

Historic Characterisation Study



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CONTENTS

1.0	INTRODUCTION.....	5
2.0	METHODOLOGY.....	7
	MAP OF CHARACTER ZONES	11
3.0	CORONATION ROAD CHARACTER ZONE	12
4.0	FISHES ESTATE CHARACTER ZONE.....	18
5.0	HEATH TOWN ESTATE CHARACTER ZONE	20
6.0	HEATH TOWN PARK CHARACTER ZONE	26
7.0	NEW CROSS CHARACTER ZONE.....	32
8.0	NEW PARK VILLAGE CHARACTER ZONE	34
9.0	NORTHERN CHARACTER ZONE	39
10.0	POWELL STREET CHARACTER ZONE	44
11.0	RAILWAYS & CANAL CHARACTER ZONE	53
12.0	SPRINGFIELD CHARACTER ZONE.....	58
13.0	WODEN ROAD CHARACTER ZONE.....	64
14.0	KEY VIEWS.....	73
15.0	PROPOSED CONSERVATION AREA.....	74
	MAP OF PROPOSED CONSERVATION AREA.....	77
16.0	SUMMARY & CONCLUSIONS	78
17.0	REFERENCES.....	79
	ANNEXE ONE: HERITAGE ASSETS IN HEATHFIELD PARK	80
	ANNEXE TWO: OXFORD CHARACTER ASSESSMENT TOOLKIT PRO-FORMA.....	83

Front Cover:

The location of the former boundary
between Wolverhampton and Heath Town
on Woden Road. Photographs are from 1921
(*Wolverhampton Archives & Local Studies*) and 2012 (Author).

Acknowledgements

This study benefited from the knowledge and effort of a number of volunteers. They were Ashmeen Hoonjan, Bill Nicholls, Bob Deacon, Daniel Williams-Smith, David Cope, Jamie Manley, Jaswinder Singh Chagger, Liz Cope, Margaret Nicholls, Natasha Sandle, and Phil Bacchus. I am also grateful for the contribution made by my colleagues Helen Guest, Sangita Kular, and Sue Whitehouse. As summaries of different opinions, the character descriptions contained in this report do not necessarily reflect the view of any individual contributor.

Additional photographs used in the report have been kindly provided by Wolverhampton Archives & Local Studies, Matthew Whitehouse and Sue Whitehouse (no relation).

Paul Quigley
Landscape Archaeologist

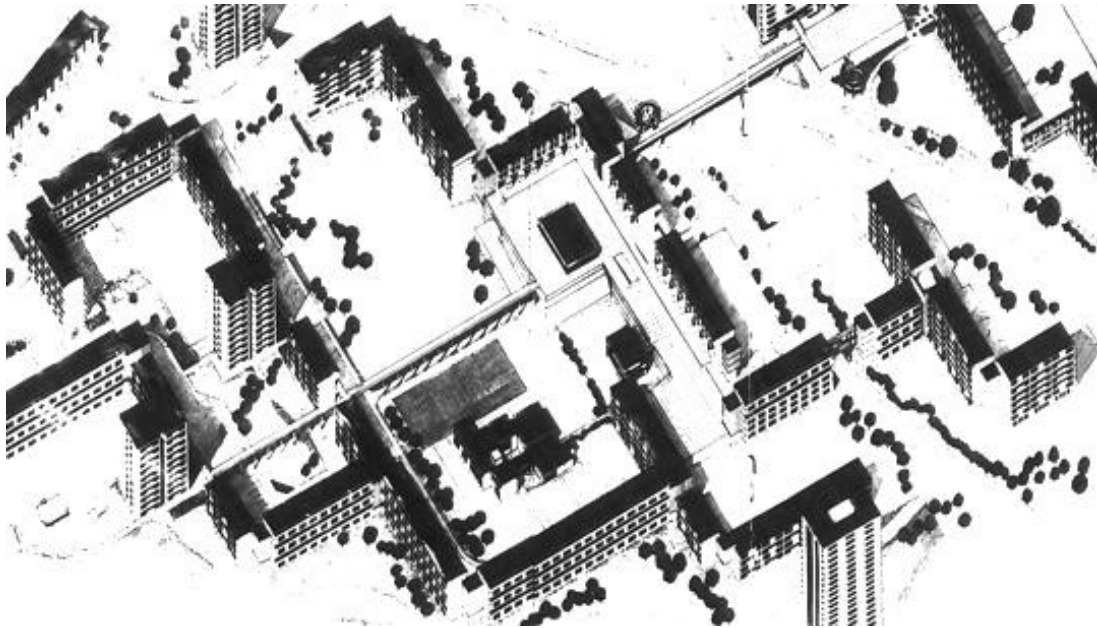


Figure 1 A drawing of part of Heath Town estate published by Wates Construction Ltd in 1970
(Wolverhampton Archives & Local Studies)

1.0 INTRODUCTION

1.1 Background to the study

1.1.1 This characterisation study was undertaken as part of the preparation of the Heathfield Park Neighbourhood Plan. The Black Country Archaeology Service was engaged in the summer of 2012 to support the study.

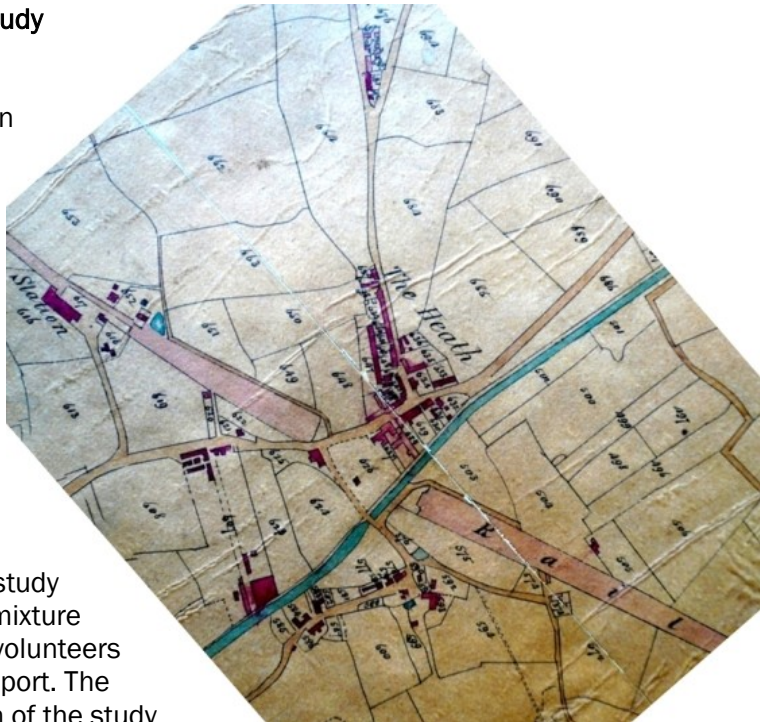


Figure 2 An extract from the Tithe map showing Heath Town in the 1840s. Key features surviving in the modern landscape were already in place: The routes of Wednesfield Road, Bushbury Road and Church Street; the canal; and the first of the railways with its station and tunnel (the image has been rotated so that north is at the top of the page) (Wolverhampton Archives & Local Studies).

1.1.2 From the outset the study was conceived as a mixture of the effort of local volunteers and professional support. The design and execution of the study drew on the experience of another Wolverhampton Neighbourhood Plan, in Tettenhall, which had been started some months before.

1.1.3 The study aims to assess the historic character and local distinctiveness of the area. It also identifies buildings and places of historical significance and interest.

1.2 The Structure of the Report

1.2.1 The first part of the report explains the approach taken to the study, and in particular the process of defining Character Zones.

1.2.2 The largest part of the report then comprises profiles of each of the eleven Character Zones (arranged alphabetically by their name).

1.2.3 The final part of the report details some key views identified during the assessment of the landscape, a proposal for a new Conservation Area in Heath Town, and a section outlining the study's summary and conclusions.

1.2.4 The Annexes to the report contain a record of all the existing and newly-identified Heritage Assets in Heathfield Park, as well as an example of the pro-forma used during the fieldwork to record landscape character.

1.2.8 Unless otherwise stated, photos are by the author.

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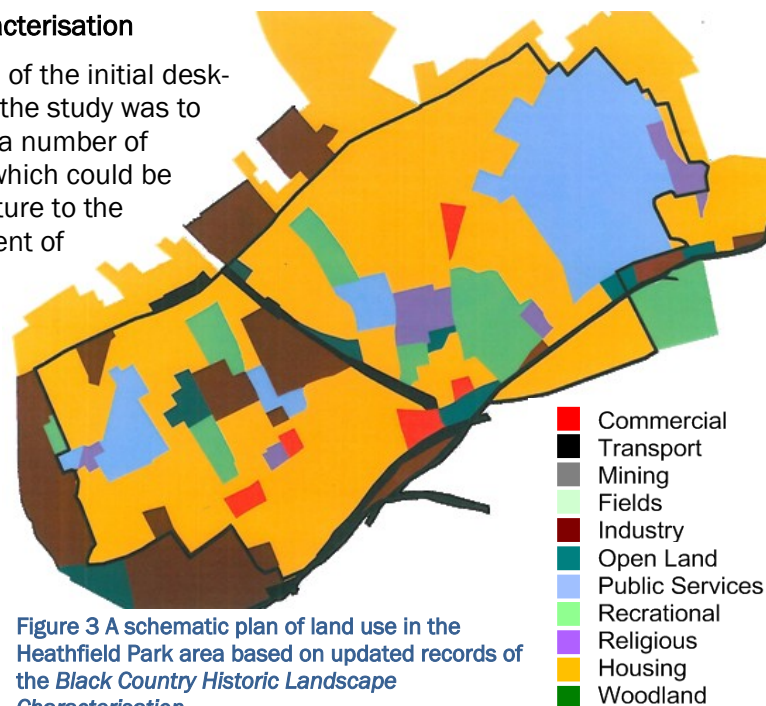
2.0 METHODOLOGY

2.1 Stages of the Investigation

- 2.1.1 The study can be broken down into four key stages which were carried out broadly in the order in which they are described here, although there was considerable overlap between the stages in some cases.
- 2.1.2 As a first stage, a desk-based assessment was carried out to consult the substantial amount of information which already existed (as either primary or secondary sources) on Heathfield Park in terms of history, heritage and local character. This included consultation of the information held within the Wolverhampton Historic Environment Record as well as historic and modern mapping.
- 2.1.3 The second phase was the recruitment and training of volunteers, followed by the third stage of (supported) fieldwork, a substantial proportion of which was undertaken by the volunteers. This was based in part on a survey tool first developed by Oxford City Council, described in more detail below.
- 2.1.4 The fourth and final stage of the study was the compilation of two reports: in the first instance a set of interim character profiles; followed later by this final report.

2.2 Desk-based Characterisation

- 2.2.1 A primary purpose of the initial desk-based element of the study was to divide the area in a number of Character Zones which could be used to give structure to the detailed assessment of the area which would follow. In particular the Character Zones would be used to allocate teams of volunteers to each part of the area.



- 2.2.2 The definition of the boundaries of the Character Zones was based on the data which had been collected between 2004 and 2006 as part of the Black Country Historic Landscape Characterisation (BCHLC).
- 2.2.3 The BCHLC was an English Heritage-sponsored study carried out by Wolverhampton City Council on behalf of the four Black Country local authorities. In general, the information held in the database of the BCHLC relates to the landscape or the area as it existed in 2000—in order to make the BCHLC data more useful in the context of this study it was decided update the data relating to Heathfield Park.

2.2.4 This process of updating was itself revealing about the nature of change in the built environment of Heathfield Park. Twelve specific changes were identified in Heathfield Park during the period since 2000:

1. Housing built on former industrial site (off Woden/Wednesfield Roads)
<http://goo.gl/maps/RT2vz>
2. Duke of York pub demolished (Wednesfield Road)
<http://goo.gl/maps/1gh5P>
3. Canalside scrap-yard demolished (Grove Street)
<http://goo.gl/maps/mNCul>
4. Verona Court replaces Longford House (Longford Road)
<http://goo.gl/maps/UIXoS>
5. Building demolished next to Leisure Centre (Powell Street)
<http://goo.gl/maps/3zPcq>
6. Housing built on bowling green site (Tudor Road)
<http://goo.gl/maps/1XfcT>
7. Housing built on site of Homer House (Church Street)
<http://goo.gl/maps/pg7XR>
8. Construction of the Fishes Estate on open land (Barbel Drive)
<http://goo.gl/maps/vgEAb>
9. Bungalows built on garages etc. (Prestwood Road)
<http://goo.gl/maps/2qZvc>
10. Flats built on former farm/dairy (Prestwood Road)
<http://goo.gl/maps/PPTri>
11. Wednesfield Way opened on former railway line
<http://goo.gl/maps/8W7fr>
12. Community Centre built on the site of the Travellers Rest pub (Woden Road)
<http://goo.gl/maps/YRBD7>

2.2.5 This analysis suggested that the extent of change in Heathfield Park had been more substantial than in Tettenhall, for which equivalent information was also collected. Change appeared to have affected at least the same area of land, in an overall area (i.e. Heathfield Park) which is less than a third of the size of Tettenhall.

2.2.7 Almost half of the change identified in Heathfield Park was connected with the creation of new housing in the area.

2.2.6 Definition of Character Zones in Heathfield Park took into account the area's broad categories of land use (shown in the plan above) as well as the period of origin of the surviving landscape.

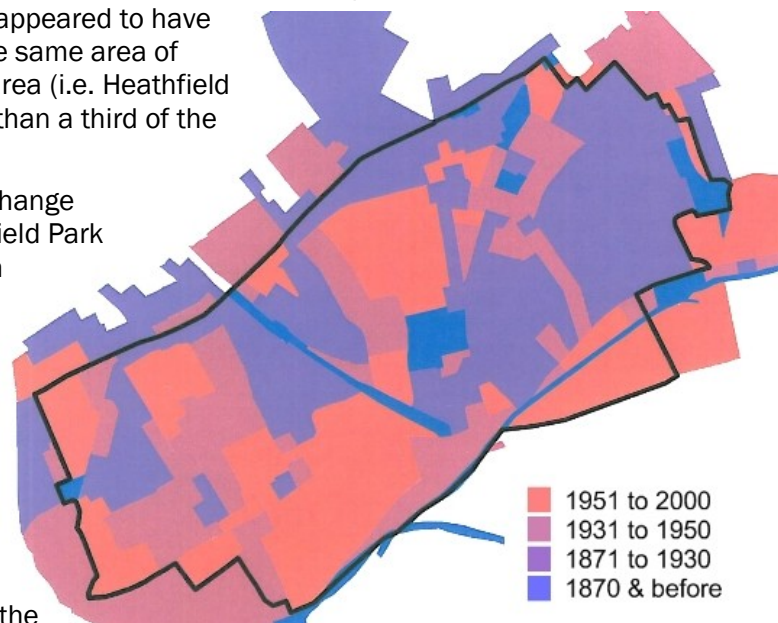


Figure 4 A schematic plan of the (generalised) period of origin of the surviving landscape in the Heathfield Park area based on updated records of the *Black Country Historic Landscape Characterisation*

- 2.2.7 Draft Character Zones were therefore defined as areas of common land use, common period of origin, or both. Further account was taken of the six Areas indicated by a document 'Key Issues and Themes' issued in July 2012.
- 2.2.8 The draft boundaries were then the subject of consultation and were amended as a result. The map (on page 9) below shows the boundaries of the eleven Character Zones used during the study.



Figure 5 An aerial photo of the centre of Heath Town in 1976 (West Midlands County Council)

2.3 Recruitment and Training of Volunteers

- 2.3.1 Volunteers were recruited to contribute to the Historic Characterisation Study at a meeting at Heath Town Community Centre on 11 October 2012. Training was then provided on the use of public archives (at Molineux House, Wolverhampton) on Saturday 20 October and Thursday 25 October.
- 2.3.2 Fieldwork training was provided to volunteers in Heath Town on Friday 9 November, Saturday 10 November, and Friday 7 December 2012.

2.4 Fieldwork

2.4.1 Fieldwork was conducted between the beginning of November 2012 and the end of January 2013. It involved visiting every area of Heathfield Park and completing a character assessment pro-forma (a sample of which is shown in Annex Two of this report) for each street or area. In addition, disposable cameras were issued to volunteers, and these and other devices were used to take photos of the area.

2.4.2 As well as contributing to the on-site assessment of the built environment, volunteers were part of a set of investigations into the historic development of each of the Character Zones, the results of which appear below.

2.4.3 During the course of both the fieldwork and the desk-based characterisation any Heritage Assets were recorded and added to those already catalogued in the Wolverhampton Historic Environment Record. There are 19 newly proposed Heritage Assets in the list (shown in blue on the map below) and 32 which were already recorded at the start of the study (shown in red).

The full list is included in this report as Annex One.

