

Appendix 1: Gazetteer

4.2.1 Canal Link

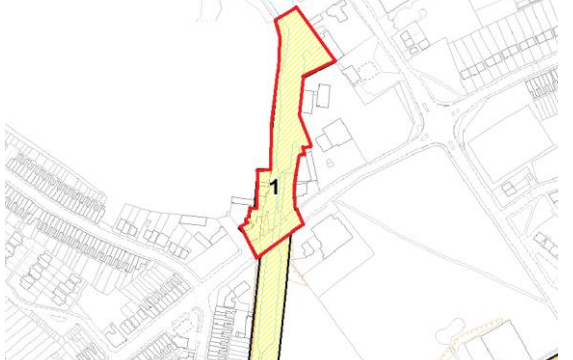



The town of Walsall has a recorded history that predates the Domesday Book as the town first developed on a defensible site on a hill next to a brook. Its status as a market town and its location adjacent to the raw materials for the production of iron encouraged the C18 and C19 development of a range of industries and trades. The congestion on the hill led to the commercial centre relocating to the Bridge and Park Street, a move that was later reinforced by the siting of the canal and rail links.

The Locks Conservation Area includes the arm of the Walsall Branch Canal from the Birmingham Canal that approaches the town centre, built in 1799, and the Walsall Junction Canal, built in 1841, a short seven eighths of a mile that climbs 65 feet through eight locks to meet the Wyrley and Essington Canal.

The special interest of this area is that it preserves an important example of the transport infrastructure that was influential in the history of the development of Walsall. The canal still retains most of its historic character and features, and the Conservation Area includes notable examples of canalside buildings that define its heritage townscape. Although it has little industrial use today, the canal now provides an important leisure facility and 'green lung' into the town centre.

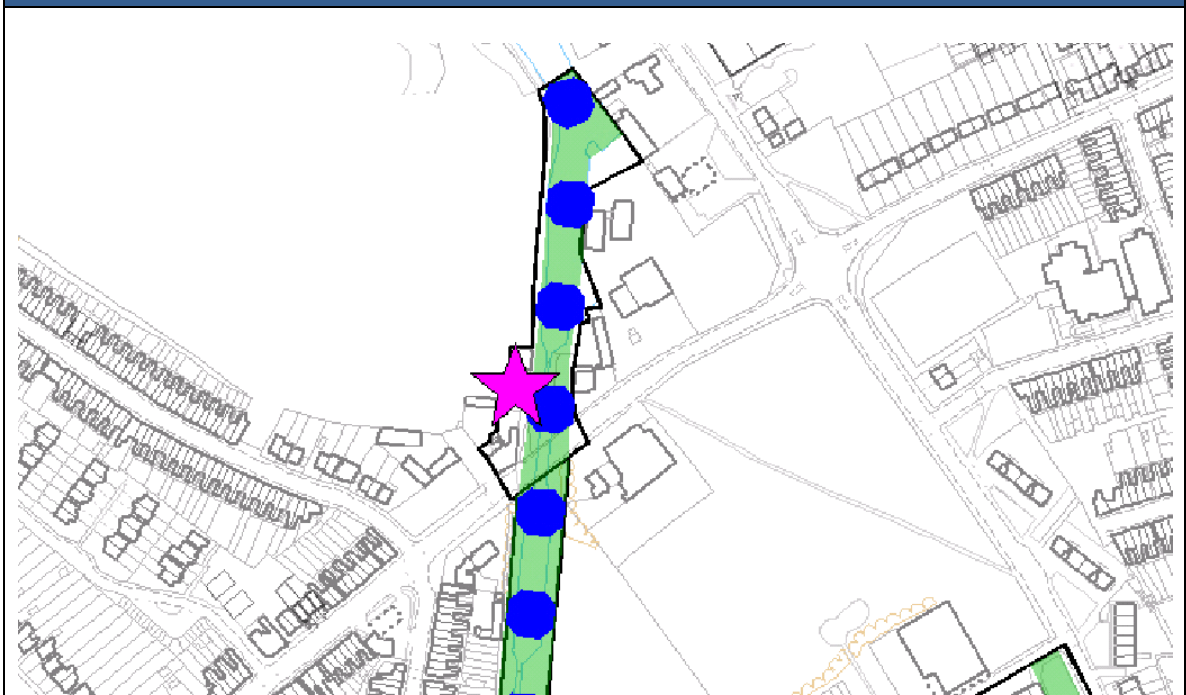
Although there are 8 listed structures and 3 listed buildings within the Conservation Area, all Grade II, and one additional building on the Local List held by Walsall MBC, it is the qualities and heritage characteristics of the canal landscape as a whole, which is of particular Patrick's note and should be considered when assessing proposed changes and new development.

