the zone west of Bushbury Lane, where there may be some potential for survival of buried archaeological remains.

Existing Designations

- 3.10.7 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)

3.10.8 The Goodyear Clock Tower [1,2,3]*

The clock tower is the only building to be retained on the former Goodyear site and is of significant heritage value both as a reminder of the former factory and as an important landmark; it was built during the 1930s and will be restored to working order and incorporated into the redevelopment of the site.



Recommendations

- 3.10.9 Planning permission has been granted for a mixed-use redevelopment including 650 family homes, modern manufacturing premises and the creation of a new public open space in the form of a neighbourhood park. This includes the retention of c.42,000sqm of the Goodyear Plant. A Reserved Matters application for a neighbourhood centre on the site with retail, community and ancillary uses is currently being determined.
- 3.10.10 The new development will need to successfully incorporate the remaining Goodyear clock tower and there is a need to ensure that it does not have a

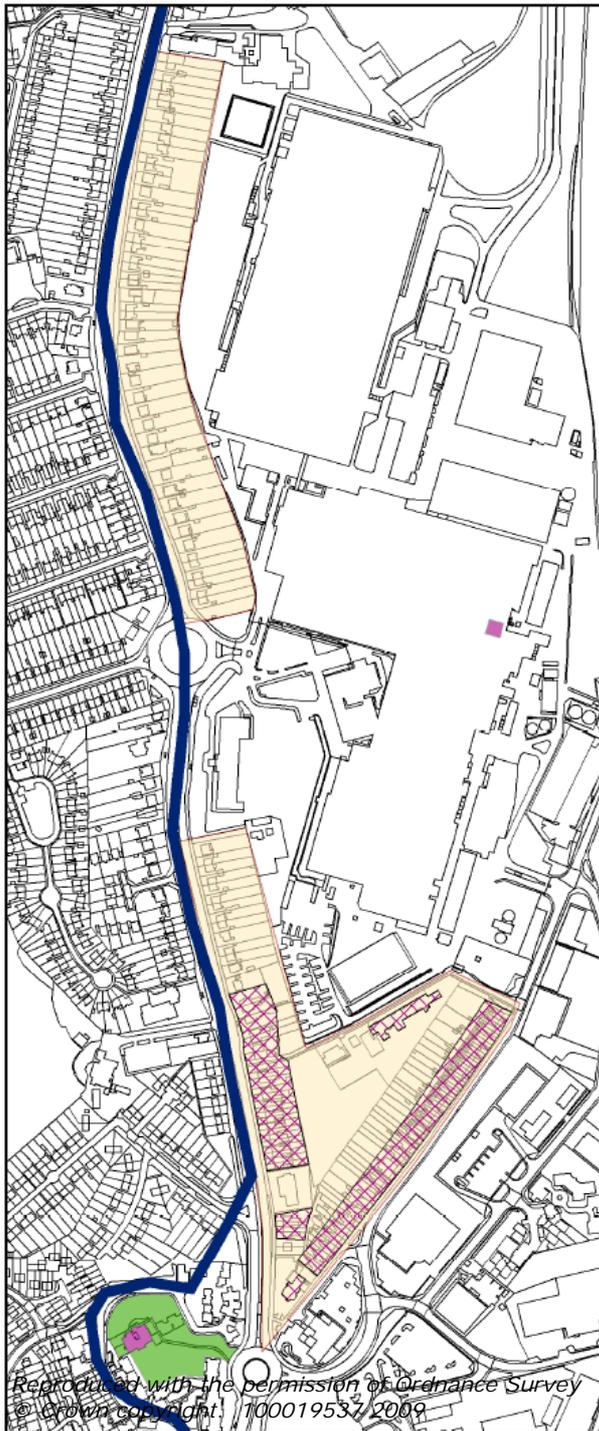
negative impact on 'anchor' buildings in Zone 11 outside the southern boundary of the Goodyear site and in Zone 7 adjacent to the northern boundary.

3.11 Zone 11: Stafford Road/Bushbury Lane

3.11.1 This zone includes the long row of houses fronting Stafford Road and running alongside the western edge of the former Goodyear Factory site (with a break in the streetscape at the main entrance into the Goodyear site), and the semi-detached and terraced houses on the north-west side of Bushbury Lane.



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-  Zone 11
-  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

3.11.2 During the late 19th century the stretch of Stafford Road included within Zone 11 remained undeveloped with the exception of a complex of buildings associated with Oxley Manor located outside the AAP boundary on the western side of the road. The terraced houses at the southern end of the zone, fronting both Stafford Road and Bushbury Lane, were built in the late 19th century over former fields, and the semi-detached houses to the north were built as a single phase of development during the inter-war period. The triangle of land behind the junction of these two streets was occupied by a brickworks in the late 19th century, replaced in the early 20th century by Oxley Primary School.

3.11.3 No sites are recorded on the Wolverhampton HER.

Existing Designations

3.11.4 There are no statutorily or locally listed buildings in Zone 11 and no part of the area is designated as a conservation area.

Other Buildings and Sites (Categories 1-3)

3.11.5 A number of buildings in the southern part of this zone have been identified as being of interest, including:

3.11.6 Nos. 190-236 Stafford Road [2,3]

Nos. 190-236 were built in c.1900 on the eastern side of Stafford Road. The houses were built within a former open field with a row of trees along the roadside. Nos. 190-196 have a high level of retention of attractive original windows and porches, including square bay windows with stained-glass panes and dagger-boardings, making an attractive street frontage. In addition these houses retain original brick boundary walls with an attractive profile and stone capping, and gate piers: these make a strong contribution to the streetscape. To the north of these (where many of the houses have bay windows to both storeys) front boundary walls have been removed to create driveways, disrupting the continuity of the streetscape.



Nos. 190-196

3.11.7 Nos. 166-172 Stafford Road [3]

Nos. 166-172 Stafford Road were also built in c.1900. This group of four terraced houses originally stood at the southern end of a continuous row of semi-detached and terraced houses, some of which have since been demolished and replaced by the late 20th-century Apostolic Church. Nos. 166-172 have attractive facades with rendered first floors with exposed brick window surrounds. Despite replacement of the original windows, this gives the terrace a unified appearance that contributes positively to the streetscape.



3.11.8 Nos. 3-127 Bushbury Lane [3]

With the exception of No. 33, Nos. 29-43 were built in the 1880s, as were houses on the opposite side of Bushbury Lane outside the boundary of Zone 11. Nos. 3-27 and Nos. 45-127 were built later in c.1900. No. 1 Bushbury Lane was demolished in the late 20th century. The terrace is relatively plain, with blue-brick banding at first-floor level, but presents a continuous streetscape, with houses stepping down the gradual slope.



3.11.9 The Island House Public House [3]

The historic O.S. maps show that the Island House pub was constructed during the inter-war period and that it was originally named The Croft. The Croft was originally a house but was then converted into a pub in 1934. The pub stands in a prominent corner location, close to the junction of Stafford Road and Bushbury Lane and, although currently boarded up and not in particularly good condition, has the potential (with improved landscaping) to be a stronger focal building.



3.11.10 Oxley Primary School [2,3]

There has been a school on Bushbury Lane since the late 19th century; the late 19th-century O.S. map shows a small school building situated on the northern side of what is now Ripon Road. Following the construction of the existing school building between 1902 and 1918 the earlier school was converted into a hall and later demolished. The existing school was constructed within a triangular plot just south of the site of a former brickworks. Extensions were added to the south-western end of the building during the early 20th century and a larger extension was built during the late 20th century. Despite these later additions the

building retains its historic character and its interesting gabled roof line make a significant contribution to the street scene.



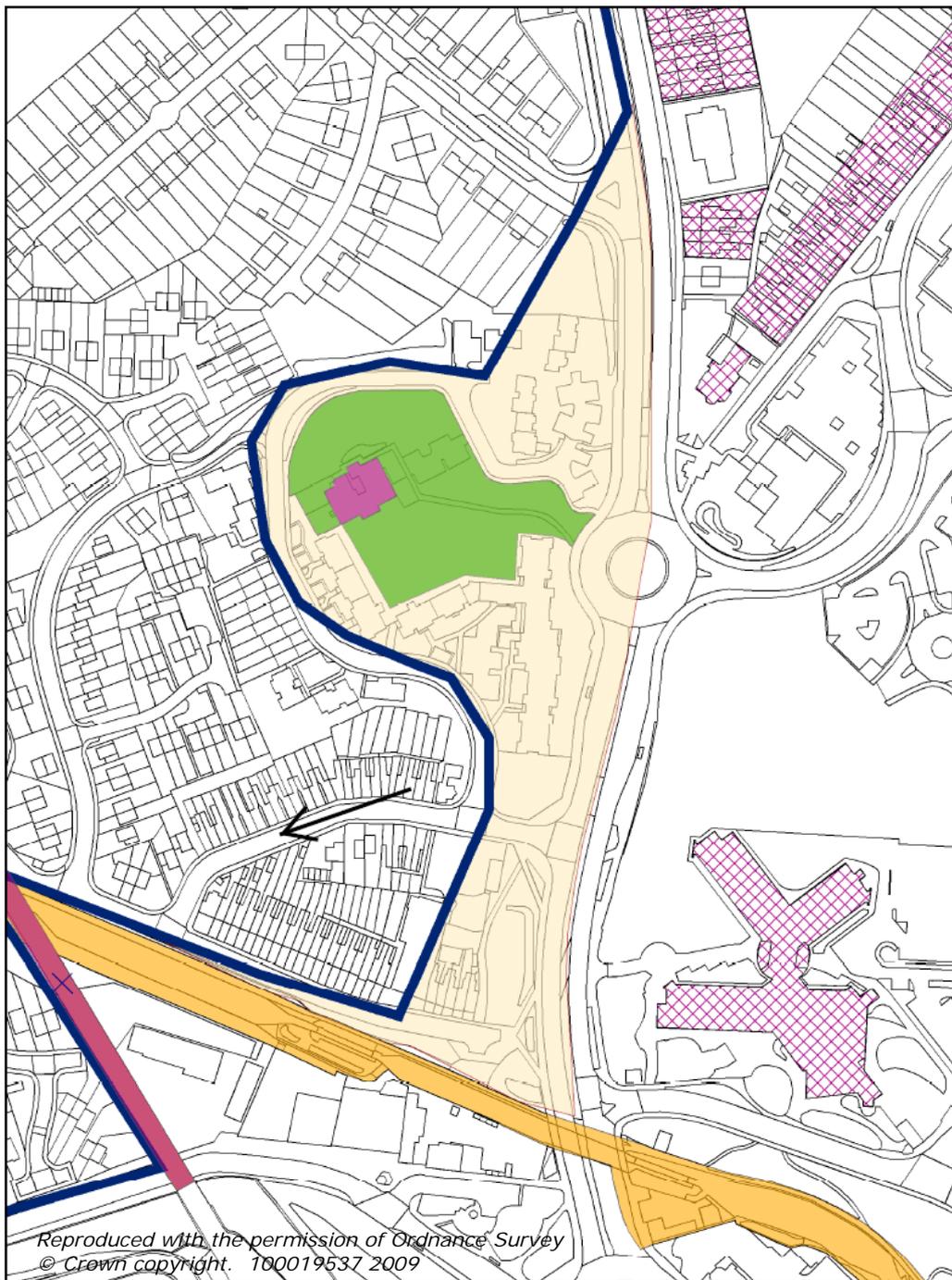
Recommendations

3.11.11 The buildings identified above are of significant townscape merit and it is recommended that they are retained as part of any redevelopment in this zone. The Council may wish to consider imposing an Article 4 direction on Nos. 190-204 (or just Nos. 190-196), which present a discrete block of contemporaneous houses with an unusually high level of retention of original detailing.

3.12 Zone 12: Oxley House and Environs

3.12.1 The Grade II listed early 19th-century Oxley House (converted to apartments) is located at the heart of this zone with late 20th-century apartment blocks built within its former grounds. The zone includes the area encircled by Leverton Rise as well as the late 20th-century Castlereagh Court and Huskisson Court adjacent to Stafford Road.





-  Zone 12
-  Conservation Area/Anchor
-  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

- 3.12.2 Oxley House was built in c.1820 and is depicted on the 1887 O.S. map within a large sylvan plot crossed by paths and driveways and with a group of glasshouses adjoining the western side of the building. A substantial lodge is shown adjacent to Stafford Road from which two separate drives led to the front and side of the house.
- 3.12.3 By the early 20th century development had encroached upon the wider setting of the house to the south (by the construction of South Street) and to the east on the eastern side of Stafford Road. Between 1919 and 1944 a cinema and small group of terraced buildings were constructed within the former gardens to Oxley House fronting Stafford Road. Oxley Avenue and Moorlands Avenue were also established north of Oxley House during this period and by the late 1970s/early '80s the house was enclosed to the west by development around The Downs.
- 3.12.4 The historic setting of Oxley House was further altered by the construction of Leverton Rise during the late 20th century, which occupies much of its former landscaped plot.
- 3.12.5 While the historic character of Oxley House has been eroded by these substantial changes to its historic setting, the house itself has been sensitively converted and the area retains a leafy character.
- 3.12.6 There is a good view along the curving South Street outside the AAP area towards the impressive Oxley Viaduct (listed at Grade II).

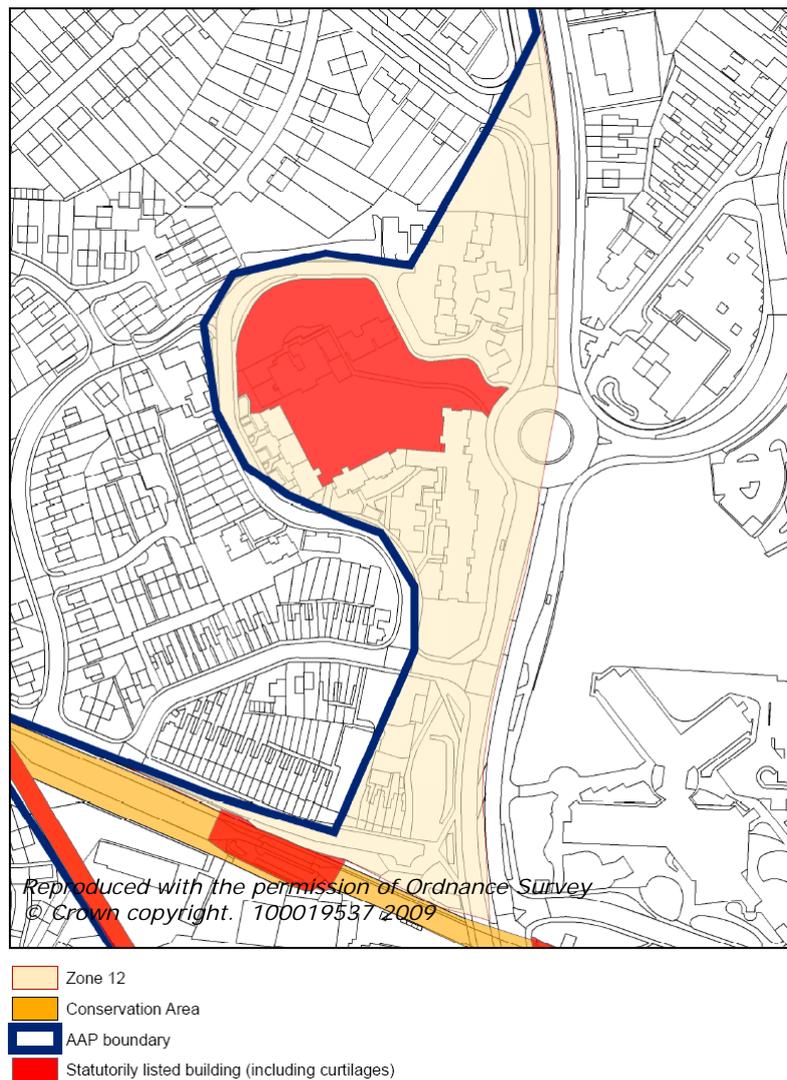


3.12.7 No sites are recorded on the Wolverhampton HER and there is little potential for significant archaeological remains in this zone.

Existing Designations

3.12.8 Oxley House [1] was statutorily listed at Grade II in 1977 and the house and its remaining garden form an important 'anchor'. The Grade II listed Oxley Viaduct, which is outside the AAP area but can be seen from the zone, is also an important anchor feature [1]. There are no locally listed buildings in Zone 12 and no part of the area is designated as a conservation area. However, the Wolverhampton Locks Conservation Area forms the southern border of the zone.