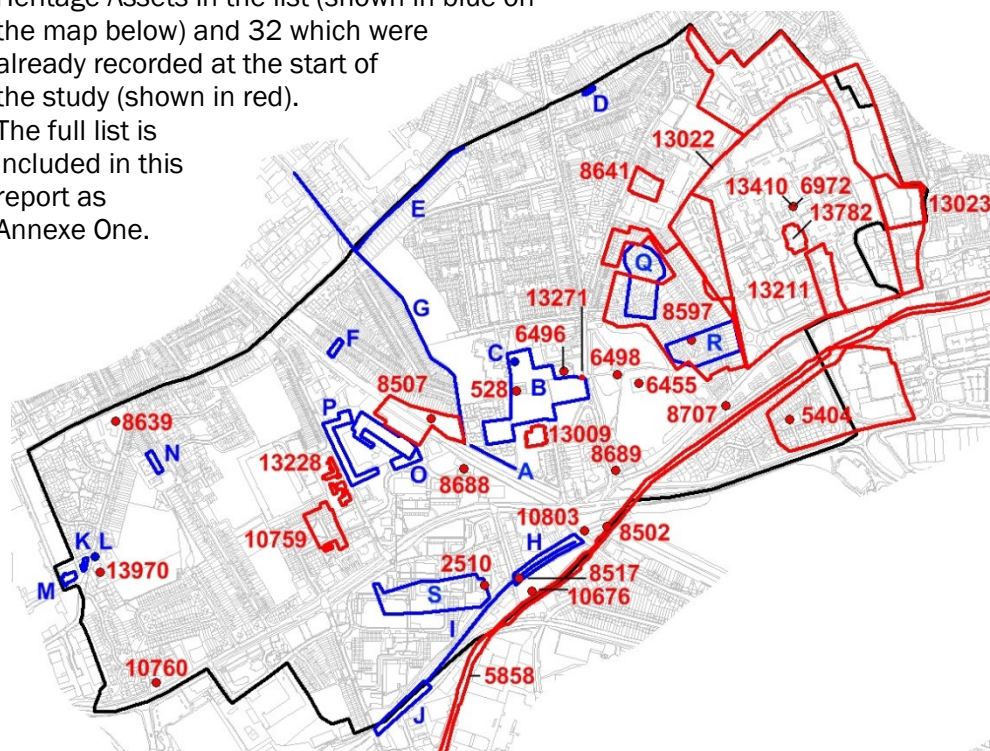


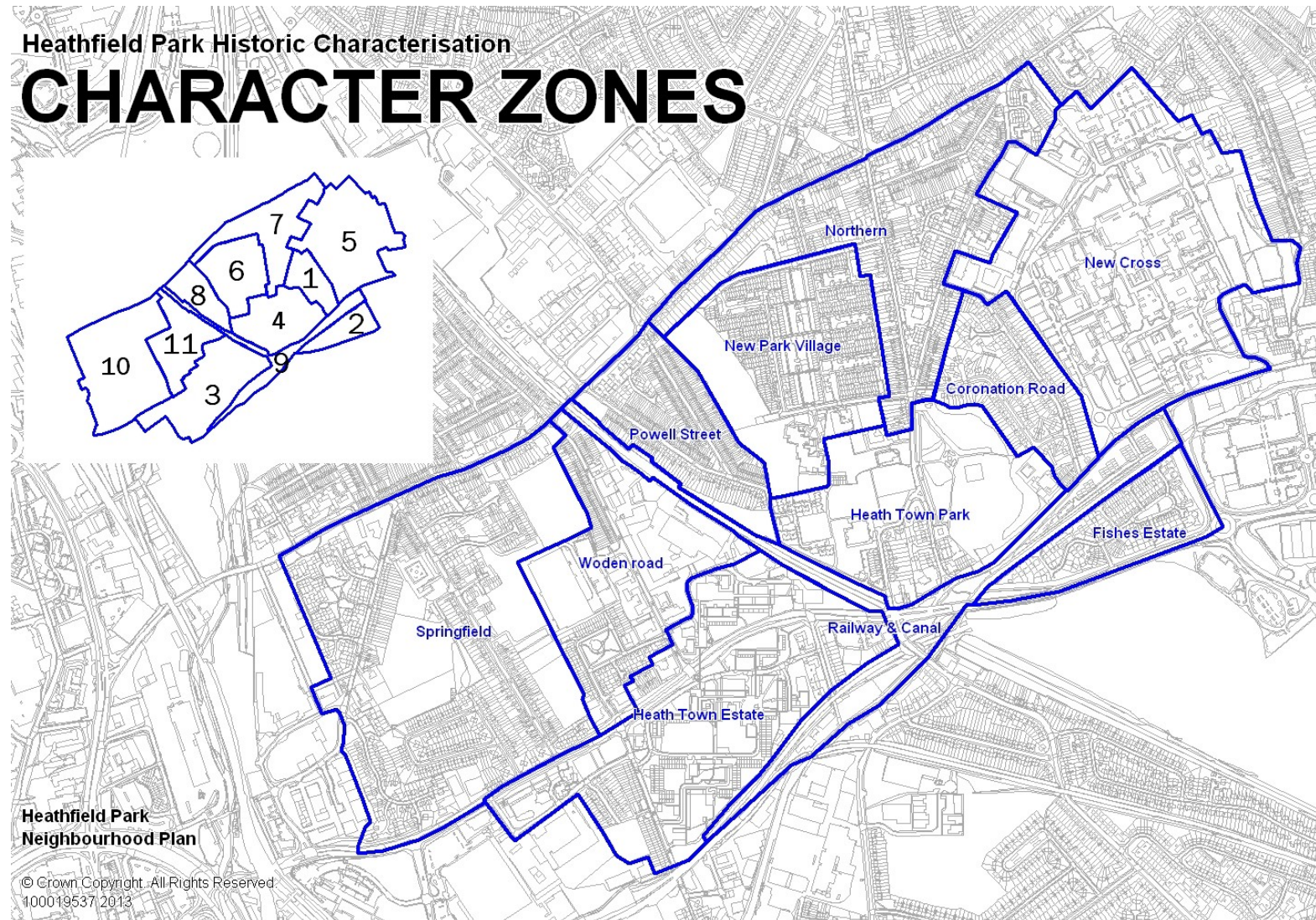
Figure 6 Heritage Assets in Heathfield Park. Full details are available in Annex One of this report

2.5 Report writing

2.5.1 The compilation of the results and writing of reports was carried out by Black Country Archaeology Service. In order to contribute in a timely way to the development of the Neighbourhood Plan, interim profiles of the Character Zones were issued in the middle of February 2013. This report supersedes those profiles.

2.5.2 A draft of the final report was discussed by a meeting of the volunteers on 1st July 2013.

MAP OF CHARACTER ZONES



3.0 CORONATION ROAD CHARACTER ZONE



Figure 7 Council-built steel-framed properties on Lawrence Avenue

3.1 Location and Uses

3.1.1 This area is almost exclusively residential and is dominated by two-storey interwar properties grouped as semi-detached pairs or short terraces of four houses. It includes Coronation Road (and the adjoining cul-de-sac of Ryton Close), Lawrence Avenue (and the cul-de-sac of Bates Grove), as well as a short frontage on the north side of Wolverhampton Road.

3.1.2 The area is sandwiched between New Cross Hospital / Heath Park School (to the north east) and Heath Town park (to the south east) and is bounded by the line of Wolverhampton Road in the south and Prestwood Road in the north.

3.2 Historical Development

3.2.1 *Anglo-Saxon 410 – 1065*

- The route of the modern Wolverhampton Road may originate from this period

3.2.2 *Medieval and Post-Medieval 1066 – 1749*

- Ridge and furrow - evidence of medieval open fields has been recorded just to the south of the Character Zone

3.2.3 *Industrial 1750 - 1900*

- Enclosed fields were visible by the nineteenth-century
- Possible that the south of the Zone was part of a colliery, disused by 1890
- Woden Brick Works and associated clay pit was established in the north west of the Character Zone in the late nineteenth-century
- Brick and terracotta works established in the south in late nineteenth century
- Wolverhampton Union Workhouse laid out by 1900, fixing the eastern boundary of the Character Zone

3.2.4 *Modern 1901 – 2012*

- 1900s-1910s Housing was built on the east side of Prestwood Road, defining the north western limit of the Character Zone
- 1900s-1910s Coronation Road itself appears for the first time (possibly named in reference to the coronation of Edward VII in 1901 or George V in 1910) with terraced housing at its northern end
- 1900s-1910s Housing built on the north side of Wolverhampton Road, on former colliery land

- 1920s-30s Local authority semi-detached housing laid out on Coronation Road, Lawrence Ave, and the cul-de-sac Bates Grove
- 1960s Local authority semi-detached housing laid out in the cul-de-sac of Ryton Close and the northern end of Coronation Road, on site of former clay pit
- 2000s Traffic calming measures added to Coronation Road

3.3 General Character Description

3.3.1 Although Coronation Road itself was laid out in the first few years of the 20th century, most of its buildings and those of the adjoining Lawrence Avenue and Bates Grove were later additions, council houses built in the 1920s and 1930s. Short rows of Edwardian terraced houses survive in the north and south of the Zone.



Figure 8 The walkway from Heath Town Park to Lawrence Avenue

3.3.2 Prior to its development as a residential area, the land was used for industrial purposes, in particular for brick making. The site of

the associated clay pit was the last part of the area to be developed for housing. The resulting cul-de-sac Ryton Close, in the north of the Character Zone dates from the 1960s and is also lined with Council-built semi-detached houses.

3.3.3 Most if not all of the interwar council housing appears to have been built soon after the incorporation of Heath Town Urban District into Wolverhampton in 1926. Many have steel frames, an unusual design which has caused them to be recorded as heritage assets. Although many have been modified, a number of properties show original unrendered brick frontages.

3.3.4 There is almost no open space in the area itself, although there is relatively easy access to the park, and all properties have gardens. Significantly, several front gardens contain mature trees adding positively to the character of the street. A large proportion has been converted to hard standing. The view to the park is an important amenity to the area and should be preserved. The Zone has been affected by non-residential on-street parking caused by overspill from the adjacent hospital.

3.3.5 Any development should where possible seek to enhance the distinctive character of the housing design and views of the park, as well as protect any significant trees.

3.4 Area Descriptions

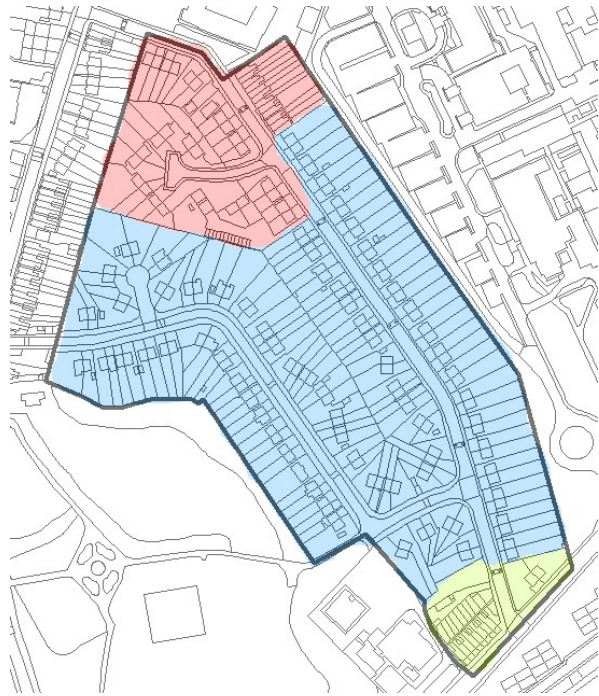
3.4.1 The Character Zone was divided into three areas for the purpose of this assessment:

Lawrence Avenue / Coronation Road (shown in blue on the map);

Ryton Close (red);

Wolverhampton Road (green);

3.4.2 Descriptions of each of the areas are on the following pages.



3.5 Lawrence Avenue / Coronation Road



Figure 9 Semi-detached interwar properties on Coronation Road

3.5.1 This area includes most of a single development of interwar municipal properties built by the Wolverhampton Borough. The development lies on Coronation Road, Lawrence Avenue and the cul-de-sac Bates Grove. It is generally distinguished from housing of other (earlier and later) periods in the north and south. The properties on Lawrence Avenue back on to Heath Town Park to the south west, and to the north and west is New Cross Hospital (which itself has raised issues of on-street parking for example).

3.5.2 Most of the houses are red brick faced or rendered and are generally two-storey semi-detached houses or short rows of terraced properties. A small number of bungalows exist on the park side of Lawrence Avenue.

3.5.3 There is no public green space within the area, but all of the properties were designed with front and rear gardens. A pedestrian walkway (pictured above on page 11) provides direct access to Heath Town Park.

3.5.4 Summary of Key Positive Features

- The steel framed design of the houses is of historic interest, built as they are within the first decade of large scale council house building in Wolverhampton.
- The pedestrian access to the park provides a useful route to an attractive open space.
- It is proposed that the inclusion of part of this area be considered as one of the options in the creation of a new Conservation Area (details below).



Figure 10 This plaque of the Wolverhampton coat of arms, dated 1928 appears in at least two places on the development.

3.5 Ryton Close



Figure 11 Houses built on Coronation Road and Ryton Close replaced a former clay pit

3.5.1 This area contains three elements: a small number of interwar houses built as part of the Lawrence Avenue / Coronation Road development (see above); an Edwardian terrace of a dozen properties (pictured below); and, the largest part, a development of 1960s council houses built on the site of a filled clay pit (seen above).

3.5.2 Buildings are red brick with grey pitched roofs. A number feature first floor frontages covered with darker tiles.

3.5.3 Rather than front gardens, the houses in Ryton Close open on to open lawns which include a number of trees, creating what appears to be a pleasant communal green space within the cul-de-sac. The older, terraced properties on Coronation Road open directly onto the highway and at the time of visit the pavement was obstructed by plastic wheelie bins (pictured right).

3.5.4 Summary of Key Positive Features

- The design of the common areas within Ryton Close itself should be maintained.



Figure 12 Terraced houses at the northern end of Coronation Road open directly onto the public pavement

3.5 Wolverhampton Road



Figure 13 Edwardian terraced properties on Wolverhampton Road

- 3.5.1 This small area includes a terrace of nine Edwardian houses facing Wolverhampton Road, one of which serves as a corner shop (below). A pair of what appear to be substantially altered interwar semi-detached houses also front onto Wolverhampton Road. At the rear of the terrace there is a two-storey brick-built commercial/industrial building.
- 3.5.2 The terraced houses have ground floor bay windows and have been altered by the addition of UPVC frames. However, with the exception of the corner shop, the houses are un-rendered and retain some original features including their chimney stacks and bay windows. The brick faced commercial building at the rear, although plain, also adds to the area's character.
- 3.5.3 The terraced houses have rear gardens and small front yards bounded by hedges and brick walls.
- 3.5.4 Summary of Key Positive Features
- The surviving Edwardian features of the terrace should be preserved where possible.



Figure 14 The shop at the corner of Coronation Road and Wolverhampton Road

4.0 FISHES ESTATE CHARACTER ZONE



Figure 15 Barbel Drive

4.1 Location and Uses

4.1.1 This Zone is a residential area of wedge-shaped plan, bounded by canal, railway and road. Dating from the late 1990s / early 2000s, the housing is a single development and contemporary with its streets (i.e. Barbel Drive, Bream Close, Dace Road, Grayling Way, Perch Close, and Rudd Gardens).

4.1.2 On its north western side the Zone is bounded by the Wyrley & Essington canal. The other two sides are created by Wednesfield Way and New Cross Avenue which intersect at the roundabout Bowman's Harbour Island.



4.2 Historical Development

4.2.1 Anglo-Saxon 410 - 1065

- The route of the modern Wolverhampton Road may originate from this period

4.2.2 Medieval and Post-Medieval 1066 - 1749

- Ridge and furrow - evidence of medieval open fields has been recorded in the east of the Character Zone;
- A north-south route crossing the western tip of the Character Zone may have originated in this period. It joined the Wolverhampton Road where the canal changes direction and was subsequently severed by canal and railway.

4.2.3 Industrial 1750 - 1900

- The Wyrley and Essington Canal was cut in the 1790s, creating one boundary of the Character Zone
- The wedge-shaped plan of the Character Zone had already been created by the 1870s, when the former Wolverhampton & Walsall ('W&W') Railway line was laid (subsequently replaced by Wednesfield Way)

4.2.4 Modern 1901 - 2012

- The former W&W railway line was dismantled between the 1960s and 1980s (Heath Town station had closed much earlier, around 1910)
- At the end of the 20th century Wednesfield Way was built on the line of the railway, and the modern residential streets in the Character Zone were laid out.

4.3 General Character Description

4.3.1 Vehicular access is restricted to one route in and out and this gives the area a particular privacy. The buildings have a consistency of style being all brick built, although the estate includes a range of housing types including five-bed detached houses and three-storey flats. The tallest building in the Character Zone is a five storey tower on its easternmost point designed to overlook a busy traffic island on the Wednesfield Way and provide a landmark structure.



Figure 16 The Character Zone at Bowman's Harbour

4.3.2 The Wyrley and Essington canal is a vital part of the area's character providing a link to street names for example as well as views across to Heath Town Park. The views along the canal are also important, particularly for those three-storey properties which overlook it. Views to the development from adjacent areas and the canal towpath are also significant.

4.3.3 There are no trees on the estate but most properties have rear gardens, and there are green areas around the flats and the development's central spine road (Barbel Drive incorporates an open space).

4.3.4 The road along the south of the estate, Wednesfield Way, is busy but vegetation offers some screening from the traffic noise.