4.2.1.1 Top Lock

<p>Character area: Canal Link - Top Lock HUCA: T3</p>	<p>Sub character area ref: CL1 Survey date: 14th March 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A small nuclei located at the northern end of the Walsall Locks Conservation Area, comprising a group of buildings around the 'Top Lock' of this section of the canal system.</p> <p>The entire area is set lower from the Street (Old Birchills) from which it has a relatively discrete relationship from with the canal running through it on a north south axis. Cleared industrial land occupies a large swath of land to the west and is screened by walling and fragmented industry occupies land to the west, although this is only visible from the northern end of the lock.</p>	
<p>Building types:</p> <p>The area comprises few buildings, which are conceived in isolation rather than as a complete and connected townscape. They relate to the lock not the wider development of the area, that grew later in the 19th century.</p> <p>Buildings are of a modest scale, with imaginative individual design. Gothic has been favoured and relates to the unique nature of each building.</p> <ol style="list-style-type: none"> 1) The Toll House: Is a Grade II listed single storey building constructed on the toll house model. Canted bay window with hipped roof over, topped with large diamond chimneys. 2) The Boatman's rest: Is a Grade II listed two-storey building that has a row of gothic windows with interconnected hoodmoulds, over a ground floor entrance and canted bay. 	
<p>Connections and urban grain:</p> <p>The main routs, comprise the hard paving to the canal sides. In this destination node along the canal, where there is increased activity, the tow path is wider and hard paved.</p> <p>The lock gates themselves are used as crossing points, but so is a small iron bridge. These supplement the strategic crossing of the road (Old Birchills) to the south, which is linked up to via a paved footpath, and a canal cart bridge to the north.</p>	
<p>Uses:</p> <p>The areas principal function was the transportation of industrial produce and goods, however, this has been substituted by a leisure function. The canal links to the wider South Staffordshire, Black Country and Birmingham canal systems, used principally by walkers, cyclists and anglers. Some traditional narrow boat craft still operate and are often moored in the upper basin, where some small industrial activity is sustained.</p> <p>The toll house is now in conventional residential use, but the boatman's rest remains redundant.</p>	

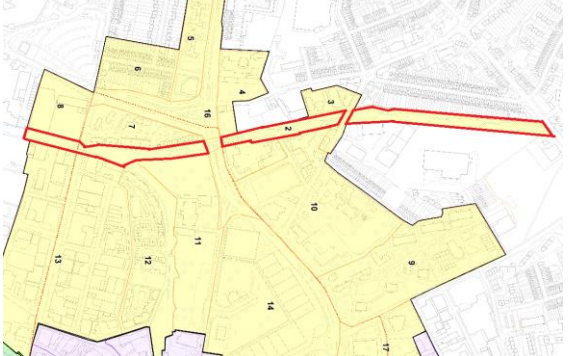






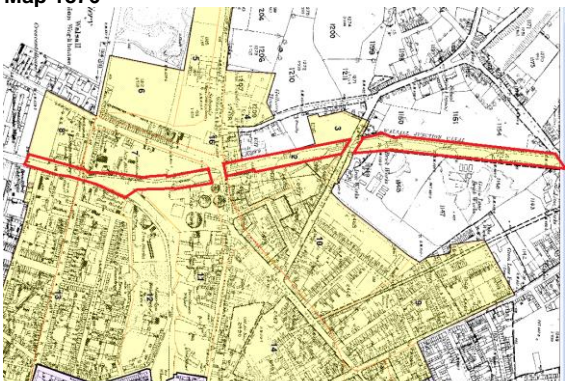
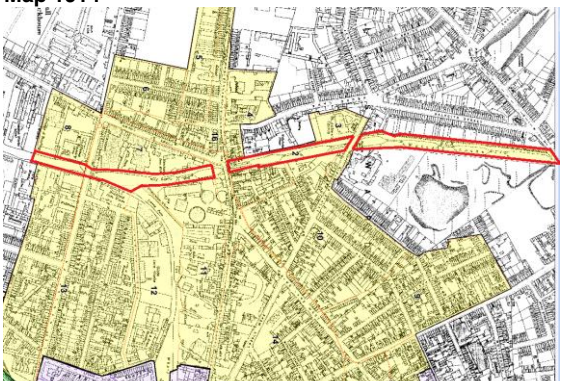
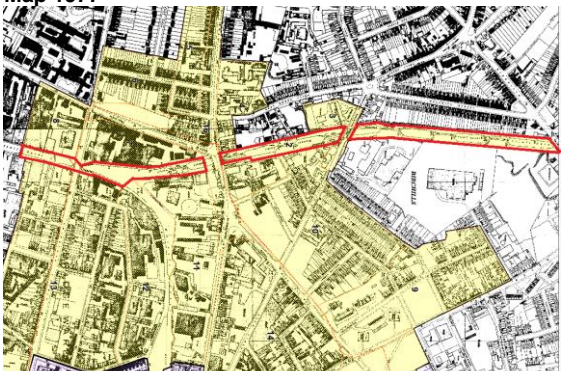
Capacity for change: There is limited land available for development and access is poor from Old Birchills itself. The footpaths and open hard landscaping is integral to the waterway itself and limit what can be altered without fundamentally damaging the integrity of the area.