Other Buildings and Sites (Categories 1-3)

3.12.9 None identified.

Recommendations

3.12.10 The setting of Oxley House has already been substantially altered but it is important that the remaining, albeit limited, open space (including gardens) and trees around the Grade II listed building are retained. If further redevelopment should take place in the immediate vicinity of Oxley House, it will need to respect the listed building and its setting.

3.13 Zone 13: Science Park

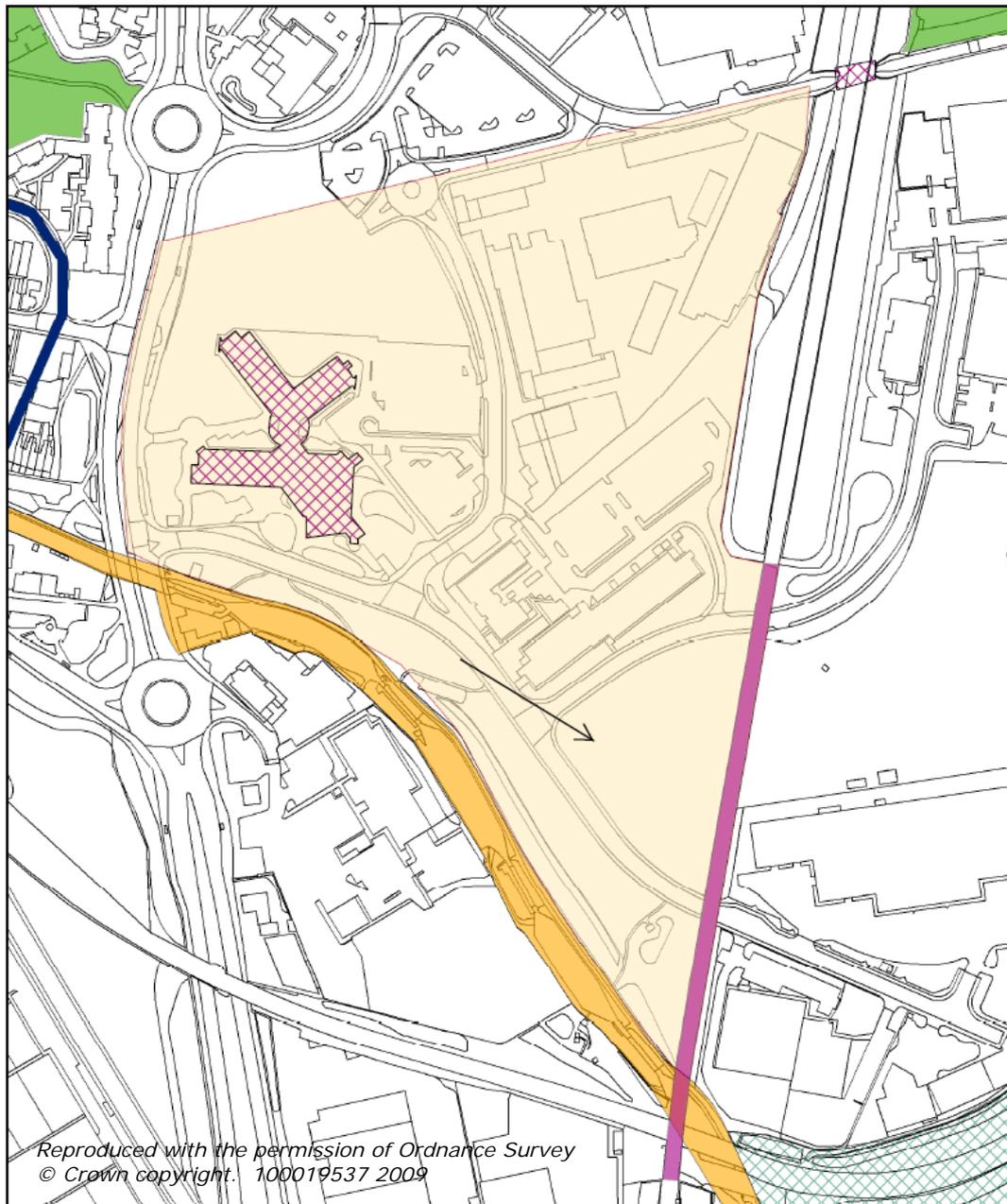
3.13.1 The Science Park between Stafford Road and the railway was built during the late 20th century and the complex has been extended since its original construction to cover former open ground closer to the railway.

3.13.2 The line of the London, Midland and Scottish Railway runs along the eastern boundary of the zone, comprising a high railway embankment and (Grade II listed) railway viaduct, creating a striking linear feature.

3.13.3 The south-western boundary of the zone comprises the Wolverhampton Locks Conservation Area, which has been designated along the corridor of the Birmingham Canal (Wolverhampton Level) (Zone 9 – see Section 5).



*Cities Revealed, Aerial Photography 2001-2006
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-  Zone 13
-  Conservation Area/Anchor
-  AAP boundary
-  Anchor Site (Category 1)
-  Anchor Building (Category 1)
-  Site (Categories 2 & 3)
-  Building (Categories 2 & 3)
-  Significant view

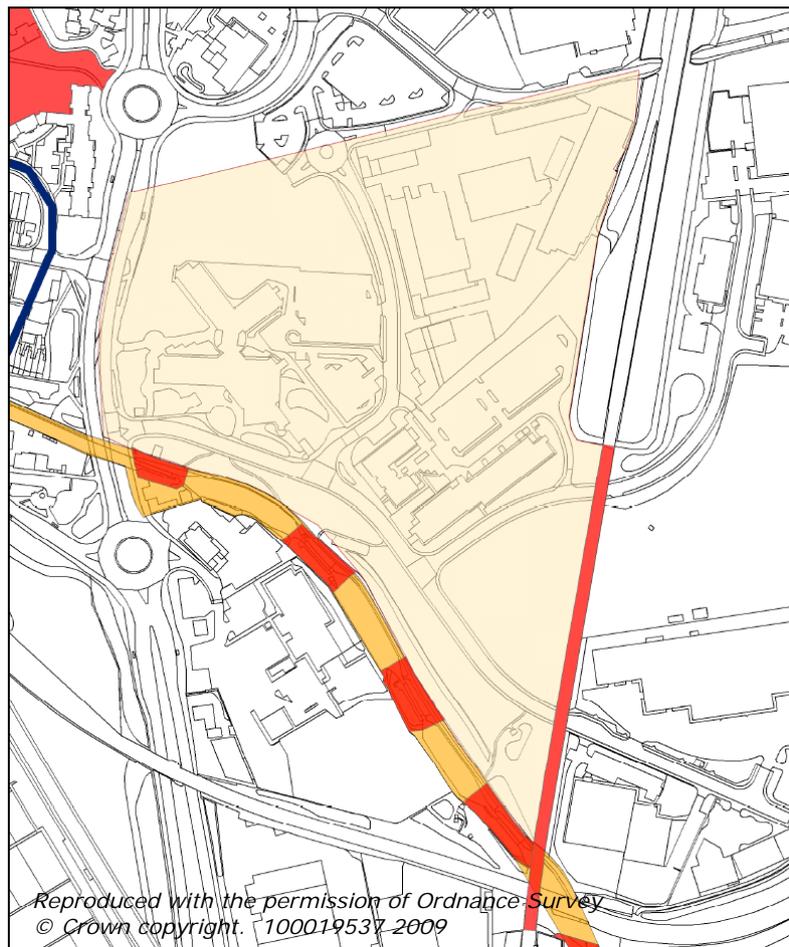
See 2.4 for definitions of Categories 1-3

Historic Context and Archaeological Potential

- 3.13.4 In the late 19th century Gorsebrook House stood in this zone within a large landscaped plot on the eastern side of Stafford Road. The house may possibly have dated to the early 19th century. A large area of land east and south-east of Gorsebrook House remained undeveloped in 1887 with the exception of a partially embanked railway siding running across the zone to a gas works in Zone 17. This open space had been developed by 1902, the O.S. map of this date showing the Bushbury Engineering Works and an extension to the gas works.
- 3.13.5 Gorsebrook House, the engineering works and the gas works still remained in 1969 although by this time the engineering works had expanded to cover the majority of the former grounds of Gorsebrook House. The majority of the buildings in Zone 13, including Gorsebrook House, were demolished during the late 20th century and only a small number of buildings associated with the former Bushbury Engineering Works remain in the north-eastern corner of the site. The existing Science Park was built in the late 20th century.
- 3.13.6 The area of semi-derelict land in the southern part of the zone was probably created during the inter-war period following the demolition of works buildings.
- 3.13.7 Four sites are recorded on the Wolverhampton HER:
- 2591 – Site of Electric Construction Company (engineering works)
- 10750 – Possible lock keeper’s cottage/storage building by Lock No. 15
- 8681 – Site of Gosbrook Watermill
- 6800 – Grade II listed Stour Valley line viaduct
- 3.13.8 The potential for survival of buried archaeological deposits is low, although below-ground remains of the Gosbrook watermill may survive.

Existing Designations

3.13.9 The railway viaduct [1] is statutorily listed at Grade II. There are no locally listed buildings in Zone 13 and no part of the area is designated as a conservation area.



-  Conservation Area
-  AAP boundary
-  Statutorily listed building (including curtilages)
-  Zone 13

Other Buildings and Sites (Categories 1-3)

3.13.10 Science Park Building [3]

This recently constructed building has an unusual plan form and is of striking appearance.



Recommendations

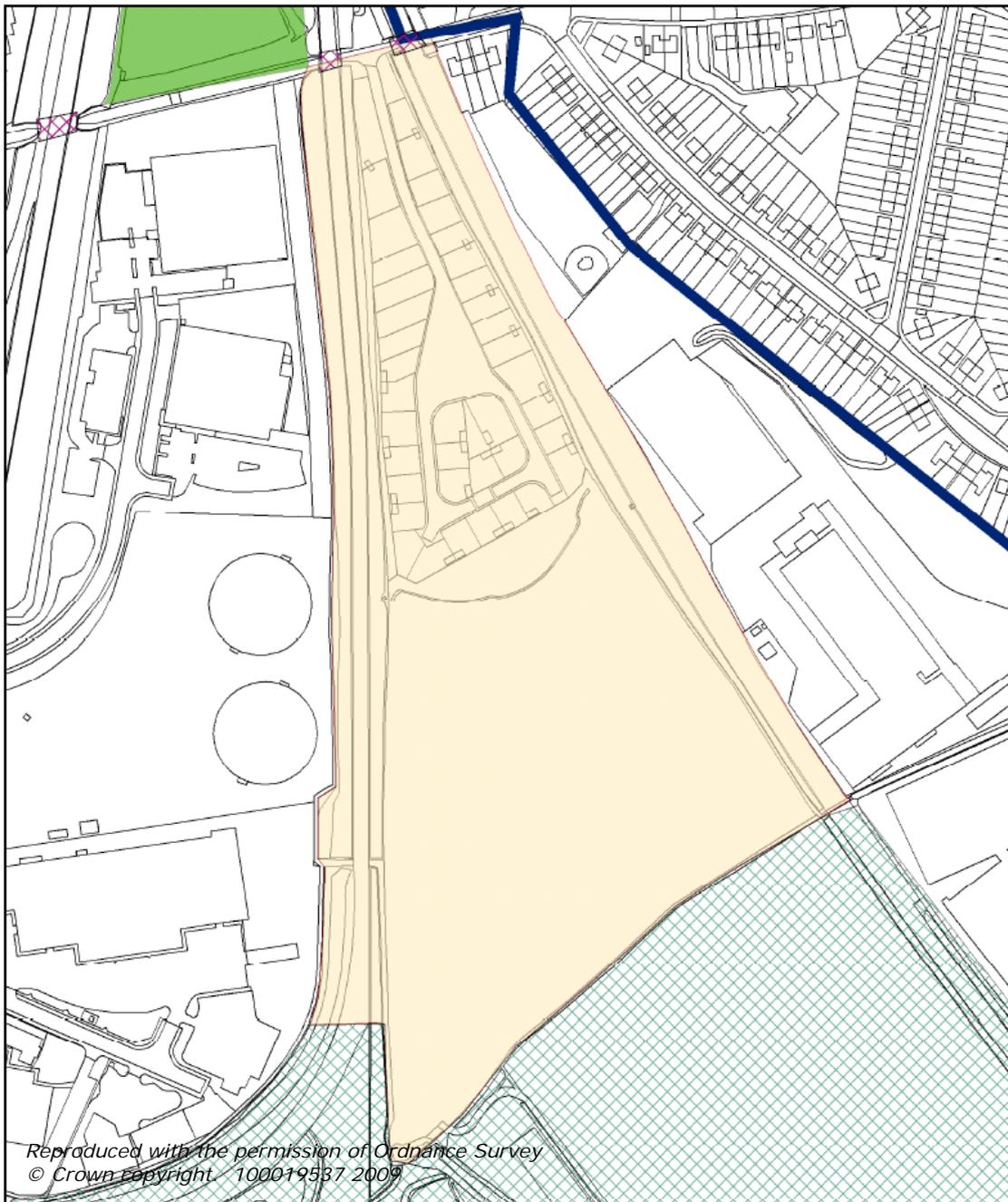
- 3.13.11 Planning permission has been granted for an extension to the Wolverhampton Science Park in this zone and works are already under way. The extension will be built on a 5.2ha area of land and will include 2,687sqm of B1(a) office provision. As this area has already been largely redeveloped there are no 'anchor' buildings or sites to be retained.
- 3.13.12 Should redevelopment take place alongside the Birmingham Canal (Wolverhampton Locks Conservation Area; Zone B) full regard must be given to preserving or enhancing the character and appearance of the conservation area. The conservation area comprises a particularly attractive and well-preserved (and therefore highly sensitive) section of canal, characterised by its series of 21 locks. Should canal-side regeneration take place there are clear opportunities to enhance the built environment alongside the canal.
- 3.13.13 An assessment of the potential for archaeological deposits relating to the post-medieval Gosbrook Mill should be carried out in advance of any redevelopment works in the location of this site.

3.14 Zone 14: Mobile Home site and Environs

3.14.1 This zone contains a permanent caravan/mobile home site, tightly packed between two converging railway lines; land immediately south of the caravan site comprises open scrub land.

3.14.2 The zone is bordered by the railway to east and west, and by Fowler's Playing Fields to the south.





-  Zone 14
-  AAP boundary
-  Anchor Site (Category 1)
-  Site (Categories 2 & 3)
-  Building (Categories 2 & 3)

See 2.4 for definitions of Categories 1-3

Historic Context and Archaeological Potential

3.14.3 This triangular shaped area of land is shown as enclosed fields on the late 19th-century O.S. map and remained as such until the 1940s when it was used as allotment gardens. The southern half of the plot was still in use as allotment gardens in the late 1960s, before the caravan site was established there.

3.14.4 One site is recorded on the Wolverhampton HER:

8698 – Site of post-medieval Seawall watermill

Existing Designations

3.14.5 There are no statutorily or locally listed buildings in Zone 14 and no part of the area is designated as a conservation area.

Other Buildings and Sites (Categories 1-3)

3.14.6 Railway Bridges [2,3]

Two of a succession of three railway bridges crossing Showell Road are included in the northern tip of this zone. These have value as a group for the sense of enclosure and place that they create along Showell Road.

Recommendations

3.14.7 Zone 14 occupies an awkward site between the railway lines, and redevelopment is not proposed in the Preferred Options Report. As established above there are no historic buildings or sites to provide 'anchors' for redevelopment in this zone. However, the railway bridges (identified in Categories 2 and 3) have group value.

3.15 Zone 15: Fowler's Playing Fields

3.15.1 This zone was historically bisected by railway lines and contained elements of railway infrastructure but, following removal of these, the land was reclaimed as a public park in the mid-late 20th century, today consisting of landscaped recreation grounds and playing fields.

3.15.2 The Birmingham Canal, which here is designated as part of the Wolverhampton Locks Conservation Area, bounds the western side of this character zone, while the residential area of Zone 1 marks the southern boundary. The eastern boundary of the site is formed by the London and North Western Railway. The playing fields are enclosed by trees and form an important open space.