4.3.5 Summary of Key Positive Features

- The development makes a very positive use of the canal frontage and could be viewed as a model for other canalside design.

5.0 HEATH TOWN ESTATE CHARACTER ZONE



Figure 17 Part of the late 1960s re-development of Heath Town (Photo: Matthew Whitehouse)

5.1 Location and Uses

- 5.1.1 This Zone is based on the 1960s estate designed by Wolverhampton Borough architects to replace Heath Town's nineteenth-century streets and which straddles the east-west Wolverhampton-Wednesfield Road. The Zone is bounded by railway lines in its north-east and south (the latter disused). To the north-west the limit of the area is formed by the edge of the industrial/commercial properties on Woden Road, newer housing on Tumbler Grove and older, interwar development on Springfield and Burton Roads.
- 5.1.2 The area is overwhelmingly residential with some commercial (largely retail) development fronting on Wednesfield Road and in the centre of the estate itself. There are some derelict or disused sites within the area, most visible of which has been the site of the former pub on the corner of Wednesfield Road and Inkerman Street.

5.2 Historical Development

5.2.1 *Anglo-Saxon 410 - 1065*

- 910: Battle between Saxons & Danes on the field or plain of Wednesfield
- 994: Land at Wednesfield ('Wodensfield') given to monastery at Wolverhampton ('Heantun') including area known as Heath Town
- The route of the modern Wednesfield Road may originate from this period

5.2.2 *Medieval and Post-Medieval 1066 - 1749*

- 1086: According to Domesday Book, Wednesfield described as 'land of the Clerk at Heantun'... *'the canons themselves have 5 hides in Wednesfield. There is land for 3 ploughs. There are 6 villeins and 6 bordars having 6 ploughs'*
- Wednesfield may have extended to the present Heath Town

5.2.3 *Industrial 1750 - 1900*

- 1837: Opening of Wednesfield Heath Railway Station – first locomotive to stop called Wildfire
- 1894: Heath Town Urban District formed. Isolation hospital opened at Bowman's Harbour

5.2.4 Modern 1901 – 2012

- 1920s-30s Trolley buses started to operate along the Wednesfield Road.
- 1940s Star Hotel built on Wolverhampton Road
- 1960s Area underwent a large-scale redevelopment when the majority of Victorian terraces were bulldozed to make way for blocks of Council flats between four and twenty-two storeys high. The new Heath Town estate was officially opened in April 1969 by Princes Margaret.

5.3 General Character Description

5.3.1 The layout of the estate is aligned to the compass points and pays little heed to pre-existing landscape features. The former street plan was defined by the line of the Wolverhampton Road, still the spine of the area. Lincoln, Inkerman and Grove streets are legacies of this system and carry their original names.

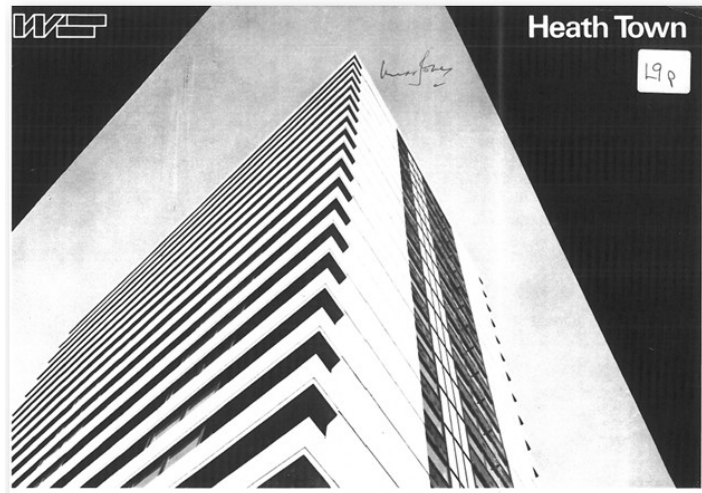


Figure 18 The cover of a brochure produced by Wates Construction Ltd in 1970 to promote the development (Wolverhampton Archives & Local Studies)

- 5.3.2 Characterised as brutalist architecture, the system of towers (for a long time the city's tallest residential structures and visible landmarks from some distance) and blocks contain a variety of housing types—including two-storey houses and low-rise maisonettes. Dark exposed brick is used to face the blocks as well as concrete familiar elsewhere.
- 5.3.3 One of the last estates of tower blocks to be built in the area, it incorporated a number of features – a district heating scheme, deck level access, and a central school (Long Ley). While the heating scheme survives, the school has since been demolished and the deck access substantially modified.
- 5.3.4 Outside of the estate itself, the Zone includes buildings and spaces of diverse character fronting the Wednesfield Road, as well as a street of inter-war semi-detached houses in the south west. Green space has been incorporated into the areas between blocks of flats and mature trees are visible along the Zone's southern boundary. A derelict space detracts from the character of the Wednesfield Road.
- 5.3.5 Any development should take account of the historic integrity of the 1960s estate and the legacy of the earlier Heath Town streets.



Figure 19 A view of Heath Town looking east along Wednesfield Road (taken from W'ton Station)

5.4 Area Descriptions

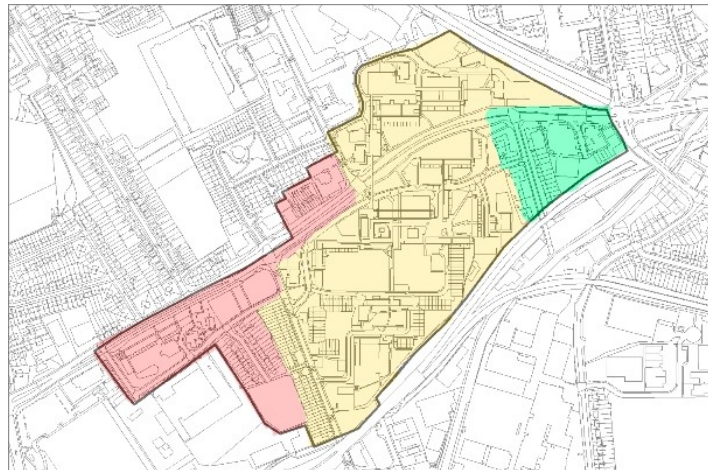
5.4.1 The Character Zone was divided into three areas for the purpose of this assessment:

Heath Town Estate (shown in beige on the map);

Grove Street (green);

Wednesfield Road / Tremont Street (red).

5.4.2 Descriptions of each of the areas are on the following pages.



5.5 Grove Street



Figure 20 The shopping centre at the corner of Dean's Road and Wednesfield Road replaced a former iron works and aircraft manufacturer

5.5.1 This area includes a street of residential properties (Grove Street itself – as far south as the disused railway bridge) as well as the *Crossways Shopping Centre*. The shopping centre occupies the land between Grove Street and Dean's Road to the east and fronts on to Wolverhampton Road. The housing on Grove Street is roughly contemporary with the Heath Town Estate (and regarded as being part of it today), although it was not part of the design of the Estate proper. The supermarket is the result of the later redevelopment of the site of a former iron works (and later aircraft manufacturer).

5.5.2 The houses and flats on Grove Street itself are two-storey brick and rendered structures with pitched roofs. The shopping centre consists of two-storey brick structures.

5.5.3 The shopping centre appears to have been designed to serve vehicular traffic and is not necessarily easy to use as a pedestrian. Most of the area is taken with surface car-parking. Trees and shrubs provide a partial screen to the road. Grassed verges on Grove Street add positively to the feel of the area.

5.5.4 Summary of Key Positive Features

- The use of open green space in front of houses on Grove Street and the scale of the buildings create the feeling of an oasis (albeit overlooked and perhaps vulnerable) between larger developments.



Figure 21 Grove Street with Longfield House at the rear (Photo D Williams-Smith)

5.5 Heath Town Estate



Figure 22 The rear of flats on Clover Ley (Photo: D Williams-Smith)

5.5.1 This area includes the 1960s Heath Town Estate extending from Hobgate Road in the north to include the properties on Inkerman Street in the south-west. Much of the southern limit of the area is marked by a disused railway embankment.

5.5.2 The buildings are arranged in a series of blocks, as well as in rows of terraced houses. Most visible are the four twenty storey concrete-faced blocks of Brockfield House, Champion House, Hampton View (formerly Alder House) and Longfield House. These are located in the north-east of the site, while the south-west of the development (a former brickworks) is occupied by lower-rise development, such as that pictured above on Clover Ley.

Redevelopment of parts of this area has created some of the most recent council houses in the city.

5.5.3 Other than buildings, a notable structure is the blue brick viaduct at the area's southern point.

5.5.4 The blocks of flats divided by grassed areas, the largest of which is in the south-central part of the development and designed for recreational use. It is adjacent to the site of a former school, contemporary with the development but now demolished. A line of trees follows the railway embankment.

5.5.45 Summary of Key Positive Features

- The presence of green space and vegetation throughout generally enhances the way the area feels.
- Views provided by the higher blocks are often appreciated by residents.



Figure 23 The ramp to Heath Town Estate on Wednesfield Road (Photo: Matthew Whitehouse)



Figure 24 The viaduct built as part of the route of the former Wolverhampton and Walsall Railway

5.5 Wednesfield Road / Tremont Street



Figure 25 Semi-detached houses on Grosvenor Road (Photo: D Williams-Smith)

- 5.5.1 This area includes two areas either side of Wednesfield Road. To the north lies a small surviving nineteenth-century terrace, the New Testament Church of God (both shown on the right of the archive image below), as well as a development site on the corner of Wednesfield Road and Woden Road. To the south of Wednesfield Road the area extends from Inkerman Street to Lincoln Street, and includes Tremont Street (with its flats Tremont House and Lincoln House) and Grosvenor Street.
- 5.5.2 Grosvenor Street is lined with semi-detached houses (pictured above), while Tremont and Lincoln Houses are nine-storey dark brick-faced blocks. A range of lower, four-storey blocks front on to Wednesfield Road and Tremont Street. The terrace of shops on the north side of Wednesfield Road (on the right of the archive image below) represent one of the few surviving remnants of the centre of Victorian Heath Town.
- 5.5.3 Trees and shrubs screen the area on the south side of Wednesfield Road. Open space includes a tree-lined open, grassed area behind Inkerman Street in the south of the area.
- 5.5.4 Summary of Key Positive Features
- If restored in a manner which is sensitive to their history, the surviving terrace of nineteenth-century shops have the potential to add to the character of the area.



Figure 26 Wolverhampton City Centre from Heath Town (post 1967) (Wolverhampton Archives and Local Studies)

6.0 HEATH TOWN PARK CHARACTER ZONE



Figure 27 Holy Trinity memorial garden and almshouses

6.1 Location and Uses

- 6.1.1 This Zone is based on a mid-nineteenth-century Anglican churchyard and interwar park, which together form the largest area of green space in Heathfield Park.
- 6.1.2 There are residential properties within the church grounds themselves (vicarage, former alms houses), former church grounds (Provence Close), and in the southern part of the Zone (Church Street, Tudor Road, Powell Street and Wednesfield Road). To the east of the park is a Roman Catholic Church and the Zone also contains the disused premises of Heath Town Library and Baths.

6.2 Historical Development

6.2.1 *Anglo-Saxon 410 - 1065*

- The route of the modern Wolverhampton Road may originate from this period

6.2.2 *Medieval and Post-Medieval 1066 - 1749*

- The north-south route on the western edge of the character zone may originate from this period

6.2.3 *Industrial 1750 - 1900*

- 1830s - construction of the former L&NWR Grand Junction Line and the modern route of Powell Street, i.e. the south-western boundary of the area
- 1840s Settlement of 'The Heath' existed on both sides of (what is now) Church Street, at its junction with the Wednesfield / Wolverhampton road
- 1850s Holy Trinity church and six almshouses opened

6.2.4 *Modern 1901 - 2012*

- 1920 Heath Town War Memorial and Park were built
- 1920s-30s housing on Tudor Road / Church Street rebuilt
- 1930 Baths built (closed in 2003)
- 1970s Provence Close laid out on former church land; St Patrick's church relocated from Wolverhampton to a new church building next to the park
- 2000s New housing on Tudor Road/Powell Street replaced bowling green and previously demolished police station
- 21st century has also seen the demolition of the sports hall and the replacement of Homer House (Church Street) with 'Park Court' flats and houses

6.3 General Character Description

- 6.3.1 Although most of the buildings in the Zone are 20th century houses, the open areas of the park/church yard provide the setting for a number of distinctive, 'landmark' structures including the church itself and alms-houses (mid-nineteenth-century), as well as lich gate and war memorial (1920), library and baths (1930) and later Catholic church (1972).
- 6.3.2 The memorial park in the eastern half of the Character Zone is a wide grassed area providing an open vista. It is surrounded by a metal fence and includes good tarmac paths, a children's play area, tended playing fields (used for weekend football), a basketball pitch and adult exercise machines. There are mature trees around the park boundaries and in the vicinity of the war memorial itself.
- 6.3.3 The church yard in the North West has a strong historic character, retaining its (heavily restored) alms houses, central avenue of trees, and memorial garden (pictured).
- 6.3.4 The character of the southern and central parts of the zone is compromised by the empty/derelict status of a few of the buildings (including the nevertheless characterful library and baths) and traffic on the Wednesfield-Wolverhampton road.
- 6.3.5 Any development should preserve or enhance the important heritage assets in the Zone, their setting and surrounding historic green space, together with views of them.

6.4 Area Descriptions

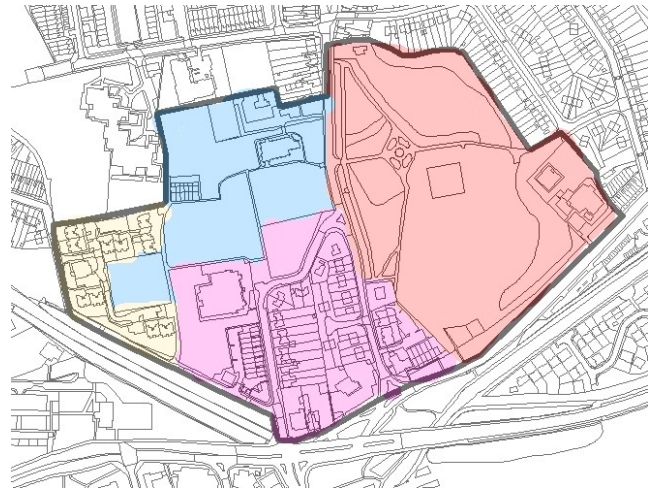
- 6.4.1 The Character Zone was divided into four areas for the purpose of this assessment:

Holy Trinity (shown in blue on the map);

Park (red);

Provence Close (beige);

Tudor Road / Church Street (purple);



- 6.4.2 Using the Oxford Character Assessment Toolkit, the areas in the northwest of the Zone (i.e. the anglican church yard and Provence Close) scored highest. Descriptions of each of the areas are on the following pages.

6.5 Holy Trinity



Figure 28: Part of Holy Trinity church yard

6.5.1 This area includes Holy Trinity church (pictured above), its lych gate, church hall and vicarage as well as a terrace of six almshouses. The open space (generally to the south and west of the church) is taken with the associated grave yard.

6.5.2 The sandstone church was consecrated in 1852 and is well cared for. The vicarage, a brick built house from the 1970s, and church hall (also 1970s) are nearby. There are plans to replace the church hall. The almshouses (circa 1950) were derelict but restored in the 1990s and now in use. The church, lych gate and almshouses are all Grade II listed structures.

6.5.3 The church yard is well-maintained with open lawns and carefully planted trees. An avenue of lime trees runs south from the church towards Tudor Road. A cluster of headstones and memorials in the church yard should be assessed for its potential for local listing.

6.5.4 Summary of Key Positive Features

- As well as being a high quality public open space, the area is host to a range of important historic features.
- It is proposed that this area should form part of the core of a new Conservation Area (details below).



Figure 29 A headstone from the 1860s (Photo: S Whitehouse)

6.6 Park



Figure 30 The war memorial in Heath Town park (Photo: S Whitehouse)

- 6.6.1 The memorial park is a tree-lined grassed area designed around the circular monument of the Grade II listed war memorial itself, the figure of a First World War soldier holding a rifle.
- 6.6.2 The largest building in the area is St Patricks Catholic Church, a brick structure with a series of shallow-pitched copper roofs.
- 6.6.3 The area is generally well-provided for in terms of maintained grass and other vegetation – a variety of trees set out in radiating avenues and elsewhere rhododendron bushes.
- 6.6.4 There are views out of the park in several directions, in particular to the church yard in the east and road/canal in the south. The park is very dark at night having no artificial light.
- 6.6.5 Summary of Key Positive Features
- A high quality public open space providing pleasant views from surrounding areas.
 - It is proposed that this area should form part of the core of a new Conservation Area (details below).