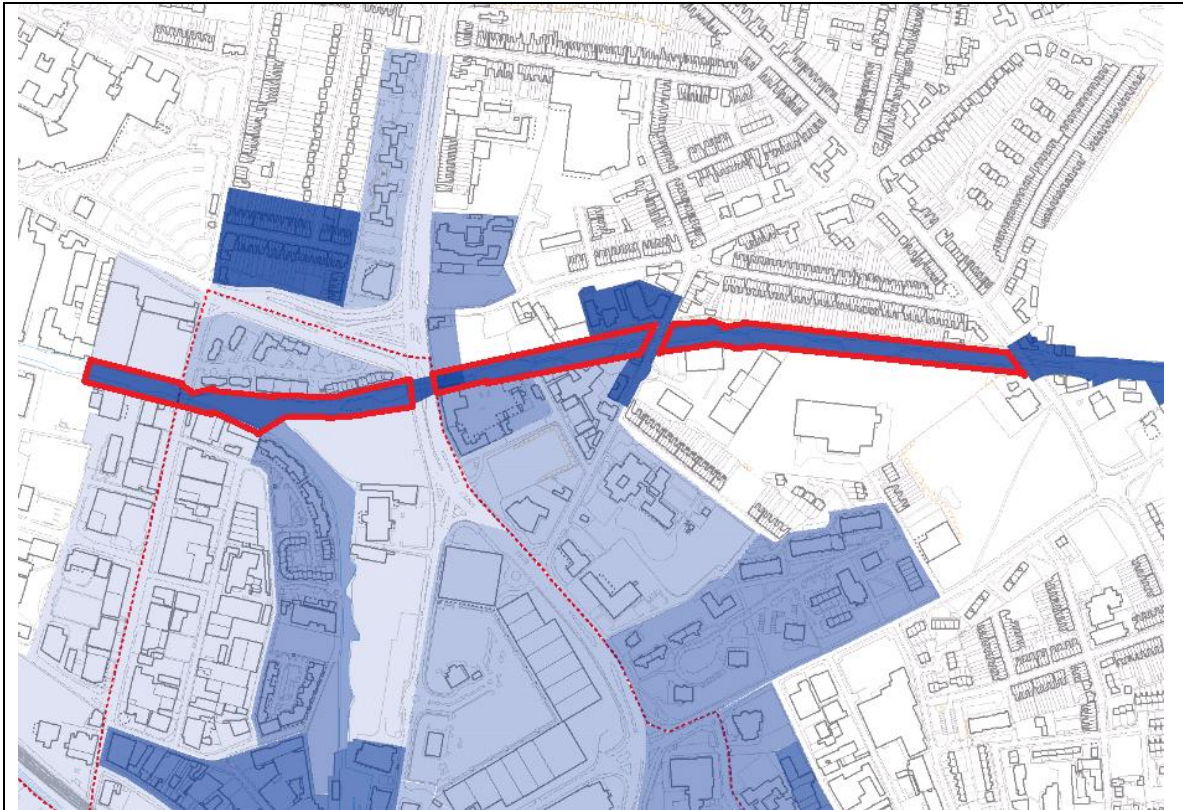


Opportunities: There are opportunities to bring the existing canal buildings along the west side of the canal back into use and the aspect towards the canal offers real opportunities for new development on adjacent sites to front onto it.