-  Conservation Area/Anchor
-  AAP boundary
-  Anchor Site (Category 1)-covers whole zone (playing field) - housing area is in Zone 1
-  Anchor Building (Category 1)
-  Building (Categories 2 & 3)

See 2.4 for definitions of Categories 1-3

Historic Context and Archaeological Potential

- 3.15.3 Prior to the railway being constructed across this zone the area comprised fields and probably formed part of one of Wolverhampton's open fields in the medieval period.
- 3.15.4 The western part of this zone, the area closest to the Birmingham Canal, was assessed in detail as part of an archaeological desk-based assessment (DBA) in 2007 (Cook 2007). This assessment found evidence of two former coaling stages dating from c.1902 and c.1919 close to the canal. A turntable was also located in this area and the back-filled turntable pit still survives. The DBA also found evidence of a former railway platform and signal boxes, all associated with now-removed lines of the Great Western and Oxford, Worcester and Wolverhampton railway.
- 3.15.5 The 1887 O.S. map shows the former railway lines and signal points running across the western side of Zone 15 close to the canal. The maps show that the railway sidings had been widened by 1902; this accords with the evidence of the early 20th-century coaling stages and turntable discussed in the DBA. The railway tracks crossing Zone 15 were removed in the mid 20th century. Following this the area was reclaimed as a public park. The playing field in the north-eastern part of the zone is shown as open fields on the early 20th-century O.S. maps and is first shown as a playing field in the mid 20th century.
- 3.15.6 Two sites are recorded on the Wolverhampton HER:
- 8638 – Site of spa well, west of Nine Elms Lane
- 13693 – Remains of railway sidings alongside canal (as discussed above)
- 3.15.7 As the DBA (Cook 2007) has established, there are surface remains of various elements of railway infrastructure within this zone, which have the potential to be made more prominent through the use of interpretation panels (see below).

3.15.8 There do not appear to have been any canal basins east of the Birmingham Canal extending into Zone 15 and given this and the later disturbance caused by the railway, it is unlikely that archaeological evidence of canal-side activity survives here.

Existing Designations

3.15.9 There are no statutorily or locally listed buildings in Zone 15 and no part of the area is designated as a conservation area, although the zone directly adjoins the Wolverhampton Locks Conservation Area.

Other Buildings and Sites (Categories 1-3)

3.15.10 The playing fields themselves constitute an anchor site as they are a significant feature of the area **[Category 1,3]**.

Recommendations

3.15.11 Fowler's Playing Fields comprise an important open green recreational space adjoining the Park Village residential area in an area otherwise dominated by industrial estates. The Preferred Options Report identifies the playing fields as important open space with the potential to serve a large catchment area subject to security, access, canal and facility improvements. The wildlife value of the park is also highlighted in the Preferred Options Report and should be protected and enhanced.

3.15.12 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'. The playing fields 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). It is important to ensure that the playing fields are retained for the contribution they

make as open green spaces to the character of the adjoining Wolverhampton Locks Conservation Area.

3.15.13 The recommendations made in the archaeological DBA (Cook 2007), which include the clearance of vegetation to expose surface remains relating to the former railway, and the use of interpretation panels to provide information about its history, are fully endorsed here. These improvements would contribute to potential wider improvements to the park.

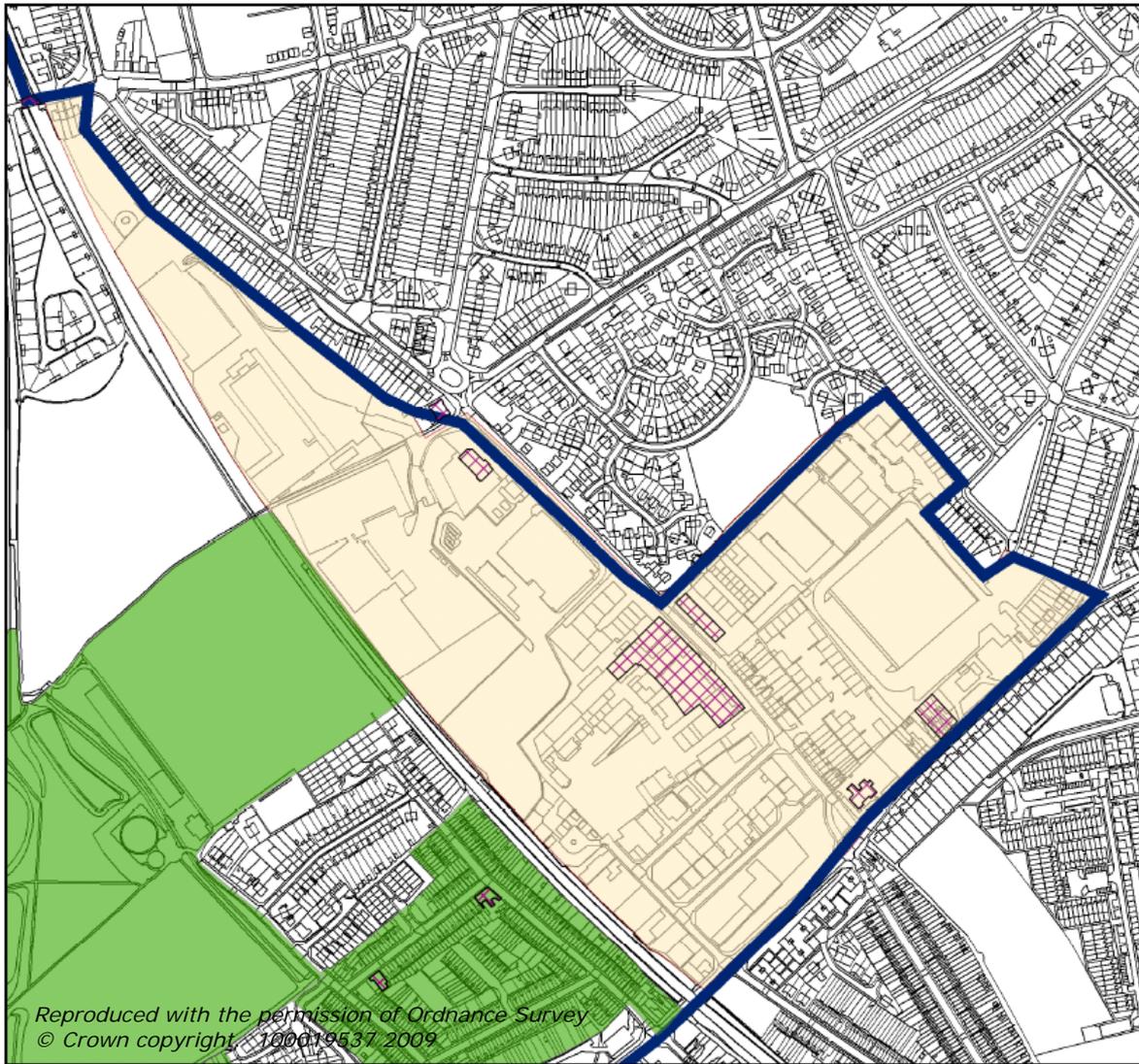
3.15.14 Should the recommended improvements to the railway sidings site be carried out, consideration could be given to including the site on the Local List as an archaeological site with amenity value.

3.16 Zone 16: Fallings Park Industrial Estate

3.16.1 Zone 16 contains the Fallings Park Industrial Estate, Park Lane Industrial Estate and the Bluebird Trading Estate, and is characterised by densely packed smaller industrial buildings and warehouses in the south and south-east and by larger late 20th-century industrial units, cold storage depots and a bus depot in the north-west.

3.16.2 The zone is defined by the curving sweep of the London and North Western Railway to the south-west and by Guy Avenue and Park Lane to the east, with the Fallings Park Garden inter-war housing estate beyond these streets to the north-east. The southern boundary of the zone (corresponding to the southern boundary of the AAP area) is formed by Cannock Road.



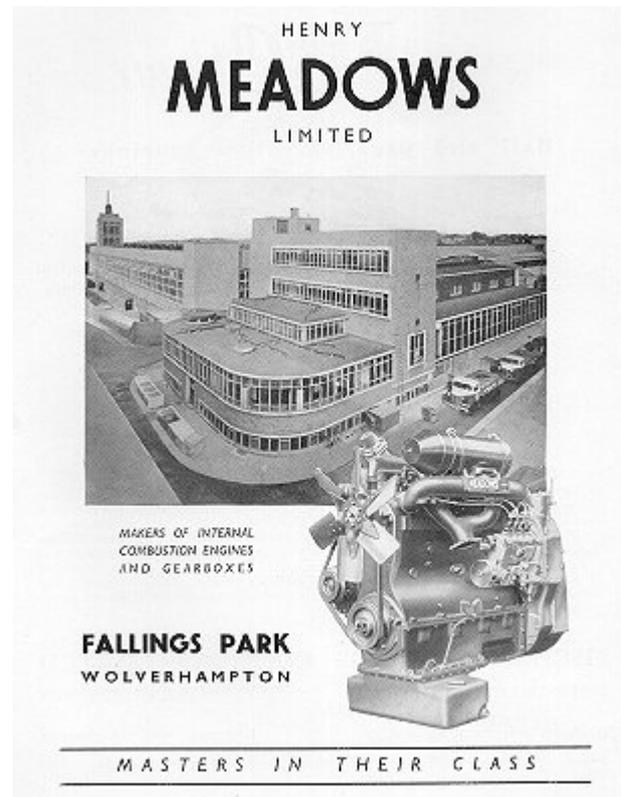


-  Zone 16
-  AAP boundary
-  Anchor Site (Category 1)
-  Building (Categories 2 & 3)

See 2.4 for definitions of Categories 1-3

Historic Context and Archaeological Potential

- 3.16.3 In the late 19th century this area comprised part of a system of enclosed fields marked by dispersed farmsteads, some of probable medieval origin, such as the moated Showell Farm (its site under housing just outside the AAP boundary) and Tromelowe Farm, which was located in the eastern spur of the zone.
- 3.16.4 Bank Street, Wood Street and Bridge Street had been laid out in the southern corner of the zone by 1887, and a small number of terraced houses had been built along them, comprising part of Park Village. The Park Village development expanded during the early 20th century along what is now called Cannock Road, with further terraced houses built along the existing streets.
- 3.16.5 In 1913 a 17.5 acre purpose-built factory was constructed in Park Lane for Guy Motors Ltd. The factory produced lorries and buses and became a major employer in Park Village, also producing large numbers of military vehicles and aero engines during the war. In 1920 Henry Meadows Ltd. established works at Park Lane to manufacture high-quality three-speed gearboxes. The company grew and in 1922 began producing petrol engines; by 1938 the Fallings Park Works covered 16,000 square feet and a new factory, the Cannock Road works, was built next to the existing building.



*Advertisement for the Henry Meadows Ltd. Works
(Wolverhampton History and Heritage Society Web-site)*

3.16.6 A cold store had been built within the northern part of Zone 16 by 1944 and further south the Paget Arms and an omnibus depot had also been constructed. The Fallings Park Electrical Engineering Works had been built north of Bank Street during the Second World War and a second engineering works, most likely the Henry Meadows Ltd. works, is depicted south-east of the Guy Motors Factory. The latter is shown as a motor engineering works on the 1944 map; Guy Motors peaked in the 1950s, employing over 1500 people, but declined and eventually closed during the 1970s.

3.16.7 The former terraced houses on Bank Street, Wood Street and Bridge Street and the former electrical engineering works to the north-west of these houses were demolished and replaced by the existing industrial buildings post-1967. The engineering works north-east of Park Lane, including the majority of the Guy Motors factory buildings, were also demolished and replaced by the existing Fallings Park Industrial Estate and Guy Motors Industrial Park during the late 20th century.

3.16.8 Two sites are recorded on the Wolverhampton HER:

8644 – Site of Tromelowe medieval farmstead and possible moat

8594 – Site of Henry Meadows Ltd. car factory, Cannock Road

3.16.9 The site of Tromelowe Farm is likely to have been significantly disturbed by later phases of industrial development throughout the 20th century, although there may be some potential for survival of archaeological deposits relating to it.

Existing Designations

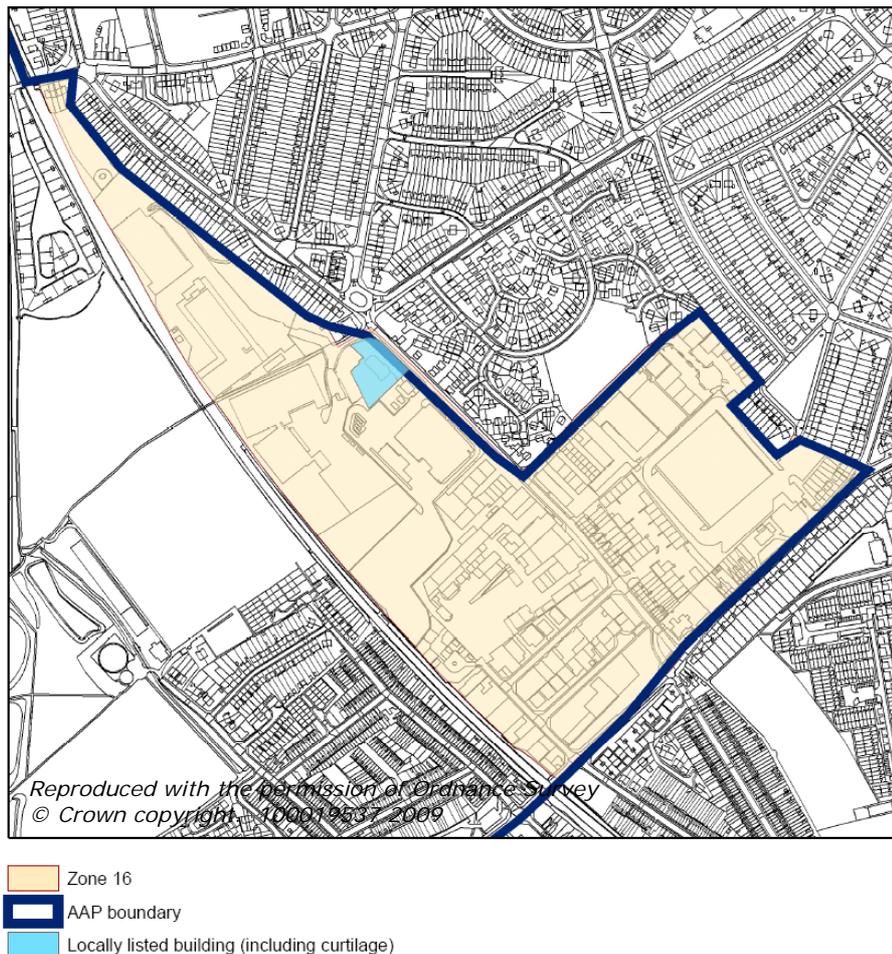
3.16.10 There are no statutorily listed buildings in Zone 16 and no part of the area is designated as a conservation area. There is a single building included on the Local List:

3.16.11 Paget Arms Public House, Park Lane [2,3]

The Paget Arms is a large inter-war public house on a prominent corner site opposite the clinic. It was built in 1935 and designed by architects Hawkes McFarlane of Birmingham. The exterior is largely original and the internal subdivisions survive; the corner elevation of the pub features a shaped gable that accommodates a clock tower and coat of arms. According to the Wolverhampton History and Heritage Society the workers at Guy Motors would drive their lorries a few hundred yards to the Paget Arms to have them photographed for advertising purposes. The fact that the building survives with few alterations adds to its heritage value and the distinctive Dutch gable ensures that it has a striking positive impact on the character of the street scene.



(Wolverhampton History and Heritage Society Web Site)



Other Buildings and Sites (Categories 1-3)

3.16.12 A number of buildings on the Park Lane frontage and along Cannock Road have been noted as contributing to the streetscape. These include:

3.16.13 The Clinic, Park Lane [2,3]

The O.S. maps show that there was a small outbuilding surrounded by open fields in the location of the clinic in 1918-19. By 1944 the area had been developed with the construction of a housing estate around First Avenue and Guy Avenue north of the clinic and it seems likely that the latter formed part of this early 20th-century development. The building has group value with its contemporary, the locally listed Paget Arms on the opposing corner of Park Lane. The decorative frontage incorporating pilasters and a stone shield is distinctive in

the street scene and the building is an important reminder of the early 20th-century development of the area.