Figure 31 The statue at the centre of the memorial (Photo: S Whitehouse)

6.7 Provence Close



Figure 32 Flats on Provence Close

- 6.7.1 This is a pleasant residential cul-de-sac located between the Heath Town churchyard in the west and Powell Street in the east. An alley runs along its northern boundary, separating it from Trinity Primary School. It is completely enclosed by railings/wall/hedges.
- 6.7.1 The area is broken down into five main blocks of flats each of three storeys with ample car parking spaces. All the housing is to a common high standard built in the 1970s. Car parking is ample and located alongside each block. On the southern edge of the area is a long and in places high sandstone retaining wall along (what is now) Powell Street – a reminder of the role this street once played in providing access to Wolverhampton’s first station.
- 6.7.2 None of the flats have gardens as such but there is ample greenery with trees and shrubs and mature hedgerows to the east and west sides of the development. There is only one vehicle access and two pedestrian accesses one from Powell Street and one from the Churchyard.
- 6.7.4 Summary of Key Positive Features
- the design of the development provides a secluded area which respects the character of the adjacent churchyard
 - The path along the area’s northern edge is part of a continuous traffic-free pedestrian route between Powell Street and Coronation Road.
 - The sandstone retaining wall on the area’s southern edge is a source of positive local character.
 - It is proposed that this area should form part of the core of a new Conservation Area (details below).



Figure 33 A sandstone retaining wall on (what is now the southern end of) Powell Street, believed to originate in the first half of the nineteenth century

6.8 Tudor Road / Church Street



Figure 34 Tudor Road

6.8.1 This includes a central, largely residential or commercial area (pictured above) on an 'island' created by the one-way traffic system on Tudor Road and Church Street. Most of this is the result of interwar redevelopment of an older area of settlement. Flanking this are two much more recent housing developments, while to the north is the former site of a school and the now disused Grade II listed Heath Town Library and Baths.

6.8.2 Buildings are generally two-storey semi-detached properties with gardens, although the two more modern developments referred to depart from this arrangement, containing as they do three and four-storey blocks with, in places, no set-back from the street. The Library and Baths' historic and architectural significance is recognised in their listed status, but urgent action is needed to address their current disused, ill-maintained condition.

6.8.3 Outside of gardens and a small number of trees around the baths, there is little in the way of vegetation. The area also suffers from substantial volumes of vehicular traffic using Tudor road and Church Street.

6.8.4 Summary of Key Positive Features

- The sensitive renovation of the Library & Baths would have the potential to substantially enhance the character of the area.
- It is proposed that part of this area be an option for inclusion a new Conservation Area (details below).



Figure 35 Heath Town Library and Baths in 2003 (Photo: S Whitehouse)

7.0 NEW CROSS CHARACTER ZONE

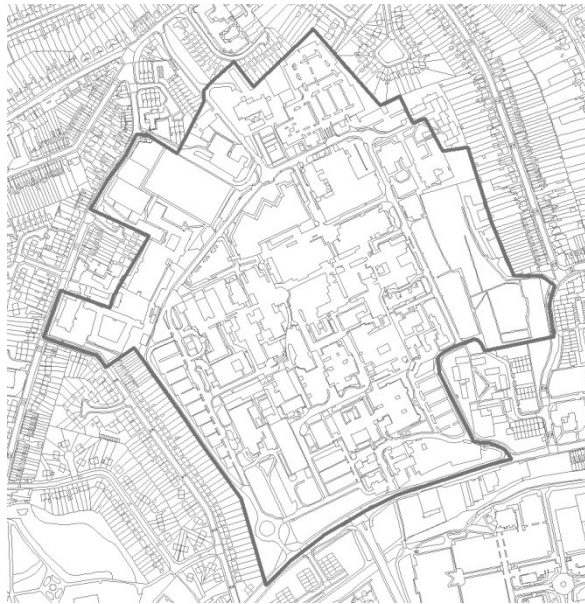


Figure 36 New Cross Hospital (Photo: A Hoonjan / J Manley / N Sandle)

7.1 Location and Uses

7.1.1 This Character Zone is defined by its public service functions: almost all of its area is accounted for by a large general hospital, having its origins as Wolverhampton union workhouse.

7.1.2 In the north of the Zone are the premises of Heath Park secondary school, and in the east a cemetery which pre-dates the workhouse.



7.2 Historical Development

7.2.1 *Anglo-Saxon 410 - 1065*

- The route of the modern Wednesfield Road may originate from this period

7.2.2 *Medieval and Post-Medieval 1066 - 1749*

- A house may have occupied the site of Finchfield House during this time - a building appears at the same location on Yates map of 1775

7.2.3 *Industrial 1750 - 1900*

- In 1887 (at the time of the Ordnance Survey 1st Edition) the Character Zone is largely comprised of fields
- Finchfield House occupied the centre of the Character Zone during this period

7.2.4 *Modern 1901 - 2012*

- Wolverhampton Union Workhouse was built in 1900/1 replacing an earlier one in the town. The site had farm land to be worked by inmates and provide food for the institution. Buildings designed by the Nottingham architect Arthur Marshall
- One of only 11 workhouses completed as late as the 20th century
- The predecessors of Heath Park School were established before 1920
- 1930 responsibility for workhouses passed to local authorities

- By the 1930s an X-ray department and pathology laboratory had been built
- 1939 classified as an A1 hospital - treated patients from the military services
- The modern hospital was vastly expanded during the post-war period, occupying all of the farm land which had existed at the time the workhouse opened
- Surviving workhouse buildings were recorded in 2009
- Most of the recent development of the hospital has been in northern and central part of its site; the workhouse clock tower was demolished while this study was being completed



Figure 37 Local bricks used here as part of a twentieth century wall separating the site of Heath Park School and the former 'North Farm' on Prestwood Road. The production of bricks, tile, and terracotta has been a significant local industry.

7.3 General Character Description

7.3.1 Almost all of the buildings in the Zone are mid-to-late 20th century in origin, several being large, modernist structures of a very different character to the nearby residential landscapes.

7.3.2 They are also in the midst of a period of renewal, almost all standing evidence of the workhouse buildings having been demolished, and the older school buildings set for replacement in the near future.

7.3.3 The spaces within the Character Zone are predominantly occupied by surface level car parking which dominates the southern part (ie. the Wolverhampton Road frontage) and the areas adjacent to the perimeter road of the hospital site. Outside of the cemetery there is almost no green space save for at the Zone's southernmost point and between the school and hospital sites.

7.3.4 The cemetery itself was the overflow for the Church of St Thomas in Wednesfield (the church having otherwise quite limited space). Part of the cemetery's significance is that it is the final resting place of several known trap makers' families - a significant local industry. Sadly the cemetery is in rather poor condition but does have potential for enhancement.

7.3.5 Both the hospital and school are to some extent congested, busy and noisy environments.

7.3.6 Summary of Key Positive Features

- The surviving features of the workhouse and cemetery provide a link to the historic character of the area and would benefit from enhancement.



Figure 38 The Accident and Emergency entrance to New Cross Hospital (Photo: A Hoonjan / J Manley / N Sandle)

8.0 NEW PARK VILLAGE CHARACTER ZONE



Figure 39 Valley Road (Photo: D & L Cope)

8.1 Location and Uses

8.1.1 This Zone comprises late 20th century residential development of high density accommodation bounded by older streets (Leslie Road, Cannock and Bushbury Roads)



Figure 40 The eastern side of Valley Road (Photo: D & L Cope)

8.1.2 The east and south of the Zone are more open areas, containing a primary school (broadly contemporary with the housing development) and nineteenth-century allotment gardens.

8.2 Historical Development

8.2.1 *Medieval and Post-Medieval 1066 – 1749*

- The north-south route on the western edge of the character zone may originate from this period – the farm site on its route (to the north of the Character Zone) was first mentioned (as ‘Tromelowe’) c 1272

8.2.2 *Industrial 1750 - 1900*

- 1920 first mention of allotment gardens on Ordnance Survey first edition, although they may have already been present by 1900

8.2.3 *Modern 1901 – 2012*

- ~1970 New Park Village built
- ~1970s Trinity School built
- ~2000 Verona Court built

8.3 General Character Description

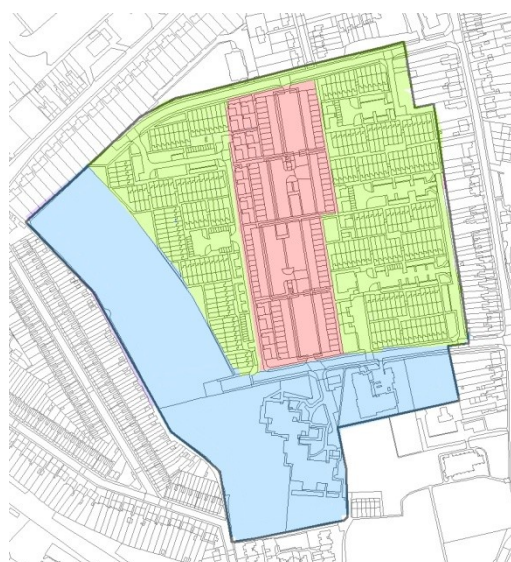


Figure 41 Looking west on Shawbury Road. Maisonettes appear on the left (Photo: D & L Cope)

8.3.1 This is a Zone with a very consistent character, being largely accounted for by a single housing development in the 1970s. The buildings are a mixture of town houses and blocks of maisonettes in a very regular, rectangular arrangement and connected by high-level concrete walkways. Much of the housing is good condition but some of the concrete structures show signs of water damage.

8.3.3 Views within New Park Village are often restricted or through interconnecting alleyways of hard surfaces. However in some locations there are panoramic views down the Smestow Valley towards Wolverhampton.

8.3.4 Any development should preserve or enhance nearby heritage assets and their setting, including the route of the medieval trackway on the Zone's western edge and the almshouses just outside the Zone's southern boundary.



8.4 Area Descriptions

8.4.1 The Character Zone was divided into three areas for the purpose of this assessment:

Central maisonettes (shown in red on the map);

Shawbury Road and Walks (green);

Longford & Valley Roads (purple).

8.4.2 Using the Oxford Character Assessment Toolkit, the north and south of the area (i.e. Longford and Shawbury Roads) scored highest, while the central maisonettes were viewed much less positively. Area descriptions are on the following pages.

8.5 Central Maisonettes



Figure 42 One of eight blocks of maisonettes within the development (Photo: D & L Cope)

8.5.1 This area includes eight blocks of four-storey maisonettes aligned north-south in facing pairs. The area extends from Shawbury Road in the north to Longford Road in the south, and these two roads provide vehicular access to areas of car parking which lie between each pair of blocks (shown above). There is deck access to the front doors of the properties and narrow elevated concrete walkways circulate the area using the slope of the land to provide access to the parking and street levels.

8.5.2 The blocks are faced with dark brick but this is often obscured by the presence of garages and elevated concrete walkways. The latter are painted and this surface is breaking up in several places.

8.5.3 The predominance of hard surfaces and general lack of vegetation causes all sounds to reverberate around the area. The alignment and size of the blocks causes the maisonette frontages to become increasingly deeply shaded during the day.

8.5.4 Summary of Key Positive Features

- No positive features were identified



Figure 43: Surfaces are almost exclusively concrete, tarmac and brick (Photo: D & L Cope)

8.6 Shawbury Road and Walks



Figure 44 Looking down the slope of Malpas Walk (Photo: D & L Cope)

- 8.6.1 This area includes the area of small, two-storey terraced housing in the east and north of the Zone (either side of the central maisonettes). It slopes from the rear of Bushbury Road in the east (the highest part of the Zone) and ends before the allotment gardens in the west. At its northern limit are the backs of properties on Shawbury Road while Longford Road marks its southern extent.
- 8.6.2 The houses are arranged in a regular, rectangular pattern facing each other, with long low fenced frontages onto narrow walkways, off-set halfway along with raised bed feature (poorly maintained). At the rear there are small, high-fenced backyards opening onto wide grass verges, surface level car parking and small garages. Each terrace of houses is pierced by bridged alleyways.
- 8.6.3 The pedestrian walkways tend to have rather a closed feel and are dominated by views of the maisonette blocks. There is a much more open feel around the car parking areas, with trees planted around them, grass verges and low fences. There are generally no trees on the walkways themselves.

8.6.4 Summary of Key Positive Features

- Most front gardens on to the walkways are well-maintained and make a positive contribution to its character.



Figure 45 Ellerton House (Photo: D & L Cope)

8.7 Longford and Valley Roads



Figure 46 Verona Court

8.7.1 This area includes the parts of the Character Zone to the south and west of the 1970s development of New Park Village itself. It comprises allotment gardens (accessed from Powell Street), a development of apartments for older people (Verona Court) and adjacent land, and a primary school and grounds.

8.7.2 Outside of temporary structures on the allotments, the buildings in the area are the three-storey gabled Verona Court (above) and the interlocking complex of (generally) flat-roofed 1970s structures used by Trinity Primary School.

8.7.3 The open space of the allotment gardens and grassed school grounds general enhance the views from the surrounding areas, including from Powell Street and Holy Trinity memorial gardens to the south of the Zone.

8.7.4 Summary of Key Positive Features

- The grounds of Verona Court and Trinity Primary School contribute positively to the open, green landscape of the area to the south.
- It is proposed that the southern part of this area be an option for inclusion in a new Conservation Area (details below).



Figure 47 The slope of Longford Road provides views to the west (flats about a mile away are visible) (Photo: D & L Cope)



Figure 48 Allotment gardens between New Park Village and Leslie Road

9.0 NORTHERN CHARACTER ZONE



Figure 49 Bushbury Road (Photo: D & L Cope)

9.1 Location and Uses

9.1.1 This Zone is an almost exclusively residential area of diverse architectural styles and based on some of the oldest routes in Heathfield Park. It occupies the northerly residential part of Heathfield Park and extends south from the continuous line formed by Cannock Road / Victoria Road / Thorneycroft Lane. To the west is the markedly different landscape of New Cross Hospital, to the south is Heath Town Park, and the south-western limit is created by the edge of the single 1970s development of New Park Village.

9.2 Historical Development

9.2.1 *Anglo-Saxon 410 - 1065*

- The route of the modern Cannock Road may originate from this period

9.2.2 *Medieval and Post-Medieval 1066 - 1749*

- The routes of the north-south Bushbury Road and east-west Victoria/Thorneycroft Road may originate from this period.

9.2.3 *Industrial 1750 - 1900*

- By 1840 settlement existed on the Bushbury Road at the 'V' of its junction with Prestwood Road (by 1885 this was still the largest settlement in the area);
- By 1885 Milton Road had been laid out and the first houses built;
- By 1885 'North Farm' is shown on the east side of Prestwood Road.

9.2.4 *Modern 1901 - 2012*

- The 1908 Fallings Park Exhibition (just north of the Character Zone) created much of the character of Victoria Road;
- By the early 1920s housing had been built on the southern side of Cannock Road, Victoria Road, and the adjoining Bickford Road. On the Cannock Road the semi-detached houses were council-built;
- Between 1955 and 1990 infill/replacement of housing on Prestwood Road took place with the creation of Hazelwood Drive and Bramerton and Helenny Closes;
- In the 2000s bungalows were built on junction of Prestwood Road and Bushbury Road, the site of first settlement in the area.

9.3 General Character Description

9.3.1 The core structure of the area is the surviving late nineteenth-century linear development along the north-south Bushbury Road and east-west Victoria Road / Thorneycroft Lane. This includes the largest area of surviving Victorian terraces on Milton Road (adjoining Thorneycroft).



Figure 50 In the twenty-first century flats replaced a former dairy on Prestwood Road (Photo: D & L Cope)

9.3.2 However, this older 'skeleton' has been substantially added to by interwar development (especially in the west of the Zone) and by the addition of several later 20th century cul-de-sacs to the remaining undeveloped land. These additions include Bickford Road (~1920) and, in the second half of the 20th century, Bramerton Close, Hazelwood Drive and Helenny Close.

9.3.3 Buildings are almost exclusively two-storey brick built structures, for the most part semi-detached or terraced and with small front and rear gardens. Mature trees add to the historic character of several of the older streets. Long, straight streets provide relatively open views through the Zone.

9.3.4 There is almost no open space in the area save for a small recreational area (New Park Village Ball & Skate Park) and grass verges on Shawbury Road.

9.3.5 Any development should preserve or enhance the heritage assets in the Zone, and the surviving historic character of the streets.

9.4 Area Descriptions

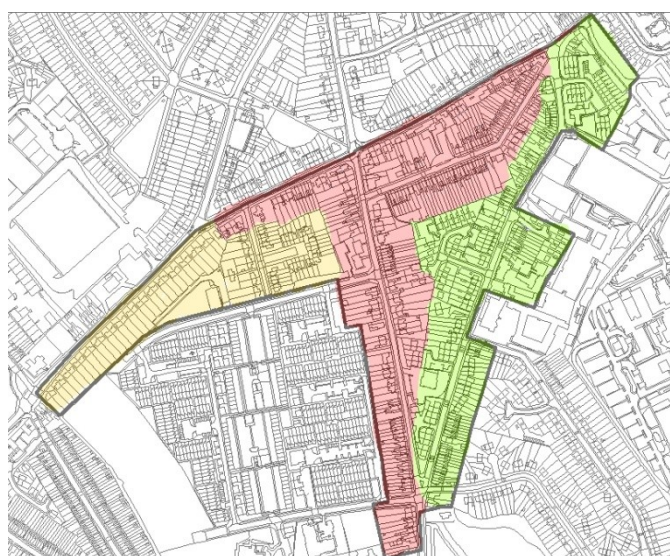
9.4.1 The Character Zone was divided into three areas for the purpose of this assessment:

Bushbury Road (shown in red on the map);

Cannock/Bickford Roads (beige);

Prestwood Road (green);

9.4.2 Using the Oxford Character Assessment Toolkit, the parts of the area which scored



highest were the cul-de-sacs off Prestwood Road (in the east), Bickford Road (in the west) and the central spine of Bushbury Road. Descriptions of each of the areas are on the following pages.