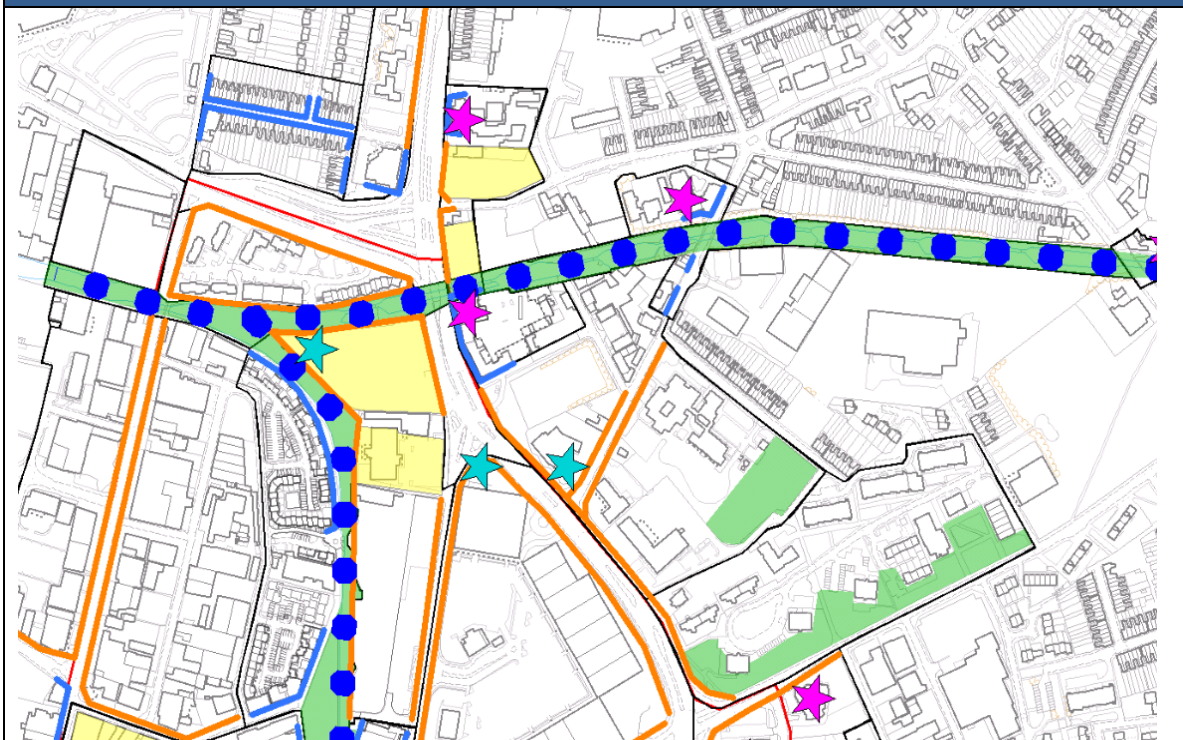
4.2.1.2 Walsall Canal

<p>Character area: Canal Link - Walsall Canal</p>	<p>Sub character area ref: CL2</p>
<p>HUCA: T3</p>	<p>Survey date: 14th March 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A sunken canyon between elevated areas of street level development. The canal follows a north-south axis that cuts through the northern inner suburbs of the 19th century town.</p> <p>This linear area is heavily characterised by vegetation and comprises a series of 6 locks rising northward.</p> <p>The character are runs under Character area CL3 (St. Andrew's, which bisects it at street level mid way along its linear form.</p>	
<p>Building types:</p> <p>Due to the nature of the character are, there are no buildings, but rather infrastructure.</p> <p>The locks comprise a repetitive sequence of the same engineered model in a flight of holding locks inter-dispersed by short sections of canal. The locks are of a fluid form, having a synergy with the water body they carry, curved retaining walls and basins holding rising banks of earth.</p> <p>The bridge carrying Birchchills Street is the only other structure and forms a harmonious part of this holistic landscape of industrial infrastructure.</p>	
<p>Connections and urban grain:</p> <p>The linear form of the canal is less permeable than it is at Top Lock (CL1) with only the lock gates themselves being possible forms of crossings.</p> <p>Steps lead up to street level at bridges, otherwise the main route of travel is along the western side tow path, that rises with the locks and dips under bridges.</p> <p>The alignment of the can is the strongest feature in the surrounding urban grain and few buildings survive that relate directly to it, other than the mill complex on Wolverhampton Street (CL4).</p>	
<p>Uses:</p> <p>The areas principal function was the transportation of industrial produce and goods, however, this has been substituted by a leisure function. The canal links to the wider South Staffordshire, Black Country and Birmingham canal systems, used principally by walkers, cyclists and anglers. Some traditional narrow boat craft still operate and will pass to access the upper basin (CL1), where some small industrial activity is sustained.</p>	