3.16.14 Street Frontage of Bluebird Trading Estate, Park Lane [2,3]

These buildings originally formed part of the Fallings Park Electrical Engineering Works which was built during the early 20th century and largely demolished during the late 20th century. The numerous gable end walls of the factory buildings and red brick terraced row give a pleasing continuity to the street scene and provide a link to the area's historic industrial character.



3.16.15 Guy Motors Factory Building, Park Lane [2,3]

Guy Motors Ltd. was first established in 1913. The factory expanded during the early-mid 20th century and it is likely that the remaining building fronting Park Lane was built as an administration block during the 1930s. The majority of the factory buildings were demolished after Guy Motors closed in the 1970s. The long road-side elevation of this red brick building is of a simple design but the repetitive arched windows and pilasters create a pleasing continuity. The

heritage value of the administrative block is enhanced by its association with Wolverhampton's former motor industry.



3.16.16 Nos. 443-449 Cannock Road [3]

These four semi-detached houses once formed part of a row of houses built on former open ground south-east of Rumbelows (formerly Tromelowe) Farm. Between 1966 and 1973 the rest of the houses on the street frontage beyond No. 449 were demolished and during the late 20th century further houses were demolished to the south-west. The houses have been altered by the insertion of replacement windows but retain their overall historic character and are an important remnant of the former 19th-century streetscape.



3.16.17 Park Village Youth Community Centre [2,3]

Situated on the corner of Park Lane and Commercial Road this building was constructed as a school between 1887-9 and 1902. The building is shown as St. Faith's CE Infant School on the 1967 O.S. map. The building is attractive and helps to create a sense of place and community. The twin gables with their applied timber-frame detailing are distinctive in the street scene and the

prominent location of the community centre ensures that it makes a significant contribution to the townscape.



Recommendations

- 3.16.18 The Bluebird and Fallings Park Industrial Estates have been identified in the Preferred Options Report as a site for a high-density urban village including 1000 new homes, open space and services. A resolution to grant planning permission has been established for a 12,150sq m extension to the cold storage facility on Park Lane which currently forms part of the ACS & T premises.
- 3.16.19 The buildings of interest identified above should be retained where possible as part of any future redevelopment of the area.
- 3.16.20 The industrial buildings fronting Park Lane create a coherent and continuous built frontage and give the street a sense of enclosure; should it not be possible to retain them as part of redevelopment proposals it would be desirable to recreate a similar built frontage in terms of scale and character in this location.
- 3.16.21 Consideration should also be given to the archaeological recording of these buildings should it not be possible to retain them.
- 3.16.22 The late 19th-century street pattern of Wood Street, Bank Street and Bridge Street has survived despite the demolition of the terraced housing that once lined these streets prior to the change from residential to industrial use in the late 20th century. The high density of the late 19th-century residential built environment has also been retained to some degree in the smaller scale of the

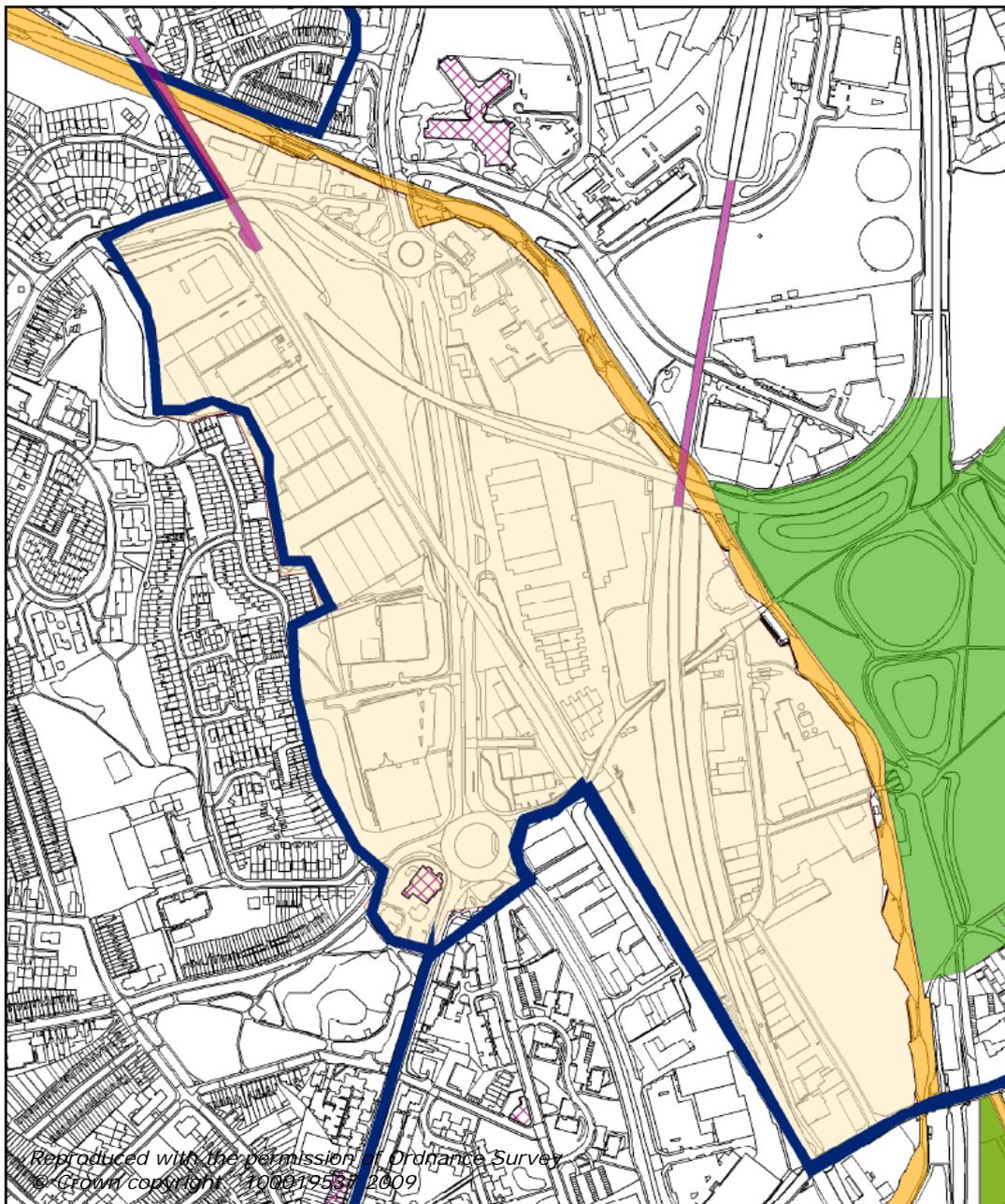
current industrial buildings. Should this industrial estate be redeveloped for residential use, the recreation of a higher density residential built environment, perhaps retaining the historic street pattern, could help to create a sense of place in this area.

3.17 Zone 17: Wulfrun and Dunstall Hill Trading Estates

3.17.1 The Wulfrun and Dunstall Hill Trading Estates are situated either side of Stafford Road and include a mixture of industrial buildings, large warehouses and parking areas. This zone also includes the industrial buildings and warehouses on Cross Street and Crown Street. Three railway lines cut through the zone, partially raised on embankments; the London, Midland & Scottish railway in the eastern part of the zone, converging to meet the Birmingham & Shrewsbury Line in the southern tip of the zone, and the branch line between the latter and the former Oxford, Worcester & Wolverhampton line.

3.17.2 The zone is bounded to the west by Dunstall Hill (corresponding with the AAP boundary) and by the Birmingham & Shrewsbury Railway, to the south by Cannock Road, and to the east by the Birmingham Canal (Wolverhampton Locks Conservation Area; Zone B).





-  Zone 17
-  Conservation Area/Anchor
-  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

- 3.17.3 Prior to the 19th-century development of much of this zone with industrial works and railway sidings, much of the land comprised part of a field system, some of which may have been created through planned enclosure and some, closer towards the city centre, possibly being part of a large open field.
- 3.17.4 By the late 19th century the area of the Wulfrun and Dunstall Hill Trading Estates was occupied by the Wolverhampton Railway Engineering Works. The works was opened by the Shrewsbury & Birmingham Railway in 1849 to maintain bought-on locomotives. The works became the workshop of the Northern Division of the Great Western Railway in 1854.
- 3.17.5 Swindon took over as the main locomotive builder in 1889 but Wolverhampton continued to build small tank locomotives. After producing some 800 standard gauge locomotives, all new building ceased in 1908. The works continued to repair and overhaul all classes of locomotive from the humble tank engine to the King class and BR Standard locomotives until it closed in 1964. The 1969 O.S. map shows that some of the former works buildings had already been demolished by this date.
- 3.17.6 The area of land at the northern end of this zone was originally occupied by a gas works on the eastern side of Stafford Road and by a row of terraced houses on the western side. These remained in situ until the mid 20th century but by 1969 some of the buildings had already been demolished. The gas works have since been replaced by a late 20th-century depot and all of the remaining former terraced houses have been demolished.
- 3.17.7 A large residential development of late 19th-century terraced housing south of the former engineering works and either side of Stafford Road was demolished during the late 20th century and replaced by the existing industrial units around West Street and Moseley Street.

3.17.8 The 'lozenge'-shaped area of land on the eastern side of this zone, including Crown Street, Cross Street and Fox's Lane, was occupied by a number of industries and their associated canal basins and railway tracks in 1888-9; these included the Tram Corporation Department, Ceres Chemical and Manure Works and Crown Galvanised Iron Works. The works expanded during the early 20th century but were demolished during the late 20th century. The site of the former Crown Iron Works remains undeveloped but the other areas are now occupied by modern industrial units.

3.17.9 The Five Ways junction and the Wolverhampton Central Mosque were constructed on the site of the demolished 19th-century Christ Church and its vicarage. The widening of Stafford Road in the mid/late 20th century also necessitated the demolition of 19th-century terraced housing and an engineering works in the northern part of the zone – this area remains derelict scrubland.

3.17.10 Six sites are recorded on the Wolverhampton HER:

2571 – Wulfruna's Well (site of, undated)

10674 – Site of Victoria Iron Works

13415 – Site of Christ Church, Five Ways

2589 – Site of Crown Galvanised Iron Works

8511 – Site of Dunstall Park railway station

8593 – Stafford Road railway carriage works memorial

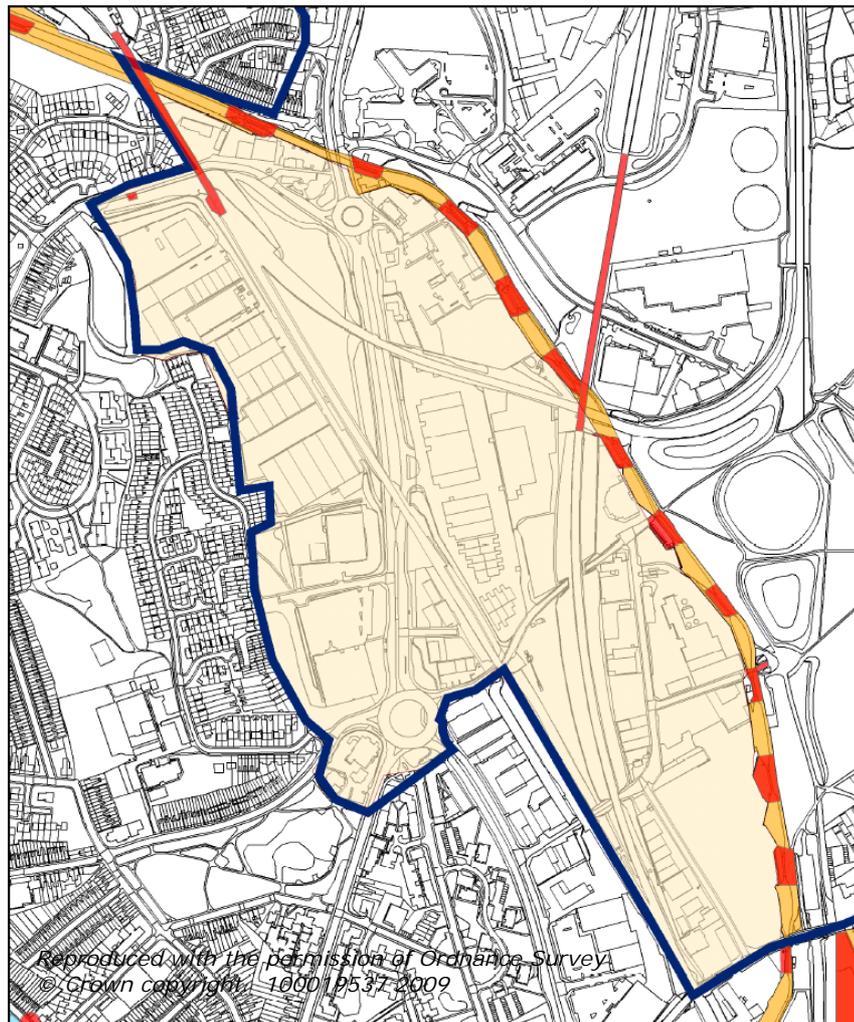
3.17.11 These sites are likely to be of limited archaeological potential and significance. However, there is also the possibility that three infilled canal basins off the Birmingham Canal survive within the zone south of Fox's Lane Bridge: one between Lock Nos. 9 and 10, a second between Lock Nos. 6 and 7 (between the

former Ceres Chemical Works and Crown Iron Works), and a third between Lock Nos. 6 and 5 (associated with the Crown Iron Works).

Existing Designations

3.17.12 There are two statutorily listed buildings within Zone 17: the Wulfruna Memorial (which marks the site of Wulfruna's Well and was erected in 1901) in the northern part of the zone on Gorsebrook Road, and the Oxley Viaduct **[1]** (both listed at Grade II). The viaduct is an impressive structure which has high townscape value, particularly in conjunction with the Birmingham Canal which it spans, and with Jones Road and Gorsebrook Road passing beneath its arches.

3.17.13 There are no locally listed buildings in Zone 17 and no part of the area is designated as a conservation area. The eastern boundary of the zone is, however, formed by the Wolverhampton Locks Conservation Area.



-  Zone 17
-  Conservation Area/Anchor
-  AAP boundary
-  Statutorily listed building (including curtilages)

Other Buildings and Sites (Categories 1-3)

3.17.14 Wolverhampton Central Mosque, Five Ways [3]

The O.S. maps show that a church named Christ Church stood in the location of the existing mosque in the late 19th century, its associated vicarage located close by to the south. The church was extended during the early 20th century but was demolished between 1967 and 1988 when the Five Ways roundabout was built. The former vicarage was converted into a mosque during this period and Glebe House was constructed west of the former vicarage. The new Central Mosque is still under construction on the site of the former church: it stands in a prominent location at the junction of Stafford Road and Waterloo Road at the

large Five Ways junction and is a large-scale building of distinctive and prominent appearance. It should be noted that this building should also be considered as an 'anchor' in relation to the adjoining City Centre AAP area.

Recommendations

3.17.15 The majority of this zone is identified in the Preferred Options Report as an area of potential high-quality employment land. If the eastern side of Zone 17 is redeveloped, and in particular the site of the former Crown Iron Works adjacent to the canal (on Cross Street North), then a development brief will be essential as any redevelopment will have a significant impact on the adjoining Wolverhampton Locks Conservation Area.

3.17.16 Should redevelopment take place alongside the Birmingham Canal (Wolverhampton Locks Conservation Area; Zone B) full regard must be given to preserving or enhancing the character and appearance of the conservation area. The conservation area comprises a particularly attractive and well-preserved (and therefore highly sensitive) section of canal, characterised by its series of 21 locks. Should canal-side regeneration take place there are clear opportunities to enhance the built environment alongside the canal. Where infilled canal basins survive these could be re-opened and provide a focal point for new development.