9.5 Bushbury Road



Figure 51 Bushbury road between Milton Road and Thorneycroft Lane (Photo: D & L Cope)

- 9.5.1 This largely residential area includes the core structure of the Character Zone, being some of its oldest streets. It includes Bushbury Road, the south side of the east-west route of Thorneycroft Lane / Victoria Road and the adjoining Milton Road.
- 9.5.2 The streets are lined with a range of building types but they are generally well-maintained two-storey nineteenth-century structures and include detached villas as well as terraced housing (the latter especially on Milton Road). A pub on Thorneycroft Lane is notable in retaining some original features and adding a visible architectural point of interest to this part of the Zone.
- 9.5.3 The design of Bushbury Road includes some trees, but where set-back exists any gardens have often been converted to off-street parking.
- 9.5.4 Summary of Key Positive Features
- Notwithstanding amendments to the buildings, much of the nineteenth-century character of this area is preserved and gives it a distinctive feel.
 - It is proposed that the southern part of this area be part of an option for inclusion in a new Conservation Area (details below).



Figure 52 The Bird in Hand Public House on the south side of Cannock Road (Photo: D & L Cope)

9.6 Cannock / Bickford Roads



Figure 53 Interwar housing on the south side of Cannock Road. A long locally-distinctive clinker retaining wall fronts the properties (Photo: D & L Cope)

9.6.1 This area includes the properties on the south side of Cannock Road and on both sides of the adjacent Bickford Road. It is generally all a result of interwar development and in this respect it is differentiated from older and newer development to the east and south respectively.

9.6.2 The houses on Cannock Road are two-storey semi-detached pairs (pictured above), built on at a higher level to the street, the front gardens being supported by a long clinker retaining wall. Those on Bickford Road are more often arranged in short terraces.

9.6.3 The mature trees on Bickford Road (pictured right) add to positive character of the street. A cul-de-sac built to one side of Bickford Road incorporates an unusual and pleasant hedge-lined lawn in front of the houses. In addition, at the rear of the Cannock Road properties is a grassed children's play area.

9.6.4 Summary of Key Positive Features

- The layout of Bickford Road –particularly its use of trees and greenspaces— adds substantially to the area's positive character.



Figure 54 Looking north on Bickford Road (Photo: D & L Cope)

9.7 Prestwood Road



Figure 55 Prestwood Road (Photo: D & L Cope)

- 9.7.1 This largely residential area includes the through north-south route of Prestwood Road and its adjoining, later infill cul-de-sacs of Bramerton Close, Hazelwood Drive and Helenny Close. Its eastern boundary is formed by the edge of New Cross Hospital and Heath Park School, while in the west its limit is the line of the rear of properties on Bushbury and Milton Roads (which have a more consistently Victorian/Edwardian character).
- 9.7.2 Buildings on Prestwood Road cover a wide range on periods and styles, from two-storey nineteenth-century terraces to three-storey twenty-first century flats. A notable survivor is the house of North Farm, which appears to have existed since at least the 1880s. The three cul-de-sacs off Prestwood Road have, within themselves, more consistent styles – generally small semi-detached or terraced properties (such as those pictured below).
- 9.7.3 The streets are generally narrow and subject to on-street parking. Traffic-calming measures are in place and the street also accommodates vehicular access to the school and hospital.
- 9.7.4 Summary of Key Positive Features
- The designs of the cul-de-sacs off Prestwood road have a positive integrity which is worth taking into account in any new development.



Figure 56 The cul-de-sac of Bramerton Close. A chimney on the site of New Cross Hospital is visible in the background (Photo D & L Cope)

10.0 POWELL STREET CHARACTER ZONE



Figure 57 Looking south-east on Leslie Road

10.1 Location and Uses

10.1.1 This Character Zone is a small area of overwhelmingly residential land centred on two late Victorian streets, Powell Street and Leslie Road. This densely populated Zone slopes gently down the side of the valley drained by the Smestow Brook.

10.1.2 Its north-western boundary is formed by a major radial route out of Wolverhampton (the Cannock Road, also the limit of the LNP area), while to the south and west is a railway line. Beyond both of these boundaries are more industrial and commercial areas. To the north and west of the Character Zone is for the most part open space—in the form of allotments and playing fields—as well as a small 1970s housing development. Between this open space and the backs of the houses on Leslie Road is a trackway which provides access to the rear of the properties.

10.1.3 The only open space remaining within the area is either in the small nature reserve or on the Cannock Road (the latter being suggestive of a road improvement line). A former industrial site lies at the northern end of Powell Street and is now a recreational area, while at the road's southern end the Powell Street Nature Reserve is a legacy of Wolverhampton's first railway station.

10.1.4 Most of the housing within the area is still Victorian in origin, being small tunnel-back terraces from the 1890s. A section of Powell Street itself comprises 19 pairs of inter-war semi-detached properties, while Cannock Road is now fronted by late twentieth century flats. The most recent development in the Zone is a short cul-de-sac of houses (Lockley Close) which made use of the space left between the rows of Victorian gardens.



Figure 58 The junction of Cannock and Leslie Roads

10.2 Historical Development

10.2.1 Anglo-Saxon 410 - 1065

- The route of the modern Cannock Road may originate from this period

10.2.2 Medieval and Post-Medieval 1066 – 1749

- The north-south route on the eastern edge of the character zone may originate from this period – the farm site on its route (to the north of the Character Zone) was first mentioned (as 'Tromelowe') c 1272

10.2.3 Industrial 1750 - 1900

- Circa 1800 enclosure of the land (inferred)
- Construction of the former L&NWR Grand Junction Line
- 1830s station opened
- 1880s-90s terraced housing built on south side of Cannock Road; Powell Street and Leslie Street laid out

10.2.4 Modern 1901 – 2012

- 1920s-30s semi-detached housing added to Powell Street
- 1965 station demolished
- 1960s-70s terraced housing on south side of Cannock Road demolished
- 1970-90 construction of Cannock Road Flats
- 1990s housing built on Lockley Close

10.3 General Character Description

10.3.1 The wedge-like plan of this Character Zone was essentially defined by the construction of the railway in the 1830s. Its use as a residential area came later in the same century when two streets (Powell Street and Leslie Road) were laid out to accommodate terraced housing.

10.3.2 The streets were built in a 'V' pattern (restricting garden size) rather than a parallel grid as is typical of contemporary streets elsewhere.

10.3.3 The intervening century has seen much of the area's nineteenth-century structure survive, while infill development (starting in the interwar period and continuing up to the 1990s) has seen a substantial increase in the density of households accommodated within its boundaries. This has restricted open space to the small nature reserve at the Zone's southern end (the former station access), and the lawns designed as part of the late 20th century development of flats on Cannock Road.

10.3.4 The nature reserve is one of the area's best assets and should be promoted as such.



Figure 59 Front yards on Powell Street

10.3.5 The fundamental character of Powell Street and Leslie Road derives from the repetition and uniformity within the terraces (in particular in terms of height, width and general scale). Much of this remains, although the ad-hoc modernisation of the buildings over a long period has led to



Figure 60 The shop at the corner of Powell Street and Leslie Road

deterioration of their original character. In this respect, the more modern buildings at the Cannock Road end of the Zone have a positive effect on the character of the area overall.

10.3.6 Changes to the character of the buildings and streets are visible in the addition of UPVC windows, porches, rendering and satellite dishes to the frontages. On street parking, the replacement of (interwar) gardens with hard standing and the accommodation of multiple wheelie bins in narrow nineteenth-century front yards all detract further from the area's positive character.

10.4 Area Descriptions

10.4.1 The Character Zone was divided into five areas for the purpose of this assessment:

Cannock Road (shown in beige on the map);

Leslie Road (blue);

Leslie Road - Rear (purple);

Powell Street (red);

Powell Street Nature Reserve (green).



10.4.2 Using the Oxford Character Assessment Toolkit, the greener, less developed areas (i.e. the Nature Reserve and the rear of Leslie Road) scored highest. Descriptions of each of the areas are on the following pages.

10.5 Cannock Road / Lockley Close



Figure 61 Looking along the Cannock road towards Wolverhampton (Google Streetview)

10.5.1 This area includes the southern side of Cannock Road between Leslie Road at the eastern end and Cannock Road railway bridge at the western end. It also includes Lockley Close, two contemporary pairs of houses fronting on Powell Street, and a small recreational space on Powell Street next to the railway bridge.

10.5.2 Primarily residential, this part of the Character Zone contains its most modern buildings, all of which originate as infill or replacements for the Victorian terraces on Cannock Road. Unlike the latter, their late twentieth century replacements face away from the (now) traffic-laden Cannock Road and access for vehicles is now via Leslie Road and the cul-de-sac of Lockley Close.

10.5.3 The green space and vegetation in this area contrasts with harder, more intensive developed streetscapes of the remainder of Powell Street and Leslie Road. In the recreational space at the end of Powell Street there is a brick wall – probably built by the railway company—which is a positive and historic feature on the turning corner on to Cannock Road.

10.5.4 Summary of Key Positive Features:

- Green amenity spaces between the flats themselves and between the latter and the Cannock Road
- Private gardens associated with flats
- Recreational space at junction of Powell Street / Cannock Road together with boundary wall
- Parking spaces designed into the area around the flats and Lockley Close help keep the Cannock Road clear of parked cars



Figure 62 Semi-detached housing added in the 1990s to Lockley Close / Powell Street

10.6 Leslie Road



Figure 63 The narrow tunnel-back terraced houses on the west side of Leslie Road

10.6.1 A straight, late nineteenth-century street leading from Cannock Road in the north to an oblique junction with Powell Street at its southern end. Small Victorian tunnel-back terraced houses (with minimal set-back) line the street. Brickwork and render detailing survives on some buildings as well as some original front boundary walls with shaped stone coping (probably originally with railings). There is evidence of the original form of bay windows on some properties.

10.6.2 The area has not coped well with pressure on spaced caused by the addition of cars and, more recently, multiple wheelie bins stored on the pavements and front yards which detract from its character. In addition, unsympathetic, ad hoc modifications to house frontages as well as lack of maintenance have caused deterioration in the integrity of the original style.

10.6.3 Measures have been put in place to restrict the flow of vehicular traffic including speed ramps at regular intervals. One-way flow on the section of the Leslie Road between Lockley Close and Cannock Road means that vehicles can only exit the road on to Powell Street.

10.6.4 Almost exclusively residential, at its northern end some properties are in commercial use, including a paint shop on the corner with Cannock Road and a site previously used as a hand car wash.

10.6.5 Summary of Key Positive Features:

- Leslie Cottage (pictured), on the junction of Leslie Road and Lockley Close is a tidy, double fronted property which adds to the street's Victorian character



Figure 64 Leslie Cottage, on the corner of Leslie Road and Lockley Close

10.7 Leslie Road - Rear

10.7.1 A track running from Powell Street to Cannock Road providing access (from the Powell Street end) to the rear of properties on Leslie Road and adjacent allotments.



Figure 65 The southern end of the track showing garages at the

10.7.2 The track forms the boundary between the (essentially nineteenth-century) Powell Street Character Zone and the more modern landscape of the Park Village Character Zone (which includes the allotments). As one of the oldest surviving visible features in the modern landscape the track provides an important addition to the historic character of the area.



Figure 66 The steel fencing blocking access from Powell St. to Cannock Rd.

10.7.3 Summary of Key Positive Features:

- The track has potential for leisure use
- It makes an important positive contribution to the historic character of the area
- It is a tranquil setting in an otherwise densely populated neighbourhood
- It is proposed that part of this area be an option for inclusion in a new Conservation Area (details below).

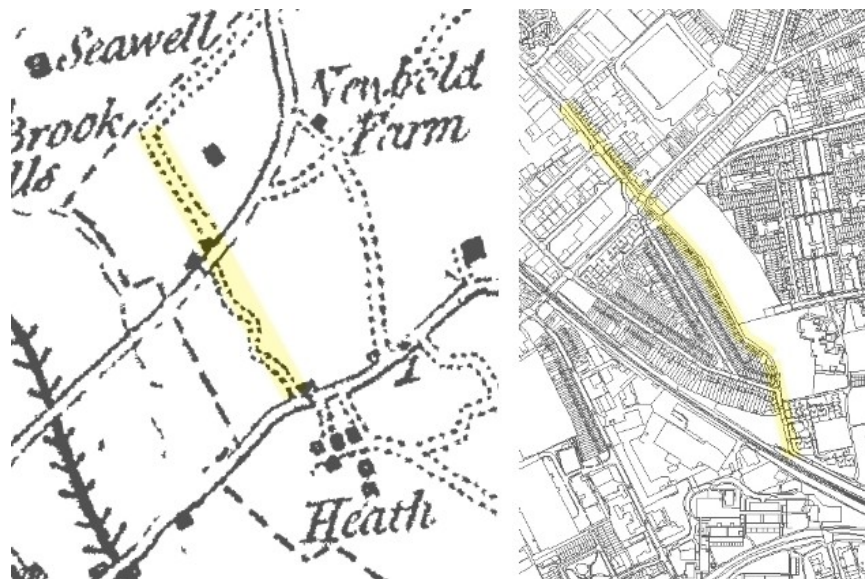


Figure 67 The track marked on Yates' map of Staffordshire (1775) & its modern legacy

10.8 Powell Street



Figure 68 Looking north-west on Powell Street. The street itself is 19th century in origin but it is partly lined by interwar semi-detached housing

10.8.1 This includes the part of Powell Street which is lined by nineteenth-century terraced housing and, for part of its length on one side, by interwar semi-detached houses. A shop of late nineteenth-century origin occupies the corner of Powell Street and Leslie Road.

10.8.2 This shop is a key townscape feature being a building designed to turn the corner. Timber detailing survives at the gables as well as remnants of an original fascia above the modern shop front. There is also a painted 'Butlers' sign on the Powell Street side (which may mean this was once a pub – although the maps don't show this – it would certainly have been an off licence at least with this sign).

10.8.3 Unfortunately, the character of the street is impacted in a negative way by a number of circumstances: small set-back and consequent restrictions on off street parking; ad-hoc modifications to frontages interrupting the original uniformity; lack of greenery on the street and front gardens.



Figure 69 Number 46 Powell Street has an unusual frontage, a legacy of its 19th century industrial associations

10.8.4 More positively many all the terraced properties have relatively recent front garden walls with blue brick copings which whilst modern to help to restore some of the original uniform character of the street scene

10.8.5 Number 46 Powell Street is a double fronted property with an unusual arched access on one side. Saved from dereliction, the property has a number of characterful features, including what might be original wooden gates. The arch provided access to industrial space at the rear (adjacent to the railway). Census records show that during its first decades the building was occupied by a tin-plate workers.

10.8.6 There are significant views as you look south down Powell Street. The view is closed by trees at the corner then as you turn the corner you get a view across the open space towards the church spire with the almshouses in the foreground.

10.8.7 Summary of Key Positive Features:

- Number 46 adds positive historic character to the street, providing a link to a characteristic industry
- Surviving nineteenth-century corner shop
- Significant views along Powell Street to the south

10.9 Powell Street Nature Reserve



Figure 70 Looking down the slope towards the former station site

10.9.1 A small wooded area between the former Grand Junction railway and the rear of properties on Powell Street. The site of about 0.6 hectares is accessible from Powell Street (on what was previously station road - see gated entrance in the image below) and includes a track leading down a slope to the railway line at the location of one platform of the former Wednesfield Heath station. At its frontage on to Powell Street is an open timber fence which adds to the area's semi-rural feel.

10.9.2 The space has no buildings at present but has had several previous uses. Significantly, Wednesfield Heath was the first railway station serving Wolverhampton and the site's link to this history is current under exploited.

10.9.3 Summary of Key Positive Features:

- The leafy, green landscape provides a haven from the largely developed areas around it.
- Views of the area from Powell Street make a significant positive contribution to the local character



Figure 71 The entrance to the site on Powell Street (a gate and stile)

11.0 RAILWAYS & CANAL CHARACTER ZONE



Figure 72 The remains of a 19th century railway bridge over the Wyrley & Essington canal is now the location of an elegant piece of public art which provides a reminder of the crossing. What's left of the old structure is seen here between two twentieth century road bridges (carrying Dean's Road and Wednesfield Way)

11.1 Location and Uses

Historically, Heathfield Park has benefitted considerably from transport routes crossing its area (counter-balanced in a smaller way by the accompanying community severance). While historic road routes appear in several parts of Heathfield Park, this Zone contains most of the direct physical legacy of the area's canal and railway infrastructure.

The 'y'-shaped plan of the Zone is defined by the intersection of a corridor containing the 18th century Wyrley and Essington canal and the former Wolverhampton & Walsall railway line on the one hand and the former Grand Junction railway route on the other.

In addition to the surviving transport-related structures the Character Zone contains buildings in the form of 1960s/70s replacement housing (in its north) and an industrial site (in its south).

A green, landscaped area is at the centre of the Zone (contemporary with the construction of the Wednesfield way) and a canalside site which appears to have become completely derelict within the 21st century.

The area contains the sites of two closed stations, Wednesfield Heath and Heath Town—the former being the first to serve Wolverhampton in 1837.

11.2 Historical Development

11.2.1 Anglo-Saxon 410 - 1065

- The route of the modern Wednesfield-Wolverhampton Road may originate from this period



Figure 73 The towpath on the Wyrley and Essington Canal south of Dean's Road

11.2.3 Industrial 1750 - 1900

- 1790s Wyrley and Essington Canal cut
- 1830s L&NWR Grand Junction Line opened including Wednesfield Heath station – later closed to passengers but continued as goods station
- 1870s - the former Wolverhampton & Walsall ('W&W') Railway line was laid and Heath Town Station opened
- Before the 1880s, housing built between canal and the Wednesfield Road

11.2.4 Modern 1901 – 2012

- 1960s Wednesfield Heath Station demolished
- 1960s-80s Former W&W railway line dismantled (Heath Town station had closed much earlier, around 1910)
- 1960s-70s Housing on Wednesfield Road was replaced
- End of the 20th century - Wednesfield Way built on the line of the railway

11.3 General Character Description

11.3.1 The central part of the area has benefited from landscaping at the time of the construction of the Wednesfield Way (although it is very open to the effects of traffic on Wednesfield Way and Dean's Road). However much of the south of the area in particular has a degraded and in parts derelict appearance.

11.3.2 The buildings in the area (housing in the north and industrial structures in the south) are relatively unremarkable, but the area contains a number of railway, canal and road crossings, some of which are more unusual.

11.3.3 There is a small green space at the centre of the area and the original towpath of the Wyrley and Essington survives for its length inside the Character Zone. In the south a derelict site (adjacent to the historic site of Heath Town Station) detracts from the character and appearance of the area.

11.3.4 Any development should preserve or enhance and promote the surviving transport heritage in the Zone. The sites of the former stations in particular should be made more legible in the landscape. The closed route of the W&W railway has potential for development as a pedestrian walkway.

11.4 Area Descriptions

11.4.1 The Character Zone was divided into three areas for the purpose of this assessment:

- Grand Junction (shown in beige on the map);
- Wyrley & Essington North (blue);
- Wyrley & Essington South (purple);



11.4.2 Using the Oxford Character

Assessment Toolkit, the central and north-eastern parts of the area scored highest. Descriptions of each of the areas are on the following pages.

11.5 Grand Junction

11.5.1 The area comprises a stretch of active railway of about 900 metres long. At the south-eastern end is the Heath Town Tunnel which takes trains under both the Wednesfield-Wolverhampton Road and the Wyrley and Essington Canal. At the northern end is a bridge over the Cannock Road. At its northern end the line is on an embankment but is in a deep cutting by the time it enters the tunnel.

11.5.2 The northern arch of the Heath Town Tunnel (pictured right) is in stone, topped by a blue-brick retaining wall which renders the railway line all but invisible to pedestrians and other traffic. The tunnel itself is flanked by red brick retaining walls. The Cannock Road Bridge is a twentieth century replacement: a metal square-section beam bridge mounted against blue brick abutments and, at time of viewing, not well-maintained. It was substituted for an earlier, shorter span brick arch.

11.5.3 For most of its length the railway is lined by trees and shrubs which screen it from the adjacent areas. It is overlooked by two of the twenty-storey blocks of the Heath Town Estate, in particular Campion House just to the west of its southern end.

11.5.4 Summary of Key Positive Features:

- The Heath Town railway tunnel is an unusual and relatively early example of its type.



Figure 74 The northern end of Heath Town Tunnel



Figure 76 The modern bridge over the Cannock Road and...



Figure 76 ... the structure it replaced (Wolverhampton Archives and Local Studies)

11.6 Wyrley & Essington North



Figure 77 The Wyrley & Essington Canal as viewed from the Wednesfield Way Bridge. The area described here is to the left of the canal in this picture

11.6.1 This area extends north beyond the dual carriageway of Wednesfield Way and is essentially a narrow strip of land between the older Wednesfield-Wolverhampton Road and the Wyrley and Essington Canal. The north-eastern limit of the area is the line of New Cross Avenue (seen in the background of the image above).

11.6.2 The buildings within the area are six short terraces of houses (22 properties in all) aligned perpendicular to the line of the road and canal. At the southern end of the site are a number of associated garages, together with two small commercial buildings.

11.6.3 There are trees lining most of both the canal and road on either side of the area, as well as at its northern end. The canal side includes the towpath. At the southern end is a small green landscaped open space adjacent to Wednesfield Way.

11.6.4 Summary of Key Positive Features:

- The Wyrley and Essington Canal is a key historic and locally distinctive feature.
- It is proposed that part of this area be included in a new Conservation Area (details below).



Figure 78 Housing on the north side of the Wyrley & Essington Canal

11.7 Wyrley & Essington South



Figure 79 The Dean's Road Bridge over the Wyrley & Essington Canal

11.7.1 This area extends south of Wednesfield Way and includes the strip of land between the Wyrley and Essington canal and the now disused railway embankment of the former Wolverhampton and Walsall line. In addition to these linear features, the area includes a landscaped area in its north (between Dean's Road and Wednesfield Way), a derelict industrial site (between Dean's Road and Grove Street) and an industrial property (pictured below) (south of Grove Street).

11.7.2 The latter property contains all the buildings in the area, all of which appear to originate in the second half of the twentieth century. There are also five bridges: two recent concrete-built crossings of the canal at Dean's Road and Wednesfield Way; Heath Town Railway Bridge carrying an active line over the canal; a disused railway bridge over Grove Street; and the surviving abutments of a railway bridge (pictured at the start of this Character Zone profile).

11.7.3 The disused railway embankment has quite mature trees (e.g. birch) and vegetation. These provide a useful screened perimeter to the Heath Town Estate. The derelict embankment contains the site of the former Heath Town station.

11.7.4 Summary of Key Positive Features:

- The Wyrley and Essington Canal is a key historic and locally distinctive feature.
- Any re-use of the currently derelict canal-side site on Grove Street has the potential to enhance the potential of both the canal and the former Heath Town Station site.
- It is proposed that part of this area be included in a new Conservation Area (details below).



Figure 80 What appears to be a mid-20th century industrial building on the south side of Grove Street

12.0 SPRINGFIELD CHARACTER ZONE



Figure 81 Hilton Street and St. Stephen's church, a locally-listed building (Photo: H Guest)

12.1 Location and Uses

12.1.1 This approximately rectangular-plan Character Zone is a large residential area delineated by two major radial routes to Wolverhampton, the Cannock Road in the north and the Wednesfield Road in the South. It is otherwise distinguished from two former industrial zones on the remaining two sides: the currently derelict Springfield Brewery site to the west; and the partially redeveloped premises of the Chubb safe manufacturer in the east.

12.1.2 Although the majority of the area is now taken with residential buildings and streets, the area also retains a substantial amount of open space, as well as a small number of sites used for commercial, educational or religious purposes.

12.1.3 The Springfield Brewery site (just outside the Character Zone) is part of a designated Conservation Area.



Figure 82 The former entrance to the Springfield Brewery on Cambridge Street (Photo: H Guest)

12.2 Historical Development

12.2.1 Anglo-Saxon 410 - 1065

- On north-south boundary between two Anglo-Saxon administrative areas—the Hundreds of Seisdon and Offlow, centred on Wolverhampton and Lichfield respectively. This boundary may have been based on the Smestow brook;
- The Cannock and Wednesfield Roads may originate from this period.

12.2.2 Medieval and Post-Medieval 1066 - 1749

- The shape of field boundaries suggests that in this period the area may have had (on its Western side) open fields serving the settlement of Wolverhampton.
- 'Cul well' was in use just outside the south-western corner of the Zone – Culwell Street, Culwell House, Culwells foundry and Culwell Trading Estate take its name

12.2.3 Industrial 1750 - 1900

- The diagonal line of Hilton Street (and adjoining Grimstone Street) was present by 1788 - possibly an older route to Wolverhampton
- In 1842 Grimstone Cottage (later farm) was mapped on Cannock Road;
- A number of developments took place on the Wolverhampton side:
- In 1873 the Springfield Brewery was built just west of the Character Zone - an important influence on the its later development;
- By 1885 (now disappeared) streets were laid out near the brewery;
- By 1900 Bigwoods electrical engineering works was built on (what is now) housing on Field Street
- On the Wednesfield side, by contrast, the land remained undeveloped until c20.

12.2.4 Modern 1901 - 2012

- Springfield Road was laid out in the first years of the c20 and included what became Woden Junior and Infants School;
- Around 1930 Burton Road and Burton Crescent were built; the surviving Council Houses on these streets (and nearby on Wednesfield road) date from this time;
- Council houses on the south side of Hilton Street date from the early 1930s;
- By the mid c20 most of the land on the Wednesfield side was still undeveloped - largely used for allotments and sports fields



Figure 83 St Stephens Church (Photo: H Guest)

- In the early 1980s the Council houses and flats on Tuxford Close, Tremaine Gardens and Yarwell Close were built.
- 1990s - the residential streets of Langsett Road and Monsal Avenue were built

12.3 General Character Description

12.3.1 The character of this largely residential Zone is fundamentally shaped by two related factors. It is built on (what was) land separating two settlements, Wolverhampton and Wednesfield. It is also the location of springs and wells which give the area its name, created a watercourse (reinforcing divisions between the two settlements), and supported the rise of the brewing trade in the industrial period.

12.3.2 The Character Zone is framed in the north and south by the Cannock and Wednesfield roads and these, together with the diagonal Hilton Road provide the surviving nineteenth-century development. Added to this are Edwardian terraces on Springfield Road and interwar semis and terraces on Springfield and Burton Roads.

12.3.3 Three substantial late 20th century housing developments of (largely semi-detached) properties—Field Street (1970s/80s), Yarwell Close (1980s), Langsett Road (1990s) complete the overall mix.

12.3.4 The Zone contains a substantial amount of open space in the form of playing fields and allotments, although houses generally face away from these areas (an exception to this is the area of trees between the houses on Tuxford close). Some of the city's tallest buildings—Heath Town estate flats and Victoria Hall—are visible from most parts of the Zone.

12.3.4 Any development should preserve or enhance the historic character of the area and heritage assets, including St Stephens's church.

12.4 Area Descriptions

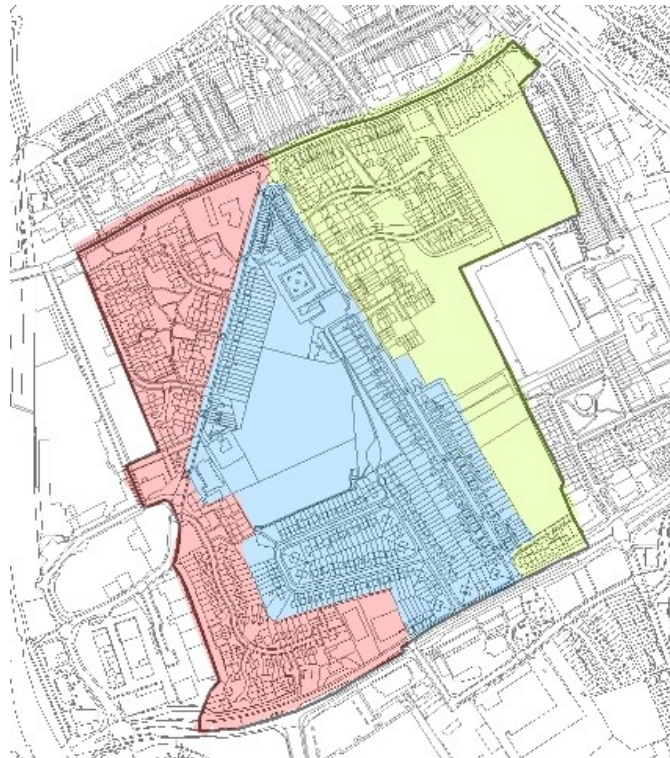
12.4.1 The Character Zone was divided into three areas for the purpose of this assessment:

Springfield Central (shown in blue on the map);

Springfield East (green);

Springfield West (red);

12.4.2 Descriptions of each of the areas are on the following pages.



12.5 Springfield Central



Figure 84 Interwar housing on the west side of Springfield Road (Photo: H Guest)

12.5.1 A largely residential area developed in the first half of the twentieth century. It extends west from the line of Springfield Road (but includes pre-war development of the east side of that Road) to the diagonal of Hilton Street—its western extent being marked by St Stephen’s church on Hilton Street. In the south it includes a short section of the frontage on Wednesfield Road. It is distinguished from generally more modern development in the areas of Springfield East and West.

12.5.2 Buildings are generally two-storey semi-detached houses or short terraces. Most of the interwar stock was built for rent by Wolverhampton. The brick and terracotta church of St Stephens was built in 1907, and the earliest buildings of (what is now) Woden Primary School on Springfield Road date from a similar period.

12.5.3 There is a large area of open space in the centre of the area.

12.5.4 Summary of Key Positive Features:

- Although the general character of this area is one of interwar housing, two earlier buildings, St Stephen’s church and Woden Primary school—fronting on to Hilton Street and Springfield Road respectively—are important local character features.



Figure 85 Shops at the junction of Springfield Road and Hilton Street

12.6 Springfield East



Figure 86 Monsal Avenue

12.6.1 This area was, in general, the last part of the Springfield Character Zone to be developed (perhaps related to its proximity to the old boundary of Wolverhampton). It extends from the Cannock Road in the north to the Wednesfield road in the south and occupies the land between Springfield Road and properties accessed from Woden Road in the east.

12.6.2 Buildings are generally two storey semi-detached houses or short terraces. Some Edwardian and interwar houses (such as the pair pictured below) survive on Cannock and Springfield roads but the majority of houses are a result of streets laid out in the 1990s.

12.6.3 The area contains a considerable amount of open space in the form of allotment gardens (in the south) and rough grassed areas in the central and eastern part.

12.6.4 Summary of Key Positive Features:

- The positive contribution of open green space adds to the character of this area.



Figure 87 Housing on the south side of Cannock Road

12.7 Springfield West



Figure 88 The development in the northern area makes an imaginative use of green space (Photo: H Guest)

12.7.1 This area is generally the result of the (relatively) recent redevelopment of Springfield in the late 20th century. However it carries influences from its position as the closest part of the Character Zone to the site of Springfield Brewery which was for so long the driver of the local economy. The area extends from Cannock Road to Wednesfield Road and is distinguished from the general older development on the east side of Hilton Street and on Burton Crescent.

12.7.2 Buildings are generally brick faced two-storey houses arranged in pairs or short terraces and laid out on winding streets and cul-de-sacs. In the centre of the area (close to the entrance to the brewery) there are older buildings (such as the public house pictured).

12.7.2 Although there are no large areas of open space, the housing developments have incorporated green areas into their design (pictured above).

12.7.3 Summary of Key Positive Features:

- Views of the former Springfield Brewery
- Buildings such as the Masons Arms Public House (right) and Springfield Community Centre
- intelligent use of green space in the residential development of Tuxford Close / Yarwell Close / Tremaine Gardens.



Figure 89 The Masons Arms Pub (Photo: H Guest)

13.0 WODEN ROAD CHARACTER ZONE



Figure 90 The former Chubb site to the east of Woden Road

13.1 Location and Uses

13.1.1 This Character Zone is the most industrial of those within Heathfield Park. It is an area in transition however, with many of its former industrial units replaced, lying unused, or expected to be replaced with new housing. The northern end of Woden Road itself has an older residential character and the narrow street is lined with late nineteenth-century terraces.

13.1.2 Three elements combine to form the boundaries of the Character Zone: to the northeast the route of the former Grand Junction railway marks its limit; to the south the landscape changes to that created by the 1960s Heath Town Estate (on the other side of Hobgate Road); and to the west lie areas of open land used for allotment gardens and playing fields.

13.1.3 The Character Zone includes two principal industrial areas – the Culwell Trading Estate, a legacy of the first nineteenth-century works built next to the former goods station on the Grand Junction, and what is left of the former Chubb works, most recently used by Gunnebo UK Limited. There are also smaller industrial premises to the north and south of Culwell Trading Estate.

13.1.4 In the south-west of the Zone, the oldest part of the former Chubb premises has now been replaced by a 21st century housing development with access provided by new connecting streets – Tumbler Grove, Jeremiah Road and Key Gardens.

13.1.5 There are no listed structures in the Character Zone but it does contain Heathfield Park's only locally listed building, St Stephen's School, formerly Woden Road School.



Figure 91 The former Woden Road School, the oldest parts of which date from 1898

13.2 Historical Development

13.2.1 Anglo-Saxon 410 - 1065

- The Cannock and Wednesfield Roads may originate from this period.

13.2.2 Medieval and Post-Medieval 1066 – 1749

- The enclosed field patterns are believed to have been created in this period

13.2.3 Industrial 1750 - 1900

- Construction of the former L&NWR Grand Junction Line; in 1830s station opened;
- At some point between the arrival of the railway and 1885 the 'Heath Town Works' (believed to be Joseph Evans') was built adjacent to station, accessible from Wednesfield Road.
- By 1885 two forerunners of Woden Road, i.e. Spring Valley Street (in Wolverhampton, in the north) and James Street (in Wednesfield, in the south) had been built.
- By 1900 Woden Road had replaced these streets. Evans' works (<http://goo.gl/q4hpY>) was much expanded, its (surviving) walls running along Woden Road as far as the boundary between Wolverhampton and Wednesfield. Marked as 'Culwell Works' and giving its name to the later Culwell Trading Estate, the name probably originates from the firm's earlier location on Culwell Street.
- 1890 a (surviving) cycle works built on Frederick Street (<http://goo.gl/LQJL3>);
- 1898 (what is now) St Stephen's School was opened on Woden Road.