3.18 Zone 18: Fordhouse Road Industrial Estate and Shaw Park Business Village

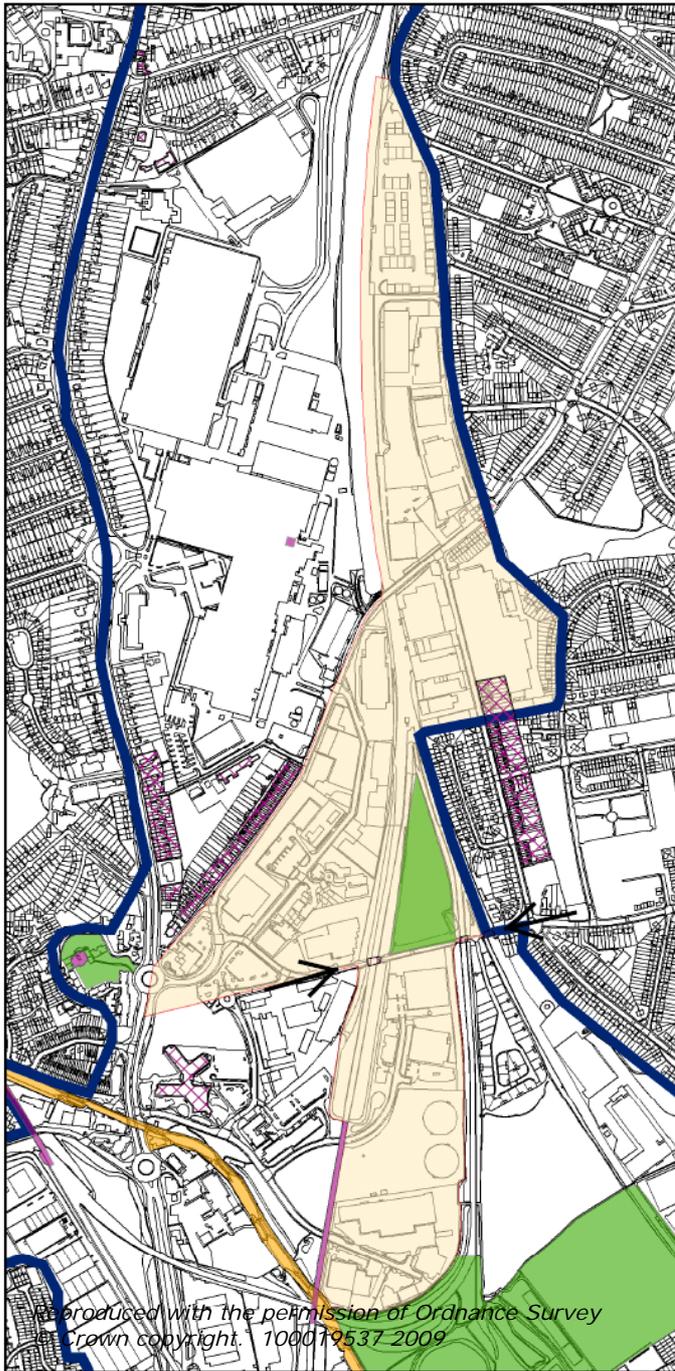
3.18.1 This zone consists predominantly of mid and late 20th-century industrial buildings located either side of the railway. The area also includes a large 19th-century reservoir east of the Shaw Park Business Village and some very recent industrial units adjacent to the viaduct at the southern end of the area. The southern section of the zone includes part of the Science Park.

3.18.2 The curving embankment of the London, Midland and Scottish Railway and its continuation along the impressive Grade II listed viaduct bisects the zone, creating a strong landscape feature and focal point.

3.18.3 The zone is bounded by the AAP boundary in the east (which follows Fordhouse Road, Hawksford Crescent, and the LNWR and Oxford, Worcester & Wolverhampton railway), and by the Shrewsbury & Birmingham branch line in the south. It has an irregular western boundary which follows the London, Midland & Scottish Railway, Showell Road and Bushbury Lane, returning to follow the London, Midland & Scottish Railway to the north.







-  Zone 18
-  Conservation Area/Anchor
-  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

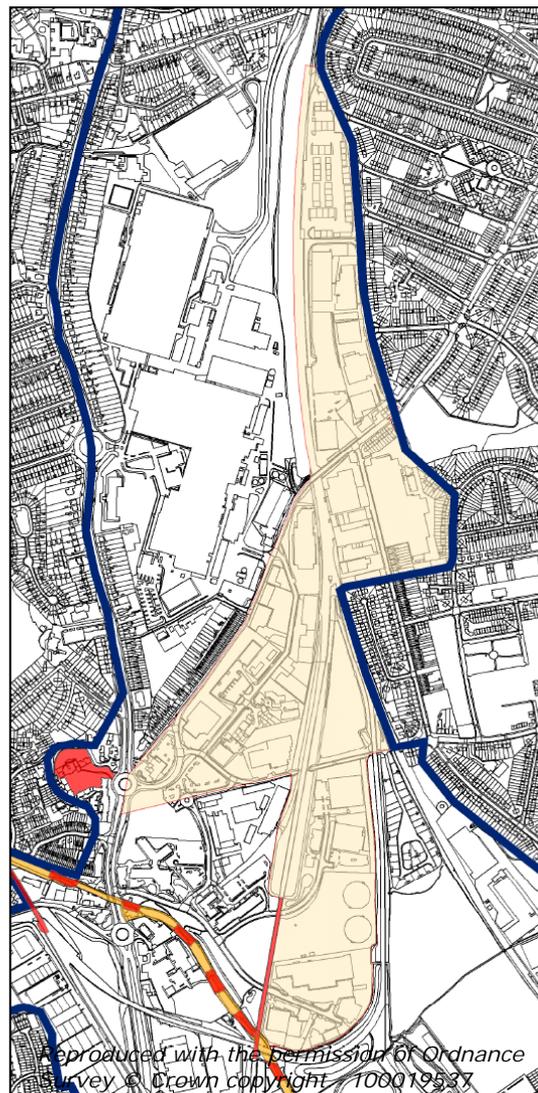
- 3.18.4 The zone comprised part of a field system in the late 19th and early 20th centuries, before it began to be developed. Most of the mid and late 20th-century industrial buildings in the zone were built on fields, while those in the northern part of the zone were built over former railway sidings. There were also some late 19th-century terraced houses and allotments in the central part of the zone, the housing fronting Bushbury Lane.
- 3.18.5 The southern section of the zone south of Showell Road remained undeveloped in 1887-9. The gasholders in this area were built during the 1940s and at this time there was a football pitch, bowling ground and sports ground to their north. There was also an underground reservoir and a recreation ground on the parcel of land south of the gas holders in the late 19th century.
- 3.18.6 The reservoir that exists today was established in the late 19th century and the works buildings west of it replaced a row of late 19th-/early 20th-century houses and a former sports ground post-1969.
- 3.18.7 The area south of Bushbury Lane remained undeveloped during the early 20th century with the exception of the Edwardian houses at Nos.140-154. Showell Engineering Works and an adjacent wire works had been built by 1946 and some of these buildings remain today within the existing works on this site.
- 3.18.8 The small number of houses in the eastern part of the zone were built in the first half of the 20th century.
- 3.18.9 A single site is recorded on the Wolverhampton HER:
- 13032 – Goss Brook Mill (east)
- 3.18.10 The site of the watermill lies close to a pond west of the gas holders and there may be potential here for buried archaeological remains.

Existing Designations

3.18.11 The railway viaduct is statutorily listed; this large-scale linear feature is highly prominent and defines the character of the area [1].



3.18.12 There are no locally listed buildings in Zone 18 and no part of the area is designated as a conservation area.



- Zone 18
- Conservation Area
- AAP boundary
- Statutorily listed building (including curtilages)

Other Buildings and Sites (Categories 1-3)

3.18.13 Nos. 26-154 Showell Road [2,3]

Nos. 116-134 of this long row of semi-detached houses were built towards the end of the 19th century but Nos. 26-114 and Nos. 136-154 were built between 1902 and 1918. The proximity of these houses to the railway suggests that they may have been built as railway workers' houses. They originally stood in isolation but by 1944-6 the surrounding area had been substantially developed.

The houses have significant group value and make a positive contribution to the street scene, the long row of chimneys being a particularly distinctive feature.



3.18.14 The 19th-century reservoir [1,2,3]

The reservoir is unexpected in this industrial area and has important landscape value for the Fallings Park residential area outside the AAP boundary to the east.



3.18.15 Railway Bridges [2,3]

One of a succession of three railway bridges crossing Showell Road is included in the northern tip of this zone. These have value as a group for the sense of enclosure and place that they create along Showell Road.

Recommendations

3.18.16 The industrial estate area along Fordhouse Road is identified in the Preferred Options Report as a site for 400 new family homes, while the area south of

Showell Road is included as high-quality employment land. The report allocates the central section of Zone 18 around Shaw Road as a site for an extension to the Science Park and a potential renewable energy plant.

3.18.17 Nos.26-154 Showell Road make an important contribution to the street scene and should be retained as part of any future redevelopment of the area. Redevelopment in the area around the railway viaduct should seek to keep good view-lines to the viaduct open.

3.18.18 An assessment of the archaeological potential of the site of the Goss Brook Mill should be carried out prior to any redevelopment in this location.

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 In this case only one zone was considered to merit IAA, and this (Zone 1; shown on **Fig. 5**) 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 locations of all character zones are identified on **Fig. 1**. A plan extract is included which shows the boundaries of the zone and the location of anchor buildings and sites (of all Categories, 1-3).

4.1.5 Digital photographs are embedded within the text in this section. These include representative images of the zone and photographs of the identified anchor buildings.

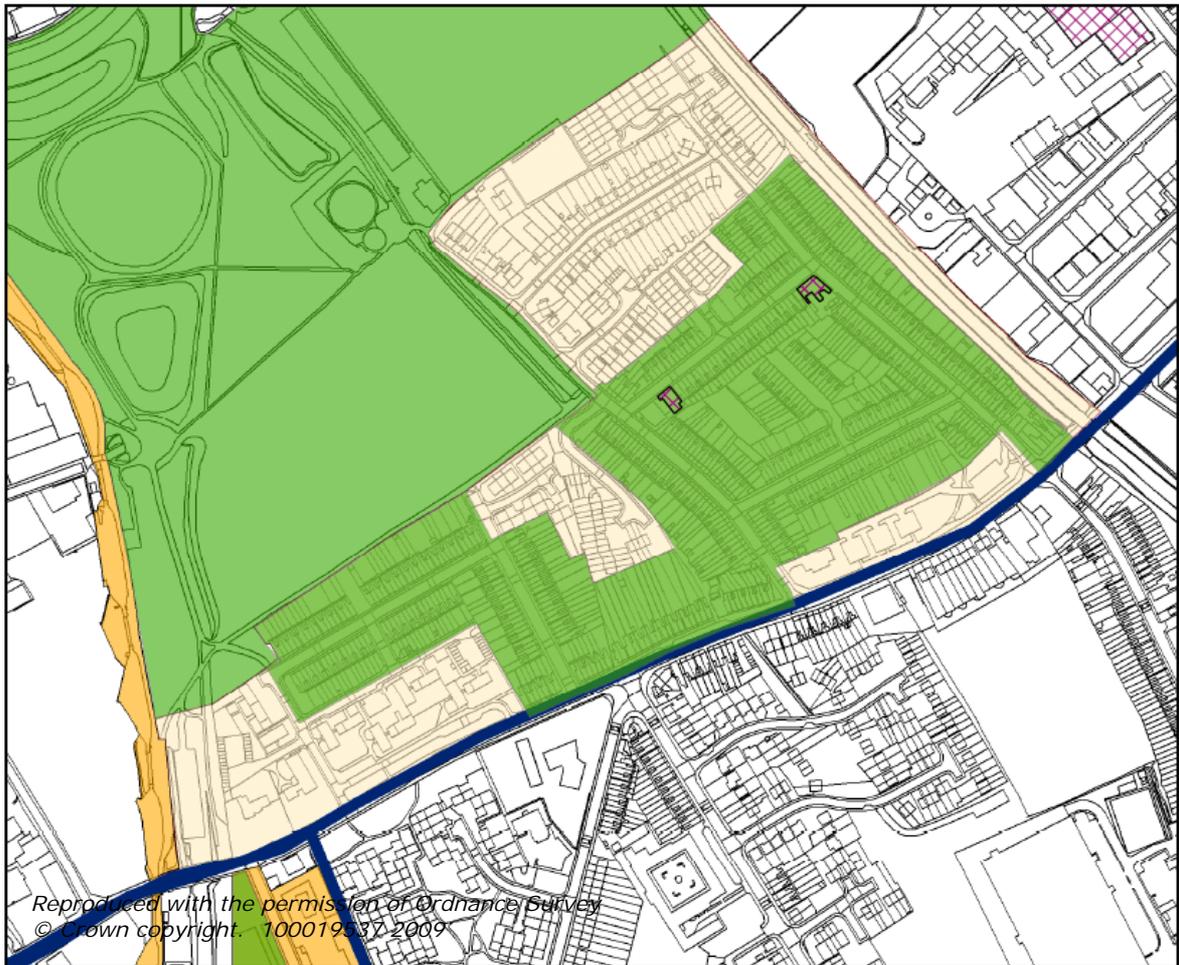
4.1.6 Detailed recommendations for the zone are made in relation to the significance of its heritage value and how the different elements which make up this value could be drawn upon and integrated into proposals for redevelopment and regeneration.

4.2 Zone 1: Park Village

Summary Description

- 4.2.1 This zone forms part of the area called Park Village and includes a close-knit and densely packed late 19th-/early 20th-century network of narrow streets of terraced houses which, together with a contemporary public house and chapel, have significant heritage value as a group. Some of the houses are currently vacant and boarded up and within the zone as a whole there are numerous examples of poor maintenance and other evidence of a lack of investment in the housing stock. For these reasons the area is included within the Park Village Neighbourhood Renewal Assessment.
- 4.2.2 The north-western boundary of the zone is formed by Fowler Playing Fields and the north-eastern boundary is defined by the railway. The AAP boundary follows the line of Cannock Road which forms the southern boundary of the zone, while to the west is a stretch of canal forming part of the Wolverhampton Locks Conservation Area.
- 4.2.3 Zone 1 was selected for Intensive Area Assessment because it fulfilled the following criteria (ref Section 2.2.8 of this report):
- Historic significance: the zone has significance as an example of a discrete network of densely-packed Victorian/Edwardian terraced streets, something that is now relatively rare in Wolverhampton (certainly so close to the city centre). The area is a good example of working-class housing of the period.
 - Local distinctiveness: the relative rarity of the survival of this type and period of housing in the area (especially surviving in a discrete group such as this) makes it locally distinctive.
 - Townscape value: the nature of the housing standing at back of pavement and tightly packed into a close grid of streets has historic townscape value. The layout is distinctive, not being based solely on long straight parallel streets but contains a 'square' of streets with rear gardens backing onto each other in the centre.

- Sensitivity to change: the zone has already been subject to erosion through the demolition and replacement of houses at its outer edges in the mid-late 20th century, but retains integrity where the original houses survive, and the street pattern has been retained. Further piecemeal demolition will further erode the historic character and townscape value of the area. The area is vulnerable to change as it is being examined as part of the Park Village Neighbourhood Renewal Assessment.