13.2.4 Modern 1901 – 2012

- By 1920 the first large development had taken place on the Wolverhampton side of the area with the construction of the Chubb safe works;
- Between 1970 and 1990 the Chubb factory was expanded and the buildings of the modern Gunnebo site were created as part of it.
- In the 21st century, the original Chubb buildings were demolished and replaced with the residential streets of Tumbler Grove, Jeremiah Road and Key Gardens.



Figure 92 An aerial view of the old cycle works on Hobgate Road, taken in 1992 (Wolverhampton Archives & Local Studies)

13.3 General Character Description

13.3.1 Development of Woden Road started for different reasons at each end of what is now the modern street. In the north a narrow residential cul-de-sac was created in what was then Wolverhampton. In the south an industrial street was laid out in Heath Town. The joining of the two to become Woden Road did not change these differing characters and they survive within what is now the same street.



Figure 93 At the edge of the 1960s Heath Town estate, the former Beau Ideal cycle works is a relic of the nineteenth-century town.

13.3.2 Undoubtedly the new residential development in the south provides an open, pleasant and quiet area in a Zone which is otherwise rather enclosed, congested and in some parts unpleasant. However, the new development has incorporated little or none of the earlier distinctive features of the area.

13.3.3 The challenge for future development is to take account of and protect where appropriate the important Victorian and industrial character features of the area.

13.3.6 Any development should preserve or enhance the historic character of the area and heritage assets, including St Stephen's School. The surviving industrial legacy—notably the remains of the nineteenth-century Culwell buildings and goods station should also be taken into account.

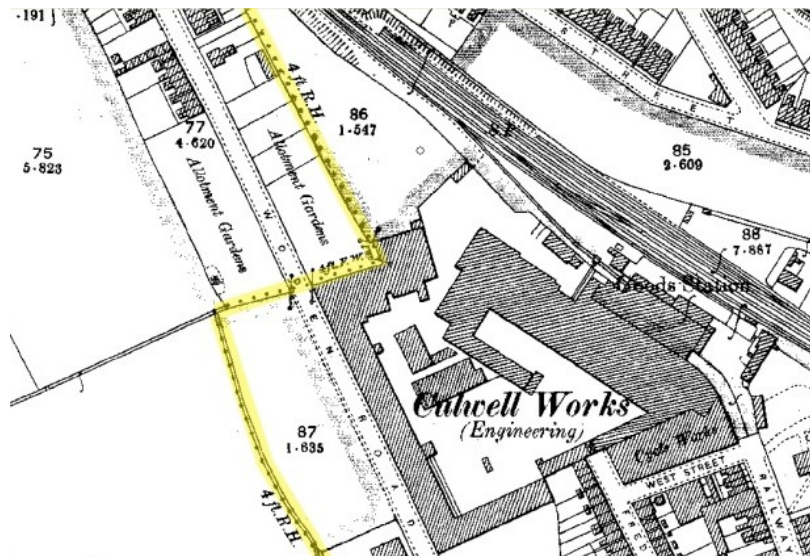


Figure 94 The former boundary between Heath Town and Wolverhampton (highlighted here in yellow) previously divided Woden Road and survives in the irregular plan of the former Evans buildings

13.4 Area Descriptions

13.4.1 The Character Zone was divided into five areas for the purpose of this assessment:

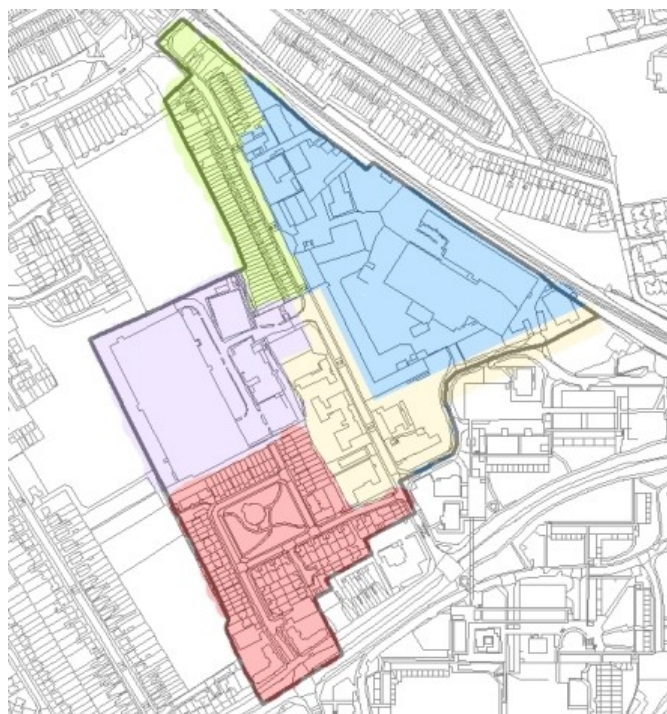
Culwell Trading Estate (shown in blue on the map);

Gunnebo site (purple);

Hobgate Road / Woden Road South – Rear (beige);

Jeremiah Road (red);

Woden Road North (green).



13.4.2 Using the Oxford Character Assessment Toolkit, the new residential area (Jeremiah Road) in the south of the Zone scored highest. Elsewhere a small number of non-residential buildings of particular character and historic interest are significant. Descriptions of each of the areas are on the following pages.

13.5 Culwell Trading Estate



Figure 95 Looking south-east on Woden Road

13.5.1 This area includes the land and buildings between Woden road itself and the railway line to the east. To the north the area is bounded by line between the industrial land and terraced residential properties. The southern limit is the line of Hobgate Road. In the east of the area is the site of Wolverhampton’s first railway station, Wednesfield Heath, later used for freight.

13.5.2 Primarily industrial or commercial, the principal buildings at the core of this area are the brick-built former premises of Joseph Evans, a large manufacturer of pumps. The long featureless wall which faces Woden Road (pictured above) appears to be a legacy of the original design of the site, which may have been organised to face the goods station (now hidden at the rear) as much as the street itself. However, in general the surviving Evans buildings exhibit a strong historic industrial character.

13.5.3 There is no green space or pedestrian areas within the Trading Estate.

13.5.4 Summary of Key Positive Features

- The surviving buildings of Joseph Evans;
- It is proposed the part of this area relating to the former station be included in a new Conservation Area (details below).



Figure 96 Surviving 19th century buildings, once the premises of Joseph Evans

13.6 Gunnebo Site



Figure 97 The front of the main building on the site viewed from the south

- 13.6.1 This area comprises the premises of Gunnebo, a multinational manufacturer of safes and security equipment. The site has one entrance/exit, on to Woden Road and is proposed for redevelopment for residential use.
- 13.6.2 Buildings on the site include one large rectangular plan north light shed built in the second half of the twentieth century as an extension to the adjacent Chubb works (the latter now occupied by Jeremiah Road etc.). The area also includes a bowling green and what appears to be an associated pavilion.
- 13.6.3 Aside from the bowling green there is no green space within the area itself, although it is surrounded on two sides by open space. A proportion of the site is given to surface level car parking and it is bounded by gated security fencing.

13.6.4 Summary of Key Positive Features

- Views of green space to the north and west of the area.

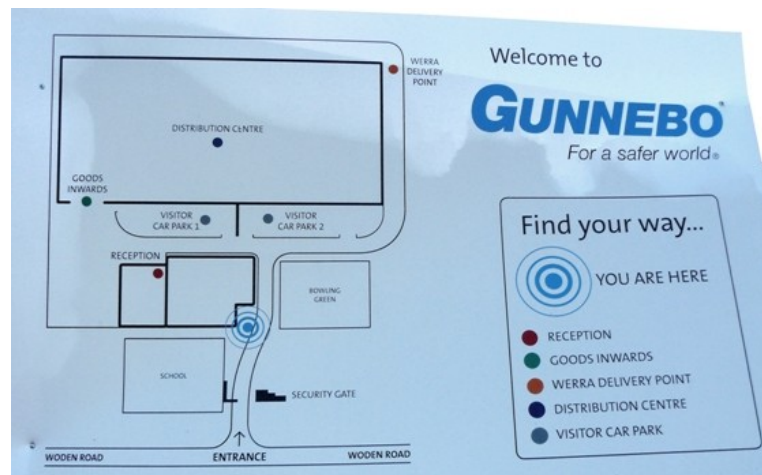


Figure 98 A schematic plan of the Gunnebo site

13.7 Hobgate Road / Woden Road South



Figure 99 The original brick wall of this industrial building on Hobgate Road has been clad in corrugated steel since the aerial photograph was taken of it in 1992 (see above)

13.7.1 This area includes the non-residential frontages on the southern section of Woden Road and the north side of Hobgate Road. It is of mixed use including a church, school and doctor's surgery.

13.7.2 With a small number of exceptions, the buildings in the area offer little in the way of positive character. Particularly on Hobgate Road there are few active frontages. The buildings which are exceptions include the locally listed St. Stephen's school (Woden Road) (its gate piers and railings are shown below) and the surviving *Beau Ideal* cycle works (on Hobgate Road, what was Frederick Street).

13.7.3 Roads and pavements are narrow with traffic calming measures in place.

13.7.4 Summary of Key Positive Features

- St Stephen's school
- The former Beau Ideal cycle works



Figure 100 Gate piers outside St Stephen's school, Woden Road

13.8 Jeremiah Road



Figure 101 Wide pavements on Tumbler Grove surround a central green space

13.8.1 An area of 21st century housing on the former site of the Chubb works. Streets and cul-de-sacs are organised around a central rectangular green space with a single vehicular access on to Woden Road (a further access for pedestrians and emergency vehicles exists on to Wednesfield Road).

13.8.2 A mixture of town houses and apartment blocks face the green, generally in red brick, cream rendering and dark/grey pitched roofs. Some include active first floor balconies.

13.8.3 Generally open, wide streets and provision for cars contrasts with the rest of the Character Zone. The central green area includes a small playground.

13.8.4 Summary of Key Positive Features

- Public green space at the centre of the development



Figure 102 Four storey flats on the corner of Wednesfield Road and Tumbler Grove

13.9 Woden Road North



Figure 103 Looking south on Woden Road. This part of the Road was formerly Spring Valley Street, and maintains a different character to the southern part.

13.9.1 This area includes all the residential properties at the northern end of Woden road together with a small plot of green space on the corner of Woden Road and Cannock Road adjacent to a railway bridge.

13.9.2 Buildings are almost all small terraced two-storey houses built in the period 1890-1914. The front cover of this report shows them as they existed in the 1920s. Originally faced with red brick, many houses (albeit a minority) have been rendered and and/or painted and many more have had porches of various styles added. However some character is maintained with the potential for enhancement.

13.9.3 Gardens are small and at the front of the oldest properties (at the northern end) are non-existent, the houses opening directly on to the street. The more recent houses further south (probably Edwardian) have small walled yards in the front. The open space at Cannock Road is poorly maintained.



Figure 104 A late nineteenth-century terraced house on the north east side of the street.

13.9.4 Summary of Key Positive Features

- Some of the late Nineteenth / early Twentieth century character of this street survives.

14.0 KEY VIEWS

- 14.1 During the fieldwork a number of significant views and panoramas were noted as part of the record of the character of the area.
- 14.2 There are a number of key views of Heath Town Park and Church yard, including vistas of the almshouses and mature trees nearby, as well as of the church spire from several locations—notably down Prestwood Road. There is potential to open new vistas of the spire—such as from the former railway embankment.
- 14.3 Key views exist of other Historic Assets, such as the Springfield Brewery from Water Street, the railway viaduct from Inkerman Street, and the former station site from Powell Street.



Figure 105 Key views from locations in and around Heathfield Park

- 14.4 Views of the Wyrley and Essington canal from bridges and neighbouring buildings, particularly the Fishes Estate are also vital to the area's character. Views of Bowman's Harbour open space enhance the Fishes Estate, and flats on the Wednesfield Way themselves provide an architectural landmark.
- 14.5 In the centre of the area, the Heath Town Estate high rise flats are visible for miles and provide residents with wide panoramas of the city. The slope of the Smestow valley also provides views to the west from a number of locations, notably from New Park Village and Thorneycroft Road, from which the Shropshire hills can be seen. Views of the city centre from the Wednesfield-Wolverhampton Road also add to the sense of place.

15.0 PROPOSED CONSERVATION AREA

15.1 Background

15.1.1 A Conservation Area is a landscape designated by a local authority and is defined as being an area 'of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' (from the Planning (Listed Buildings and Conservation Areas) Act 1990 Sections 69, 71 and 72).

15.1.2 The principle effects of designation are as follows:

- The local authority is under a general duty to ensure the preservation and enhancement of the conservation area, and has a particular duty to prepare proposals (such as conservation area appraisals or grant schemes) to that end;
- In the exercise of any functions under the Planning Acts (in particular in determining applications for planning permission) with respect to any buildings or other land in a conservation area, the Council must take into consideration the desirability of preserving or enhancing the character or appearance of the area;
- Extra publicity must be given to planning applications affecting conservation areas;
- Consent must be obtained from the Council for the demolition of any building in the area;
- Six weeks written notice must be given to the Council before works are carried out to any tree in the area.

15.1.3 Further details of the implications of creating a Conservation Area can be found on the Wolverhampton City Council website (https://www2.wolverhampton.gov.uk/environment/land_premises/conservation_areas/areas.htm).

15.1.4 We proposing that a new Conservation Area be created for Heath Town to support the preservation and enhancement of the landscape in and around Heath Town Park and Holy Trinity Church grounds.

15.1.5 We are proposing the boundary for the Conservation Area which would include a core area and then any number of optional additions (to be decided after consultation) as listed and shown on the map below.

15.2 Core Proposal

15.2.1 The core of the proposed Conservation Area would include Heath Town Park, the section of Bushbury Road next to the Park, Holy Trinity Church and Memorial Gardens, Provence Close—including the part of Powell Street which borders the Provence Close development, the public footpath running between Powell Street and the almshouses, and *Station Fields Nature Reserve* (accessed from Powell Street).

15.2.2 This area includes four Grade II listed structures and five recorded Heritage Assets (four of which have been identified as a result of this study). In addition, further survey work should investigate the potential for designating some of the head stones as locally listed structures.

15.3 Addition 1: Library & Baths

15.3.1 This option would include Heath Town Library and Baths, together with its grounds, as well as the tarmaced area on Tudor Road which was the site of a former school. The Library and Baths are a Grade II listed structure but currently disused and in need of repair.

15.4 Addition 2: Site of Wednesfield Heath Station

15.4.1 This would include an area on the opposite side of the railway from *Station Fields Nature Reserve* which was part of the nineteenth-century stations.

15.5 Addition 3: Medieval Track, Playing Fields etc.

15.5.1 In terms of area, this would be the largest addition to the core area. It would include part of the track (assumed to be medieval in origin) behind Leslie Road, Trinity Primary School and its grounds, Verona Court, Holy Trinity church Hall and Vicarage (together with a grassed area between the Vicarage and Longford Road), and the properties facing Bushbury Road between the church and Longford Road.



Figure 106 A mature tree stands in the north-west corner of the proposed Conservation Area

15.6 Addition 4: Steel-frame Interwar Housing

15.6.1 This would include Lawrence Avenue and Bates Grove, together with a small number of properties on the west of Coronation Road at its southern end.

15.6.2 These houses and gardens provide the visual context for the Park and Lawrence Avenue also provides a continuation of the east-west pedestrian access through it.

15.6.3 In addition, these houses are of historic interest being as they are 1920s steel-framed municipal housing. In this sense they represent the legacy of a period of experimentation by Black Country local authorities in the use of iron and steel in the design of public housing (the cast iron houses built by Dudley, also in the 1920s, and now preserved at the Black Country Living Museum also represent this tradition).

15.7 Addition 5: Catholic Church

15.7.1 This would include St. Patricks church and hall.

15.8 Addition 6: Wyrley & Essington Canal

15.8.1 This would include a 400 metre section of the eighteenth century waterway itself, the area on the north bank of the canal as far as the Park, the junction of Wednesfield Road and Dean's Road.

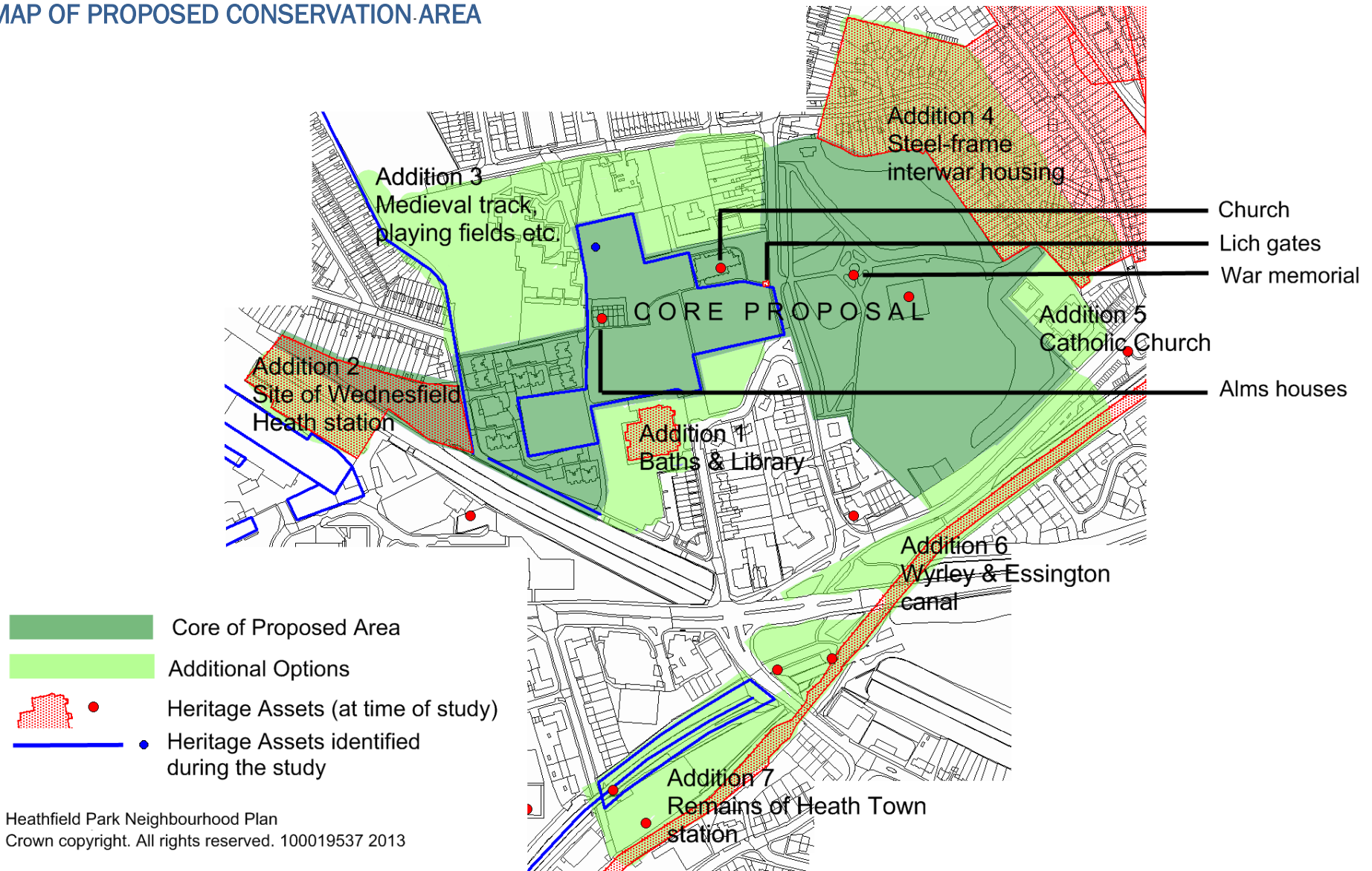
15.9 Addition 7: Remains of Heath Town Station

15.9.1 This would include a further 200 metre section of the Wyrley & Essington Canal, its north bank between Dean's Road and Grove Street, the railway embankment north of Grove Street, the remains of the railway bridge on Grove Street, and the (currently derelict) site between the embankment and the canal.



Figure 107 A view of the core of the Conservation Area (Holy Trinity Church spire) from the disused railway embankment to the south (optional addition 7).

MAP OF PROPOSED CONSERVATION AREA



16.0 SUMMARY & CONCLUSIONS

- 16.1 Even before the current Neighbourhood Plan, Heathfield Park was a fast-changing landscape. This change, which continues, is both a threat and an opportunity—although change can lead to a loss of identity and a connection with the past, it also represents an opportunity to take stock of existing local heritage and carry out sympathetic renovation or re-use.
- 16.2 Heathfield Park has not been without problems of identity. The Key Issues and Themes document referred to above discusses the view that ‘the existing negative image of the area needs to be challenged. There is a need to generate a positive identity, image, and sense of pride in the area... drug dealing and crime hotspots, litter, fly tipping, derelict properties and underused facilities further add to this negative image and need to be addressed’.
- 16.3 Heritage, and with it the promotion of a sense of pride in local history has have the potential to address these problems.
- 16.4 Whatever perceptions exist, the reality is that Heathfield Park is an area of rich, diverse historic character, and it is hoped that the results of this study go some ways to documenting this complexity. However, there are also recurrent themes in its history which show themselves in its modern structure – the continuity as a both a host to industry and a location of important communication routes and infrastructure being examples.
- 16.5 The construction of new housing, and the accompanying expansion in resident population (recent census figures confirm the extent of this trend is particularly significant), will continue to affect the character of the area in both a positive and challenging way.
- 16.6 In this context, this investigation offers way of taking forward the best of the historic character of the area into the future. In particular it has produced an expanded record of the area’s character, as well as key policy proposals—most notably the suggestion for a new Conservation Area—which can form the basis of a new recognition of the heritage of Heathfield Park.

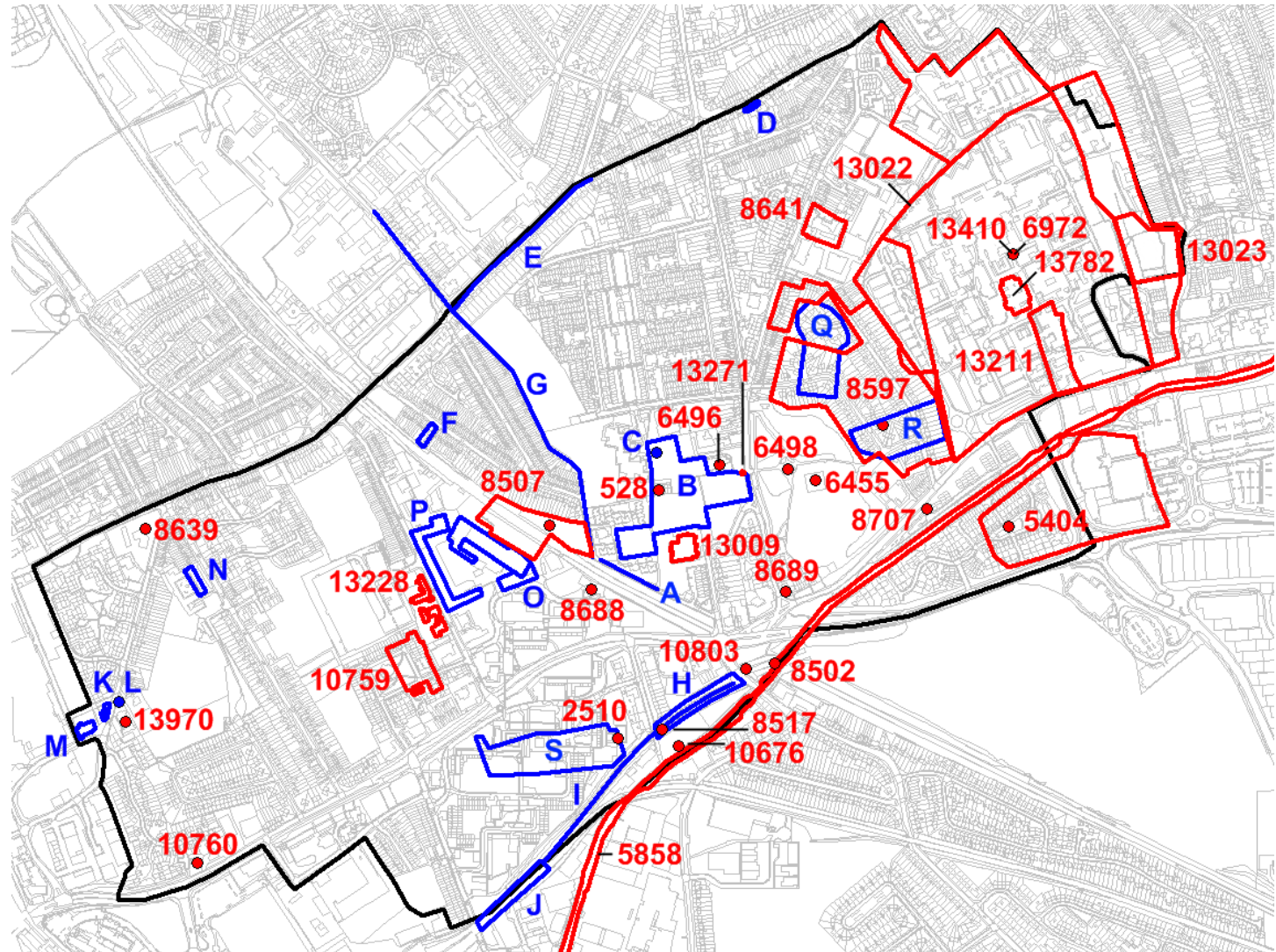
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ANNEXE ONE: HERITAGE ASSETS IN HEATHFIELD PARK

The following is a list of Heritage Assets within Heathfield Park boundary.

The term is used to refer to any building, structure, site or other feature which is recorded in the Wolverhampton Historic Environment Record. There are 19 newly proposed Heritage Assets in the list and 32 which were already recorded at the start of the study.



The columns are as follows: *Ref* – label of new Heritage Assets as marked on the attached map; *Character Area* – the area in which the Heritage Asset is located (in alpha order); *Heritage Asset* – description and date; *Type* – assets are categorised as structures if there are known to be surviving remains, otherwise they are listed as sites; *Designation* – the current level of protection/recognition; Pre-existing – whether the asset was recorded prior to the current study and, if so, its corresponding identifier in the Historic Environment Record.

NB. Details of entries on the Wolverhampton Historic Environment Record can be found on www.blackcountryhistory.org.uk.

Ref	Character Area	Heritage Asset	Type	Designation if any	Pre-existing
	<i>Coronation Road</i>	Steel-framed houses, Coronation Rd/adjoining, ~1928	Structure	-	Yes - 8597
Q	<i>Coronation Road</i>	Woden brick works, Prestwood Road	Site	-	-
R	<i>Coronation Road</i>	Brick and terracotta works, Coronation Road	Site	-	-
	<i>Fishes Estate</i>	Ridge & furrow, medieval	Site	-	Yes - 5404
	<i>Heath Town Est.</i>	Windmill (site), Hobgate Road, early c19	Site	-	Yes - 8688
	<i>Heath Town Est.</i>	Little & Great Lowe Barrows (site), Wednesfield Rd	Site	-	Yes - 2510
	<i>Heath Town Est.</i>	Star Iron Works, South End of Grove Street, ~c19	Site	-	Yes - 10676
S	<i>Heath Town Est.</i>	Alma brick and tile works, Heath Street	Site	-	-
	<i>Heath Town Park</i>	Settlement, Heath Town	Site	-	Yes - 8989
	<i>Heath Town Park</i>	Settlement, New Cross	Site	-	Yes - 8707
	<i>Heath Town Park</i>	Heath Town Park War Memorial, Bushbury Road	Structure	Listed (Grade II)	Yes - 6498
	<i>Heath Town Park</i>	Holy Trinity Church, Church Street	Structure	Listed (Grade II)	Yes - 6496
	<i>Heath Town Park</i>	Memorial Park, Bushbury Road	Structure	-	Yes - 6455
	<i>Heath Town Park</i>	Holy Trinity Almshouses, Bushbury Road	Structure	Listed (Grade II)	Yes - 528
	<i>Heath Town Park</i>	Lych Gate to east of Holy Trinity, Bushbury Road	Structure	Listed (Grade II)	Yes - 13271
	<i>Heath Town Park</i>	Heath Town Public Baths and Library, 1930	Structure	Listed (Grade II)	Yes - 13009
A	<i>Heath Town Park</i>	Sandstone retaining wall, Powell Street (mid c19)	Structure	-	-
B	<i>Heath Town Park</i>	Memorial Gardens, Powell Street	Structure	-	-
C	<i>Heath Town Park</i>	Site of graves relocated from St Georges (W'ton)	Site	-	-
	<i>New Cross</i>	New Cross Hospital, Wolverhampton Road, 1930s	Structure	-	Yes - 6972
	<i>New Cross</i>	Poplars Suite, New Cross Hospital, ~1902	Site	-	Yes - 13782
	<i>New Cross</i>	Finchfield House, Wolverhampton Road, ~c19	Site	-	Yes - 13411
	<i>New Cross</i>	Wednesfield Open fields, medieval	Site	-	Yes - 13410

	<i>New Cross</i>	New Cross Cemetery, Memory Lane, c19	Structure	-	Yes - 13023
	<i>New Cross</i>	Wolverhampton Union Workhouse, 1902	Site	-	Yes - 13022
	<i>Northern</i>	North Farm, Prestwood Road, New Cross	Site	-	Yes - 8641
D	<i>Northern</i>	Bird in Hand public House, south side of Thorneycroft La	Structure	-	-
E	<i>Northern</i>	Clinker retaining wall, south side of Cannock Rd	Structure	-	-
F	<i>Powell Street</i>	Former tin plate worker's house, 46 Powell St ~1890s	Structure	-	-
G	<i>Powell Street</i>	Route of trackway at rear of Leslie Road, medieval	Site	-	-
	<i>Powell Street</i>	Wednesfield Heath Station	see <i>Railway & Canal</i> *		
	<i>Railway & Canal</i>	Railway Bridge, W & W Railway, Over Grove Street	Structure	-	Yes - 8517
	<i>Railway & Canal</i>	Wednesfield Heath Station, Powell Street, ~1830s	Site	-	Yes - 8507
	<i>Railway & Canal</i>	Railway Bridge Over W & E Canal (abutments surviving)	Structure	-	Yes - 8502
	<i>Railway & Canal</i>	Wyrley and Essington canal	Structure	-	Yes - 5858
	<i>Railway & Canal</i>	Deans Road bridge, Heath Town	Structure	-	Yes - 10803
H	<i>Railway & Canal</i>	Heath Town Station	Site	-	-
I	<i>Railway & Canal</i>	W & W railway line	Structure	-	-
J	<i>Railway & Canal</i>	Railway viaduct	Structure	-	-
	<i>Springfield</i>	Grimstone Farm, Cannock Road	Site	-	Yes - 8639
	<i>Springfield</i>	St Stephen's Church, Hilton Street	Structure	Local list	Yes - 13970
	<i>Springfield</i>	Bigwoods Electrical Engineering, Wednesfield Road	Site	-	Yes - 10760
K	<i>Springfield</i>	Masons Arms pub / Garbett Butchers bldg., Hilton St	Structure	-	-
L	<i>Springfield</i>	War Memorial (St Stephen's Church), Hilton Street	Structure	-	-
M	<i>Springfield</i>	Springfield Community Centre, Water Street	Structure	-	-
N	<i>Springfield</i>	Woden Primary School, Springfield Road	Structure	-	-
	<i>Woden Road</i>	St. Stephen's C of E School, Woden Road	Structure	Local list	Yes -13228
	<i>Woden Road</i>	CHUBB Safe Works, Wednesfield Road	Site	-	Yes - 10759
O	<i>Woden Road</i>	Former (Beau Ideal) bicycle factory, Hobgate Road, c19	Structure	-	-
P	<i>Woden Road</i>	Culwell wks., incl. wall on former municipal boundary, c19	Structure	-	-
	<i>Woden Road</i>	Wednesfield Heath Station	see <i>Railway & Canal</i> *		

ANNEXE TWO: OXFORD CHARACTER ASSESSMENT TOOLKIT PRO-FORMA

OXFORD CHARACTER ASSESSMENT TOOLKIT (SHORTHAND)

IN ADDITION TO COMMENTS, SCORE EACH CATEGORY FROM - 5 TO + 5. ASSESSOR SHOULD BE FAMILIAR WITH TOOLKIT GUIDANCE NOTES PRIOR TO SURVEY. THIS TECHNIQUE IS IMPROVED IF USED IN CONJUNCTION WITH A STREET PLAN ON WHICH TO ANNOTATE KEY FEATURES

www.oxford.gov.uk



SPACES: GAPS BETWEEN BUILT ELEMENTS – STREETS, GARDENS, ETC.	
Hints: Formal, building plots (size, building position, etc), means of enclosure, gaps, open, narrow, winding, straight, type of use, paving/surface materials, street furniture, usability, impact of traffic.	
	SCORE:
BUILDINGS:	
Hints: Contribution of buildings to the space, size, scale, form (terraced, etc), frontage onto street, materials, windows, doors, condition, use, visible alterations.	
	SCORE:
VIEWS:	
Hints: Within the space (long, short, intimate, glimpsed, channelled, wide), focal points, streetscape (how buildings and streets work together), roofscape, views out of the space (long/short distance, high level).	
	SCORE:
GREENERY & LANDSCAPE FEATURES:	
Hints: Contribution of trees and plants (colours, shade), hard/urban, private or public, water, changing levels	
	SCORE:
LIGHT/DARK: SHADING, TIME OF DAY/NIGHT	
	SCORE:
NOISE & SMELL: MAN MADE OR NATURAL	
	SCORE:
SPIRIT OF PLACE:	TOTAL:

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