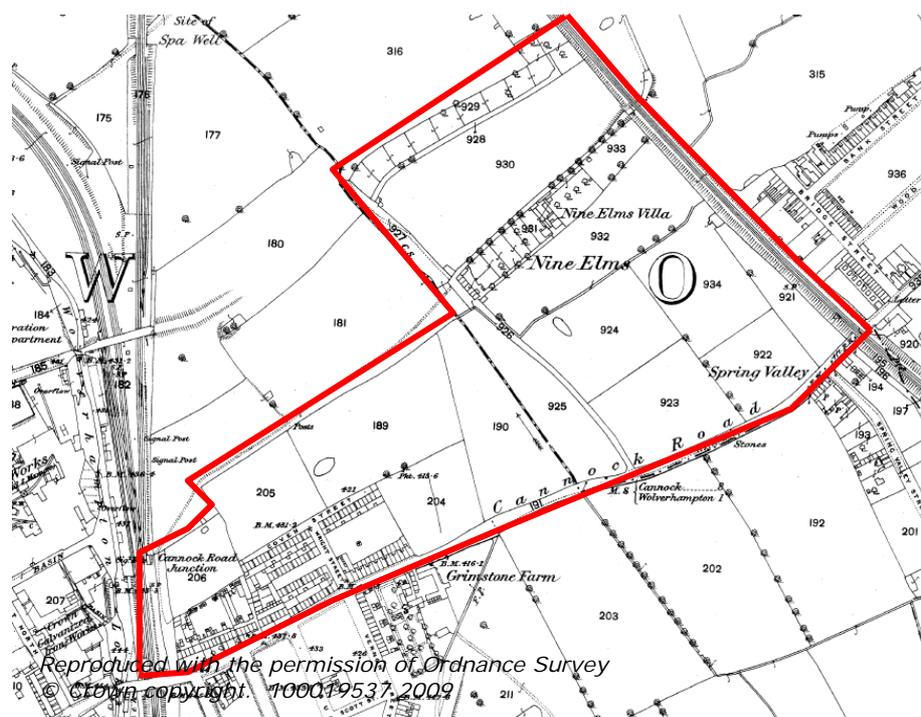


-  Zone 1
-  Conservation Area
-  AAP boundary
-  Anchor Site (Category 1) (NB: the playing fields are in Zone 15)
-  Building (Categories 2 & 3)

See 2.4 for definitions of Categories 1-3

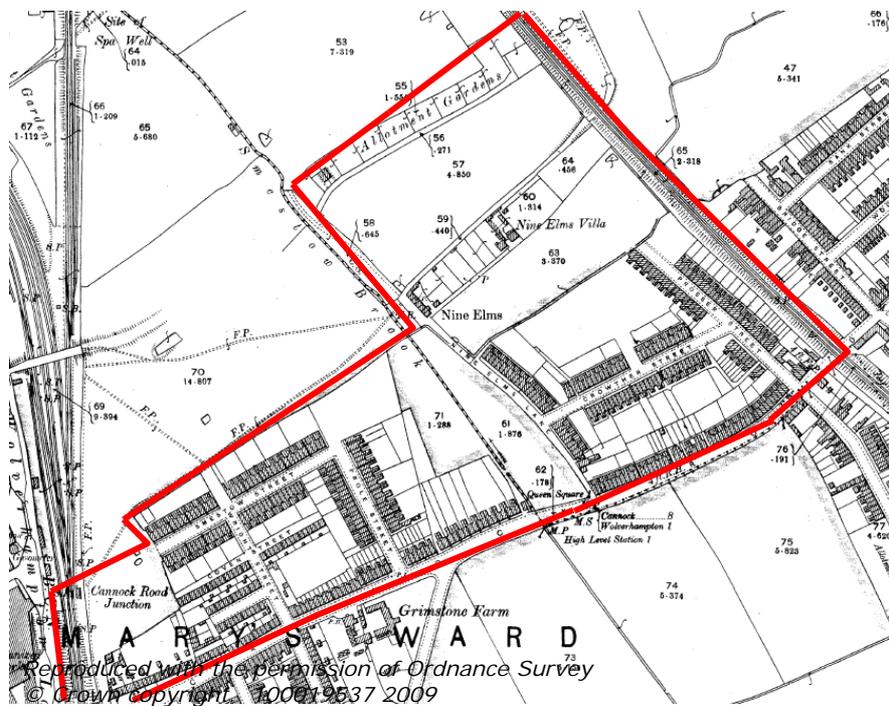
Historical Background

- 4.2.4 This area of terraced housing was built on an area of enclosed fields which themselves were probably formed in the late medieval or early post-medieval period when the open fields around Wolverhampton were first enclosed. The housing in this area was built to serve industrial workers, many of the houses being occupied by employees of the engineering works along Park Road to the north-east, particularly the Guy Motors Works, established on Park Road in 1913.
- 4.2.5 The 1887-9 O.S. map shows that the area was still largely undeveloped at this time; Cannock Road was, however, a long established route and by this date a small group of terraced housing had been built at its south-eastern end along Wright Street and Coven Street and fronting Cannock Road itself.
- 4.2.6 A narrow lane, later named Nine Elms Lane, provided access from Cannock Road to Nine Elms Villa which was situated within a linear plot adjacent to several smaller plots between Nine Elms Lane and the railway. The strip of land at the north-western edge of the zone was divided into ten plots shown on the 1902 OS map as allotment gardens.



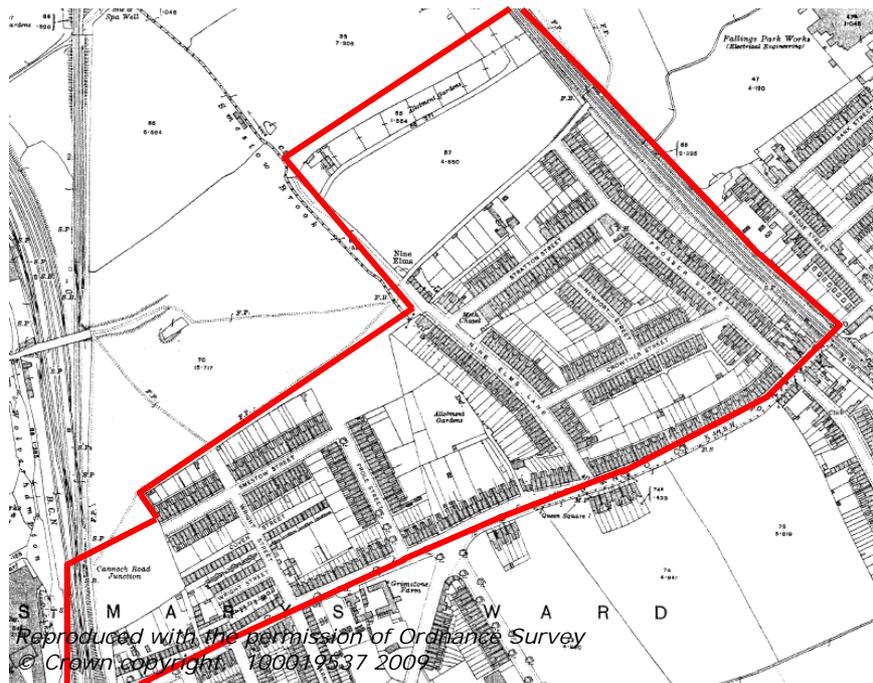
1887-9 O.S. map

4.2.7 Smestow Street and Prole Street at the western end of Zone 1 and Crowther Street and the south-eastern end of Prosser Street at the eastern end were laid out between 1887-9 and 1902. Terraced houses lined these new roads and further terraced houses had been built along Cannock Road and Nine Elms Lane.



1902 O.S. map

4.2.8 By 1918-19 Stratton Street, Newport Street and the north-western end of Prosser Street had also been built and lined with terraced houses; the Methodist Chapel (1906) on the corner of Stratton Street and Nine Elms Lane and the Lewisham Arms Public House on Stratton Street were also built during this period. Terraced houses had also been constructed on the western side of Nine Elms Lane, while the 1918-19 map also shows an area of open space between Prole Street and Nine Elms Lane occupied by allotment gardens.



1918 O.S. map

- 4.2.9 During the 1940s/50s, allotment gardens had also been established south-west of Nine Elms Villa since 1918-19. The houses along Swinford Road at the northern end of Zone 1 were built during the 1930s, while the houses at the northern end of Prole Street and along Colaton Close were built during the mid-20th century replacing a club house, bowling green and allotment gardens depicted on the 1944-58 O.S. map.
- 4.2.10 During the mid- to late 20th century the character of the area was dramatically altered by the demolition of a substantial number of the late 19th century terraced houses. These included those on the southern side of Coven Street, along Wright Street and the houses fronting Cannock Road between the junction with the railway to the west and Prole Street to the east. The row of houses fronting Cannock Street between Nine Elms Lane and Prosser Street was also demolished during this time.
- 4.2.11 The demolished houses at the western end of Cannock Road were replaced by the existing 1960s/1970s blocks of flats, two of which were constructed on an area of former open ground relatively close to the canal. At the eastern end of Cannock Road the demolished houses were not replaced and this part of the zone is currently occupied by rough ground and car parking areas.

4.2.12 Change also occurred at the northern end of Zone 1 during the mid- to late 20th century as a result of the demolition of Nine Elms Villa and its replacement by Nos.1-11 Quatford Gardens, a group of 1960s/70s terraced houses. The former allotment gardens south-west of Nine Elms Villa were also developed as Nos.1-22 Silverdale Drive, while the allotment gardens at the north-western end of Zone 1 were replaced by Nos.144-170 Prosser Street and Nos.97a-113 Nine Elms Street.

Architectural and Historic Character

4.2.13 The zone, which today takes the form of a distinctive L-shape with open land to the north, is notable for having remained intact as a discrete residential area first developed at the end of the 19th century, the extent of which, apart from an extension to the north in the 1930s, remains broadly recognizable from the form the area had taken by c.1920. There has been some replacement building (in the form of flats) at the western end of the zone off Cannock Road, but otherwise the area is characterised by late 19th/early 20th century two-storey terraced housing (with some later infill and replacement housing) in the majority of the area with semi-detached housing in the 1930s' extension of the area to the north.

4.2.14 Within the late 19th-/early 20th-century terraced housing there are two basic types of terraced house (as identified in the BCHLC): smaller tunnel-back houses and medium-sized tunnel-back houses. Within these two overall 'types' various distinct styles of architectural detailing are found, the main groups of which can be categorised as follows and are found in the following locations:

- Group A. Flat-fronted red brick terraced houses (many now rendered), originally with dentilled or bracketed string courses, continuous string courses and simply decorated stone lintels over the front doors and window openings, which originally had tripartite sashes on the ground floor. Examples of this group are found on Crowther Street, Newport Street, Prosser Street and Stratton Street, the least altered examples appearing on the south side of the latter, including a particularly well-preserved end of terrace house with unusually decorative lintels standing next to the

Methodist Chapel, In some streets, such as Crowther Street, the original detailing has been all but completely lost.



Crowther Street



Newport Street



Prosser Street (eastern side)



Stratton Street



Stratton Street Methodist Chapel and adjoining well-preserved end-of-terrace house

- Group B. Flat-fronted red brick terraced houses (many now rendered), originally with dentilled or bracketed string courses, with simple segmental heads over the front doors and window openings. Examples of this group are found on Prole Street (both sides) and Smestow Street (north side), although the latter use mixed yellow and red brick in their construction. Unlike the buildings in Group A, which stand directly on the pavement, the terraced houses in Group B have small front gardens behind a continuous low brick wall.



Prole Street (western side)



Prole Street (eastern side)



Smestow Street

- Group C. Red brick terraced houses (many now rendered) with simple bay window treatment on the ground floor, mostly now with lean-tos extending over the front doors as well. The densest concentration of this group is on the north side of Cannock Road and on both sides of Nine Elms Lane. All are heavily altered with very little original door or window joinery now surviving.



Nine Elms Lane (western side)



Cannock Road (northern side)

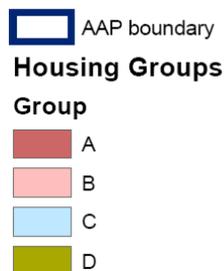
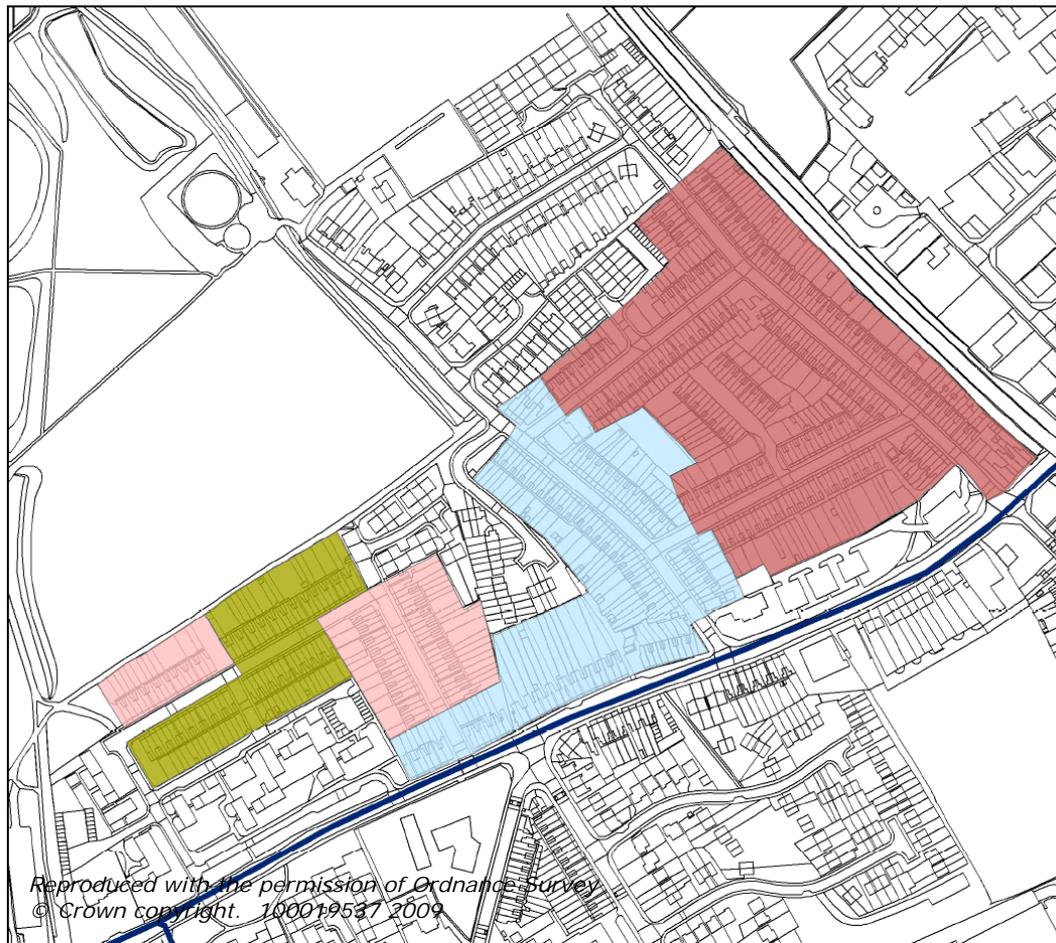
- Group D. These two-storey red brick terraced houses (some now rendered) with bracketed eaves cornices are originally the highest social status houses in the zone. They are characterised by their canted bay windows on the ground floor with boldly projecting bracketed eaves cornices. A few of the bays retain the original sash window joinery. This group is entirely confined to Smestow Street (both sides).



Smestow Street (northern side)



Smestow Street (southern side)



Townscape Value

4.2.15 The area has significant townscape value. Although the great majority of the terraced housing in the zone has been heavily altered with much original architectural detailing lost, the densely-packed terraced housing with its distinctively different styles still makes a strong contribution to the zone's streetscape character. The 1930s semi-detached housing to the north of the zone has not had a significant impact on the integrity of the original late Victorian/Edwardian character of the area, partly because it is physically

separate from it, does not disrupt the older street pattern and is also of consistent two-storey height.



1930s houses on southern side of Swinford Road

4.2.16 This is also the situation with the later infill and replacement housing within the centre of the zone, which because it is largely confined to previously undeveloped land has had relatively little impact on the older street pattern and grain of development. Despite the removal of some of the historic street pattern and the buildings that once lined them the erection of the four-storey flats along Badger Drive and Coven Street has also had less visual effect on the character and appearance of the zone as a whole than might have been the case. This is largely because they are located on the western fringe of the zone and despite being of four storeys in an area characterised by two are not totally over bearing in size and scale.



Quatford Gardens



Four-storey flats along Badger Drive and Coven Street

4.2.17 As well as being architecturally distinctive both The Lewisham Arms PH and the Stratton Street Methodist Chapel are important 'markers' providing an important sense of community and of place (see below). There are no significant views from the character zone towards areas outside but both The Lewisham Arms PH and the Stratton Street Methodist Chapel are significant focal points within the area.



Lewisham Arms Public House

Stratton Street Methodist Chapel and adjacent hall

Archaeological Potential

4.2.18 No sites are recorded on the Wolverhampton HER in this zone. This network of streets was primarily laid out in the late 19th and early 20th centuries over a former field system. The land now occupied by Swinford Road may have been under strip cultivation in the medieval period. The potential for buried archaeology is low.

Existing Designations

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

Other Buildings and Sites (Categories 1-3)

4.2.20 While all the Victorian terraced housing makes a 'group' contribution to the overall historic character of this neighbourhood (and is thus as a group identified as an 'anchor' (Category 1), some individual terraces have survived more intact

than others and therefore make a stronger 'positive' contribution to the character and appearance of the zone as a whole. Those that make the most positive contribution in visual terms are those in Groups B and D (see above).

4.2.21 The following individual buildings also make a positive contribution to the character area.

4.2.22 Stratton Street Methodist Church [2,3]*

Built in 1906, this red brick and slate roofed building with stone dressings makes a strong contribution to the street scene, mainly on account of its prominent gable end with traceried window on the Stratton Street elevation. The adjoining community hall on the corner with Nine Elms Lane is a later, post-Second World War addition.

4.2.23 Lewisham Arms [2,3]*

This is undoubtedly the most architecturally enjoyable building in the zone and, apart from replacement windows, among the least altered. Constructed of red brick with moulded string courses and stone detailing (including to the original door and window surrounds) under a slate roof, the building makes good use of its focal corner position on the junction of Stratton and Prosser Streets. The iron-crested signage fascia on the splayed corner is a particularly attractive feature.

Negative/Neutral Features

4.2.24 The most obviously negative aspect of the zone is undoubtedly its currently run down and neglected condition. This gives the area a noticeably unkempt and rather down-at-heel character and appearance. There are several empty and boarded up houses scattered through the zone.

Sensitivity to Change

4.2.25 The zone is included within the Park Village Neighbourhood Renewal Assessment (NRA) area, as a result of which opportunities for large-scale regeneration and development are currently being evaluated. Declining economic prosperity

locally and an increase in transient tenants has meant that a number of properties in the area have fallen into disrepair.

- 4.2.26 The inner core area of the NRA area includes Prosser Street, Crowther Street, Newport Street, Stratton Street, Nine Elms Lane and Cannock Road. Within this area it is estimated that approximately 55% of the houses are privately rented, 20% are owner occupied, 10% belong to Registered Social Landlords and 15% are unoccupied. The purpose of the NRA is to determine the most satisfactory course of action and preferred option for the future of the properties and utilisation of land in the designated NRA area. The assessment will include a detailed house condition survey and an environmental and amenity survey.
- 4.2.27 While refurbishment would be the preferred option (see 4.2.27 below), demolition/part-demolition and redevelopment may also be identified as one of the options for the future of this area. This grid of terraced streets represents the only area of late 19th-/early 20th-century terraced housing in the Stafford Road Corridor AAP area and is one of only two such discrete surviving areas of housing of this scale and nature (alongside Zone 17 of the City Centre AAP area) in the three AAP areas overall. While Victorian terraced houses of this nature may be considered commonplace, much of Wolverhampton's terraced housing was demolished in the mid and late 20th centuries, with the resulting loss of a large element of the city's built heritage. Heritage-led regeneration should aim to retain and improve areas such as this in order to maintain local distinctiveness and a sense of place through the historic character of the area.

General Recommendations

- 4.2.28 Despite the presently neglected character and appearance of the zone as a whole, it is our opinion that there is clear scope for refurbishment of the existing housing stock as part of any housing market renewal assessment that may take place. The area has a strong and recognisable historic quality, including its surviving historic street pattern, the retention and enhancement of which should play a key role in the regeneration of this part of the Stafford Road Corridor AAP.

Recommendations for Designation

- 4.2.29 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 the contribution that it can make to the regeneration of the area should not be under-estimated.
- 4.2.30 It is recommended that both the Stratton Street Methodist Church and The Lewisham Arms PH are added to the Local List as they meet the relevant WCC selection criteria.

5.0 CONSERVATION AREAS

5.1 Introduction

5.1.1 The Stafford Road Corridor AAP area contains parts of two designated conservation areas, both based on canal corridors: the Staffordshire & Worcestershire and Shropshire Union Canal Conservation Area and the Wolverhampton Locks Conservation Area. These are described below as Zones A and B.

5.1.2 As section 2.3 explains, conservation areas in the three AAP areas have not been subject to the same level of assessment as non-designated zones 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, given the strategic and heritage importance of Wolverhampton's canals, particularly in terms of the constraints and opportunities they present to proposals for redevelopment and regeneration, the two conservation areas in the Stafford Road Corridor AAP area have been discussed in more detail than non canal-based conservation areas in the other AAP areas.

5.2 Zone A: Staffordshire & Worcestershire and Shropshire Union Canal Conservation Area

5.2.1 This zone comprises part of the Staffordshire & Worcestershire and Shropshire Union Canal Conservation Area which was designated on 14th October 1993. The Staffordshire & Worcestershire Canal extends from the junction with the M54 motorway south-west along the AAP boundary, before continuing outside the boundary towards Wightwick and Castlecroft.



Historic Context and Archaeological Potential

5.2.2 The Staffordshire & Worcestershire Canal was built during the late 18th century by James Brindley, using the contour method he developed whereby the canal followed the natural level or contour of the land. The canal's enabling Act was passed in May 1766 and construction was rapid, the line being completed within six years. Its immediate financial success was assured by its offering a direct route from the north-west to the south via the industrial Midlands.

5.2.3 The section of canal that passes through the Stafford Road Corridor AAP area (and its extension beyond to Autherley) suffered from the construction of the Birmingham & Liverpool Junction Canal (now part of the Shropshire Union network) in 1835, which offered an alternative and more direct route to the River Mersey from Autherley.

5.2.4 Stourport power station ensured the canal remained profitable well into the 20th century, and the canal transported coal from the pits at Cannock. The power

station closed in 1949 and commercial carriage on the canal largely ended after the 1960s.

5.2.5 In 1968, the canal was classed as a 'cruiseway' and the section that runs through the AAP area was designated as part of the Staffordshire & Worcestershire and Shropshire Union Canal Conservation Area in 1993.

5.2.6 Two sites are recorded on the Wolverhampton HER, which both comprise standing canal-side structures:

10722 – Forster Canal bridge No. 68, Wobaston Road

6979 – Fence and gate alongside canal, north of Wobaston Road

Existing Designations

5.2.7 There are no statutorily or locally listed buildings in Zone A.

Other Buildings and Sites (Categories 1-3)

5.2.8 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

5.2.9 The Staffordshire & Worcestershire Canal is notable for passing through almost exclusively rural or semi-rural landscape with the Wolverhampton stretch for the most part skirting the edge of the city. This is an important characteristic of the canal and it is important that design guidance be prepared for canal-side regeneration and redevelopment in order to ensure that this element of its character is retained wherever possible and that positive use is made of canal-side locations as part of regeneration proposals.

- 5.2.10 The canal corridor is protected by its designation as a conservation area and is therefore less vulnerable to change. Redevelopment proposals for areas adjoining the canal will need to be assessed in terms of whether they preserve or enhance the character and appearance of the conservation area.
- 5.2.11 In order to provide robust support and justification for decisions made as part of the planning process in relation to development affecting the conservation area, it is strongly recommended that a conservation area character appraisal and management plan is produced. This will help to ensure that the conservation area is effectively protected and managed. In addition, it is recommended that a general management strategy for the Staffordshire & Worcestershire Canal and its environs is produced.
- 5.2.12 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.

5.3 Zone B: Wolverhampton Locks Conservation Area

5.3.1 The impressive railway viaducts and attractive canal bridges, towpath and well-preserved locks add to the distinctive character of this stretch of the Birmingham Canal (Wolverhampton Level), which is included within the Wolverhampton Locks Conservation Area. Much of the land either side of the canal, however, has been developed with unattractive modern industrial buildings.

5.3.2 The conservation area was originally designated on 24th July and 25th September in 1975 and was extended 10th October 1985. The most recent boundary changes were adopted 14th March 2007.



Historic Context and Archaeological Potential

5.3.3 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.

- 5.3.4 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.
- 5.3.5 All of the 21 locks and the canal bridges within Zone S are recorded on the Wolverhampton HER. The bridges include Gorsebrook road bridge (HER 10751); railway bridge to Wolverhampton Corporation Gas Works (HER 6997); railway bridge at Dunstall Hill (HER 6996); Fox's Lane canal bridge (HER 10749); and Jordan's canal bridge (HER 10747).
- 5.3.6 There were three canal basins off the canal within Zone 17 (see 3.18.11 above).

Existing Designations

- 5.3.7 There are no locally listed buildings in Zone S but each of the eleven locks and the two viaducts along this stretch of the canal are statutorily listed at Grade II.
- 5.3.8 The area forms part of the Wolverhampton Locks Conservation Area which was designated in 1975. It should be emphasised that the canal corridor itself is considered an 'anchor' site [1], and should act as the focal point of any regeneration or redevelopment of the areas alongside it.



Other Buildings and Sites (Categories 1-3)

5.3.9 None identified.

Recommendations

5.3.10 The canal corridor is protected by its designation as a conservation area and is therefore less vulnerable to change. Redevelopment proposals for areas adjoining the canal will need to be assessed in terms of whether they preserve or enhance the character and appearance of the conservation area.

5.3.11 In order to provide robust support and justification for decisions made as part of the planning process in relation to development affecting the conservation area, it is strongly recommended that a conservation area character appraisal and management plan is produced. This will help to ensure that the conservation area is effectively protected and managed. In addition, it is recommended that a general management strategy for the Birmingham Canal (Wolverhampton Level) and its environs is produced.

5.3.12 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.

6.0 SUMMARY AND CONCLUSION

- 6.1 The Stafford Road Corridor AAP represents an important gateway from the M54 into the city centre from the north. It consists primarily of employment land with a large number of industrial and trading estates and business parks, but also includes a large 20th-century residential area either side of Stafford Road.
- 6.2 In the northern part of the AAP (further out from the city centre) these industrial and residential areas were established on previously undeveloped land, which in the late 19th century still comprised farmland punctuated by dispersed farmsteads, a legacy of the medieval landscape.
- 6.3 As one might expect, the central and southern parts of the area (closer to the city centre) began to be developed earlier than land to the north, some with late 19th- and early 20th-century industrial works and railway sidings. These earlier industrial sites were redeveloped in the inter-war period and later 20th century, with some inter-war sites themselves having been redeveloped later in the 20th century. The area also has a number of sports grounds and playing fields dating from the mid 20th century, created to serve the growing residential areas flanking the AAP area.
- 6.4 The evolving nature of development in this area, from farmland to mixed industrial and housing, with most of what stands today dating to the inter-war period or mid and late 20th centuries, means that there is little overall coherent survival of historic character throughout the area, either in terms of standing buildings or historic form. However, there are small 'pockets' of surviving late 19th-/early 20th-century buildings that contribute to a sense of place and heritage, most notably in Park Village (Zone 1, which has been subject to intensive area assessment), where a dense network of streets of terraced housing survives, and around the Stafford Road and Bushbury Lane junction (Zone 11), where there are some larger early 20th-century houses.
- 6.5 The area contains parts of two conservation areas (Wolverhampton Locks and the Staffordshire & Worcestershire and Shopshire Union Canal), both of which are canal-based and which constitute important 'anchor' features, having both historic and amenity value, and significance as part of the area's 'green

infrastructure'. The canals are perhaps the most significant 'heritage' feature of the Stafford Road Corridor AAP area and should form the focus of any redevelopment and regeneration proposals for the areas directly adjoining them.

- 6.6 Green infrastructure is also provided by the various playing fields and sports grounds which, particularly in the north of the area, form transitional areas between the highly developed urban form of the city and the agricultural land to the north. These too have been identified as 'anchor' features, both for their townscape value and for the contribution these open green spaces make in providing relief from the dense industrial and suburban form surrounding them.
- 6.7 In summary, the key heritage-led regeneration opportunities offered by the AAP area are centred on the potential benefits that the canals could offer to redevelopment proposals, particularly in the south of the area around the Wolverhampton Locks Conservation Area. This is a highly attractive and well-preserved section of canal, the high visual quality and character of which belie the poorer quality of the existing built environment along much of its length. The designation of the canal as a conservation area also means that redevelopment of canal-side areas will need to be of a high quality and preserve or enhance the character and appearance of the conservation area. There is clear potential here to enhance the quality of parts of the canal-side environment.
- 6.8 Aside from the canals, the other key area that presents heritage-led opportunities is Park Village (Zone 1). The retention and refurbishment of the housing in this area combined with environmental improvements would be of clear benefit. The area represents the only surviving network of late 19th-/early 20th-century housing of this kind in the AAP area and contributes to a sense of history and place.
- 6.9 The Fallings Park Industrial Estate (Zone 16) is likely to see significant pressure for change, with potential redevelopment as an urban village. This area retains some historic industrial character (albeit fragmentary) and elements of a late 19th-century street pattern; imaginative redevelopment and regeneration proposals should consider how these elements could be incorporated or drawn upon in order to maintain links with the area's past.

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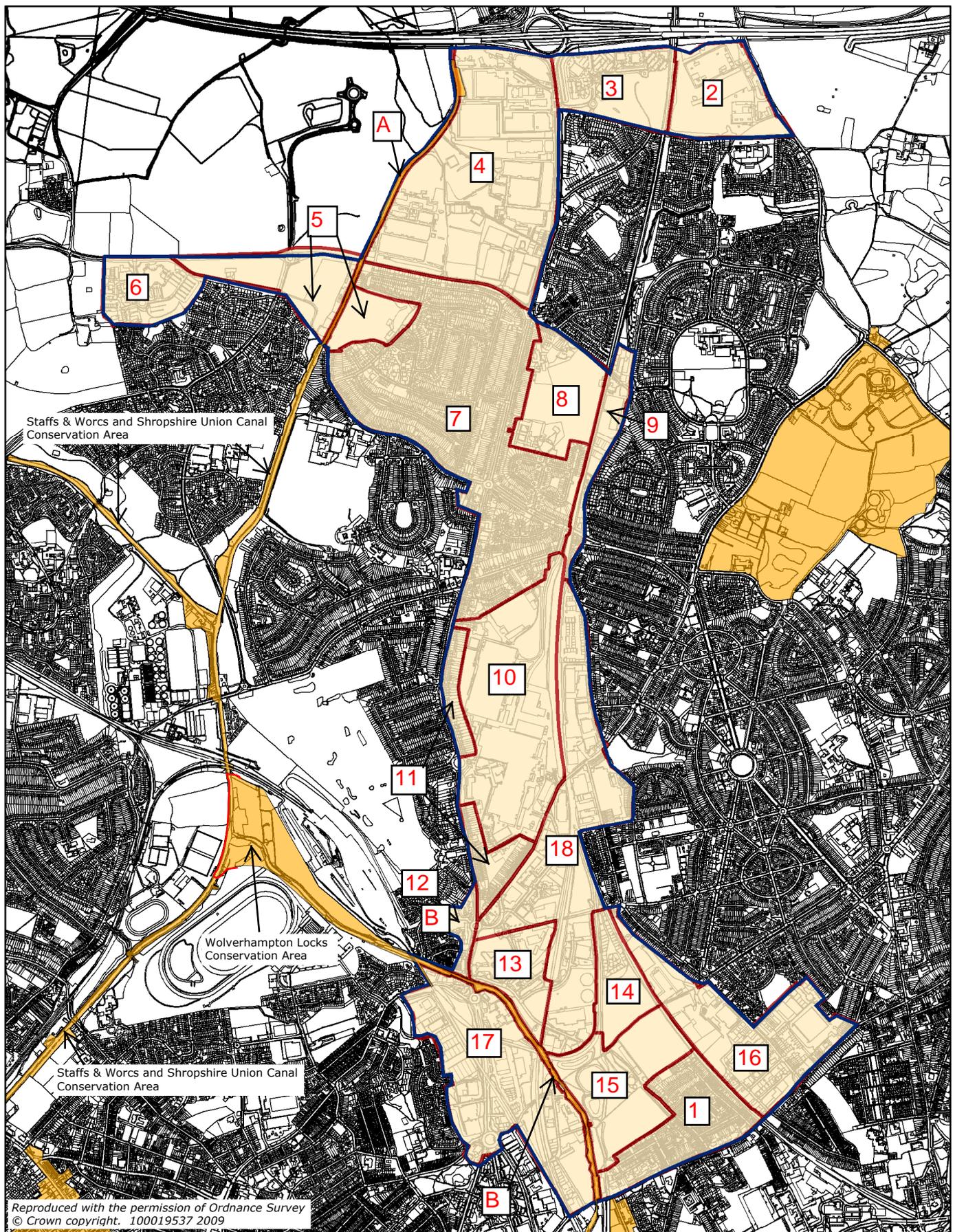
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Character Zones
 AAP boundary
 Conservation Area

- 1-Park Village
- 2-National Grid Plant
- 3-Wolverhampton Business Park
- 4-Fordhouses Industrial Area
- 5-Sports Grounds-Patshull Ave/Wobaston Rd/Pendeford Lane
- 6-Pendeford Business Park
- 7-Winchester Rd/Three Tuns Lane Residential Estate
- 8-Elston Hall School and Playing Field
- 9-USAM Trading Estate
- 10-Former Goodyear Factory Site
- 11-Stafford Rd/Bushbury Lane
- 12-Oxley House & Environs
- 13-Science Park
- 14-Mobile Home Site & Environs

- 15-Fowler's Playing Fields
 - 16-Fallings Park Industrial Estate
 - 17-Wulfrun & Dunstall Hill Trading Estates
 - 18-Fordhouse Rd Industrial Estate & Shaw Park Business Village
- Conservation Areas**
- A-Staffordshire & Worcestershire and Shropshire Union Canal
 - B-Wolverhampton Locks

Fig. 1: Character Zones

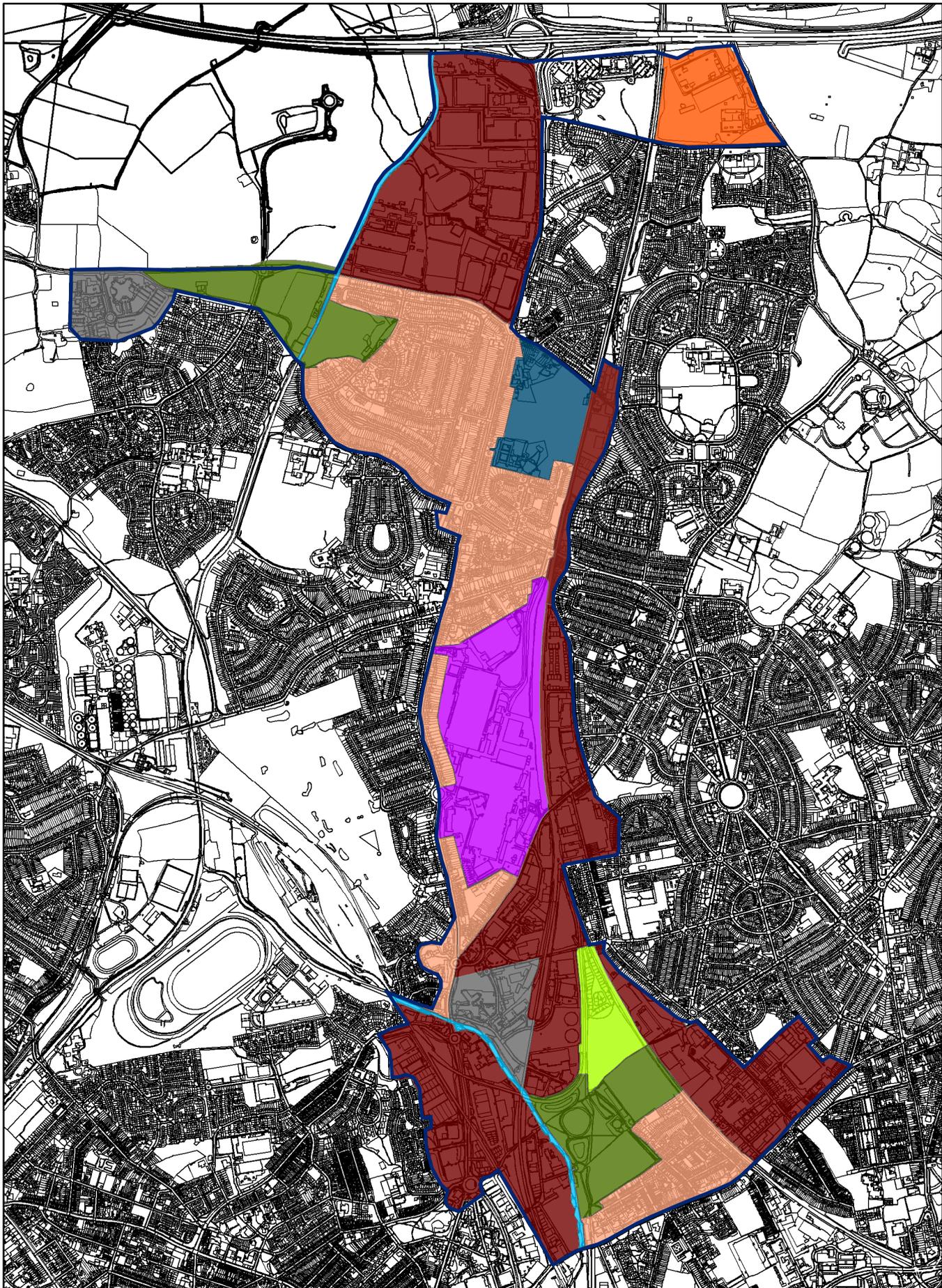
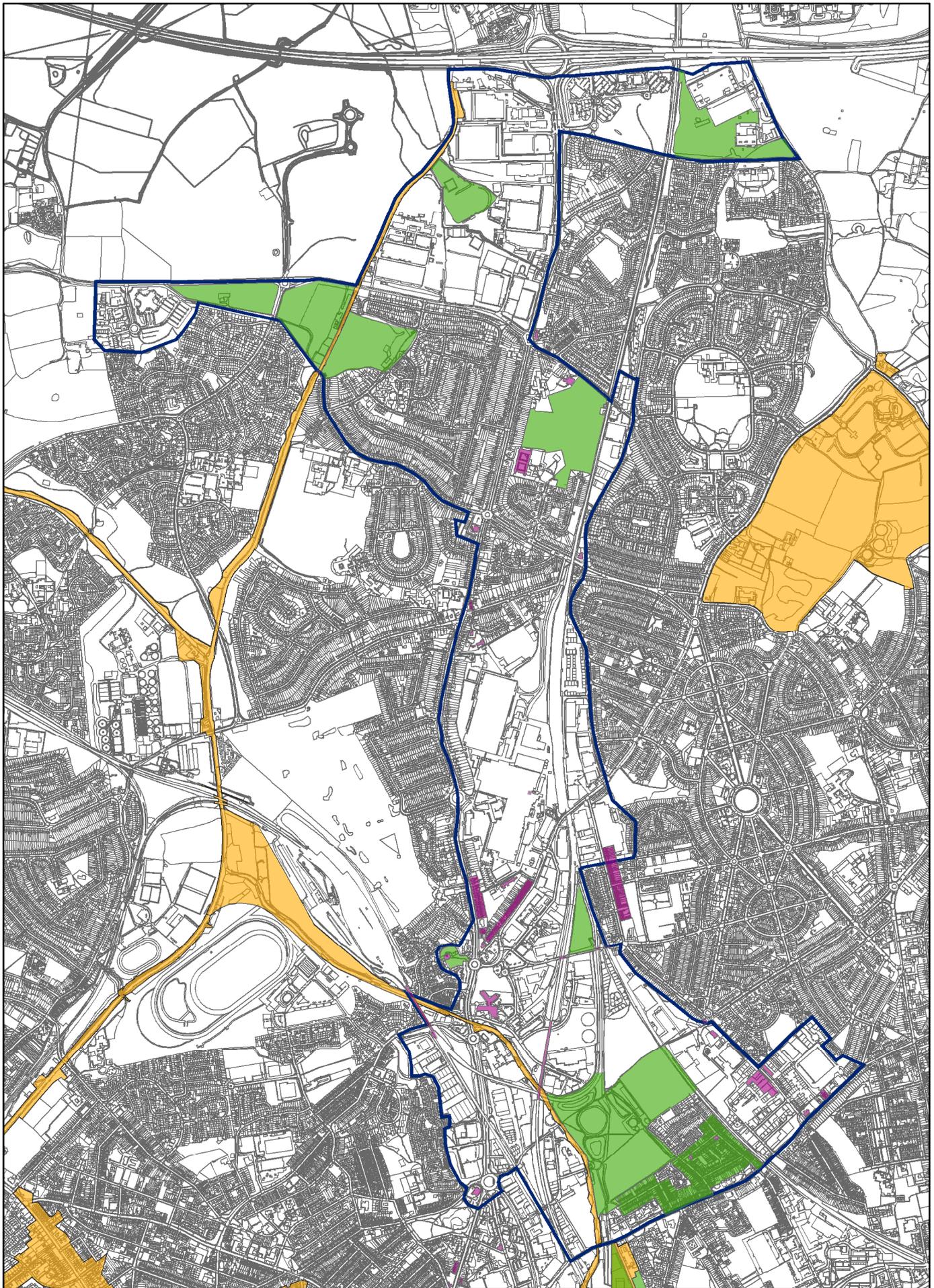
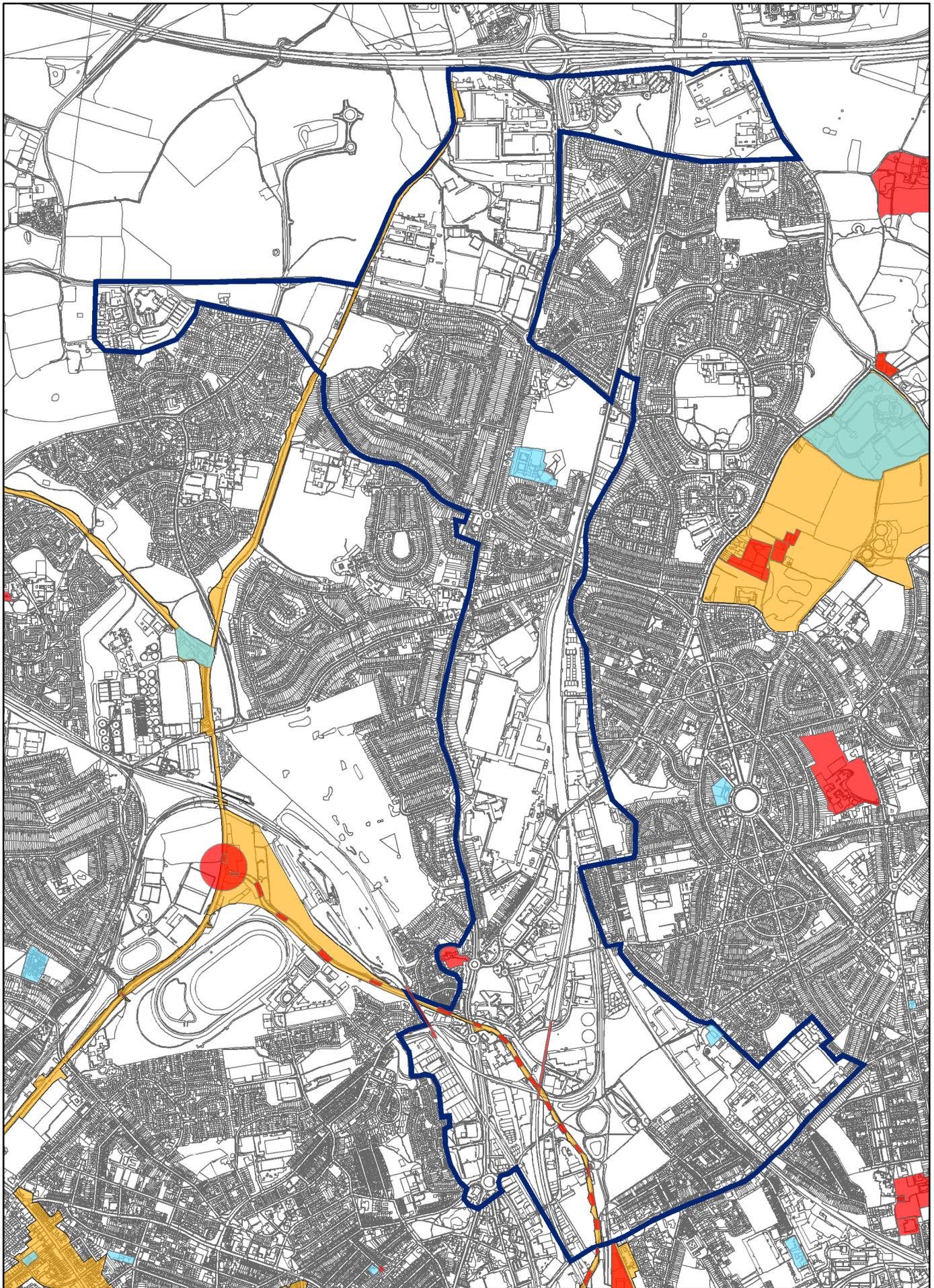


Fig. 2: Broad Character Types



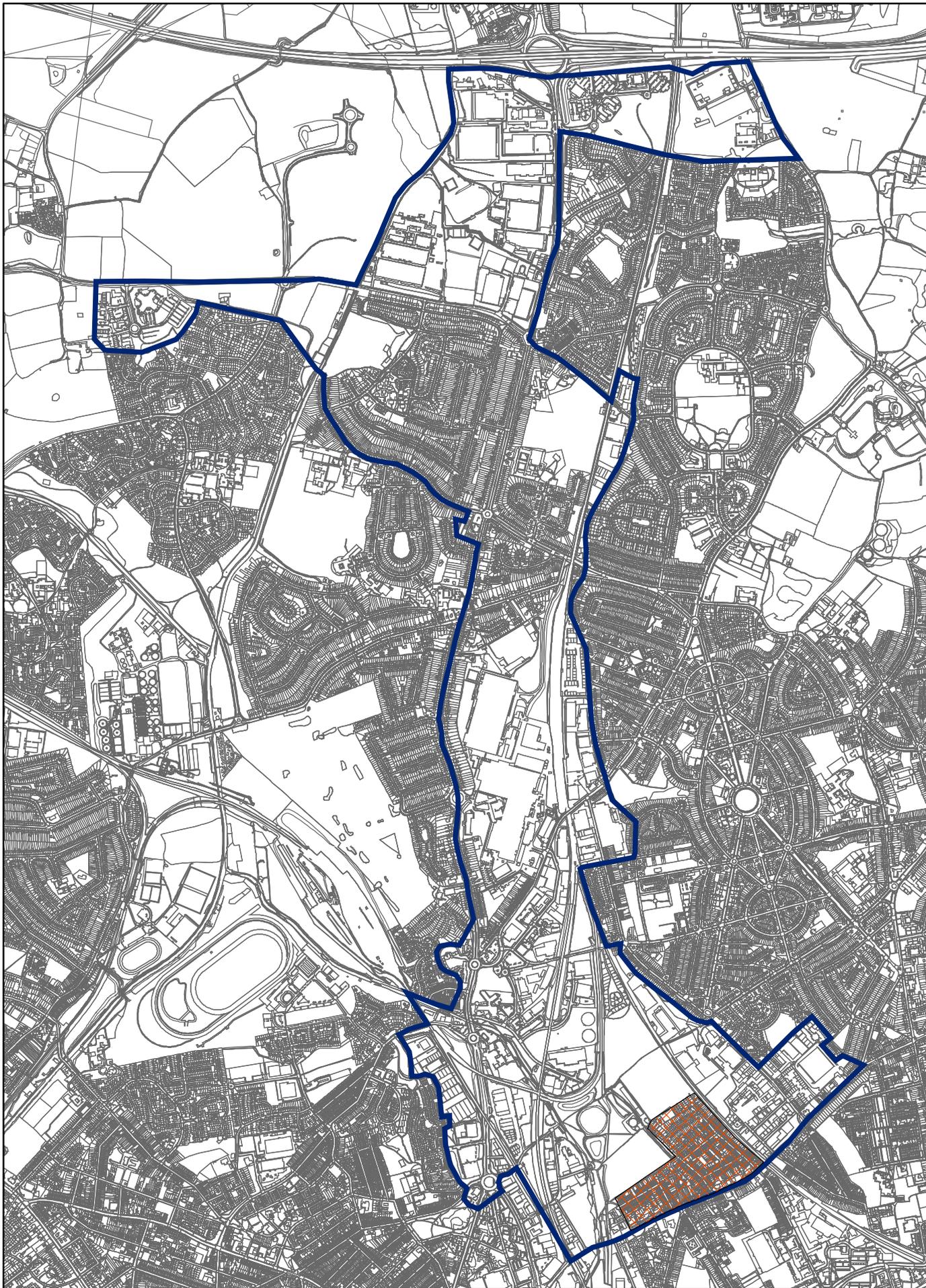
-  Conservation Area
-  AAP boundary
-  Building: Categories 1-3
-  Site: Categories 1-3

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



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

Fig. 4: Designations



-  AAP boundary
-  Intensive Area Assessment Zone

Fig. 5: Intensive Area Assessment Zone