<p>Predominant materials:</p> <p>The locks themselves are formed from vitreous purple brick and edged with sandstone coping and flagging.</p> <p>Lime wood canal gates painted black and white are dressed in ironmongery which reflects the canal fixtures of bollards, mooring posts and gate lifting cranks.</p> <p>The tow path is compacted gravel, but changes to ribbed brick at the locks where it rises. Stripes of purple, blue and red brick are used to pick this grip out and much is modern interpretation.</p>	
<p>Positive characteristics:</p> <p>The lock system is complete, working and in good condition. It forms an attractive piece of townscape engineering from the tow path below as well as from the bridges above.</p> <p>The canal forms a separate and sunken layer of transportation around the borough, prized for its tranquillity and leisure function. It is a green environment that harbours good biodiversity.</p> <p>Limited vandalism is present, contrary to the typical condition of urban canals.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The canal has lost much of the development that lined it and enclosed it as well as any associated basins. It now appears as a disconnected and alien strip of landscaping without the ribbon on activity and development lining it.</p>	<p>Map 1914</p> 
<p>Statement of significance</p> <p><u>The flight of locks is an excellent example of a 19th century industrial picturesque landscape, cutting a swathe through the wider urban landscape and forms a sustainable strategic route.</u></p> <p><u>The canal and locks are of significance to the industrial and engineering heritage of Walsall, forming an essential route for the transport of goods and the growth of Walsall. Today the canal and its locks are also of recreational significance to the users of the canal and its towpath.</u></p>	<p>Map 1977</p> 
<p>Sensitivity: 1</p> <p>The area contains a sunken linear route cutting through the landscape above a street level. It comprises a series of listed locks and associated bodies of water and tow path.</p>	






Capacity for change: There is limited capacity for change within the landscape without substantial harm being caused to the listed structures and the immediate setting. Access is retained for boats and pedestrians only.


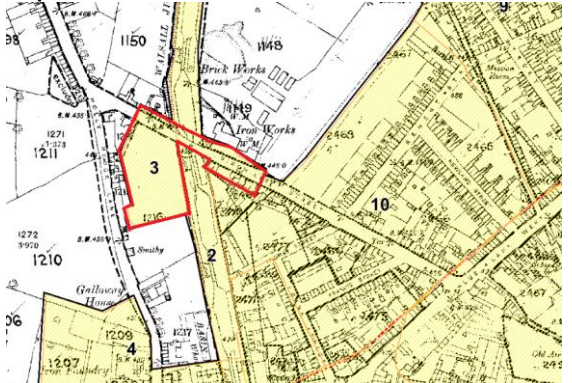
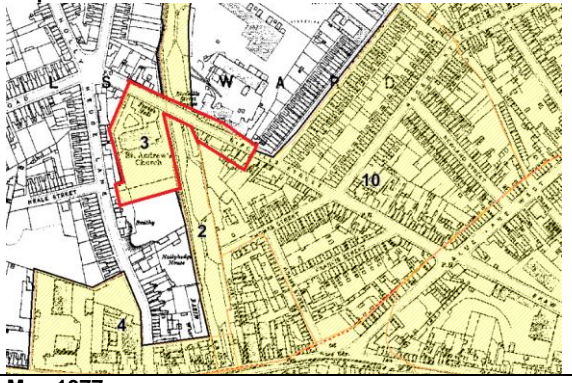
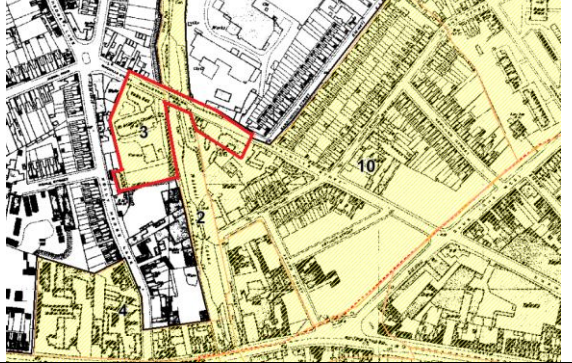


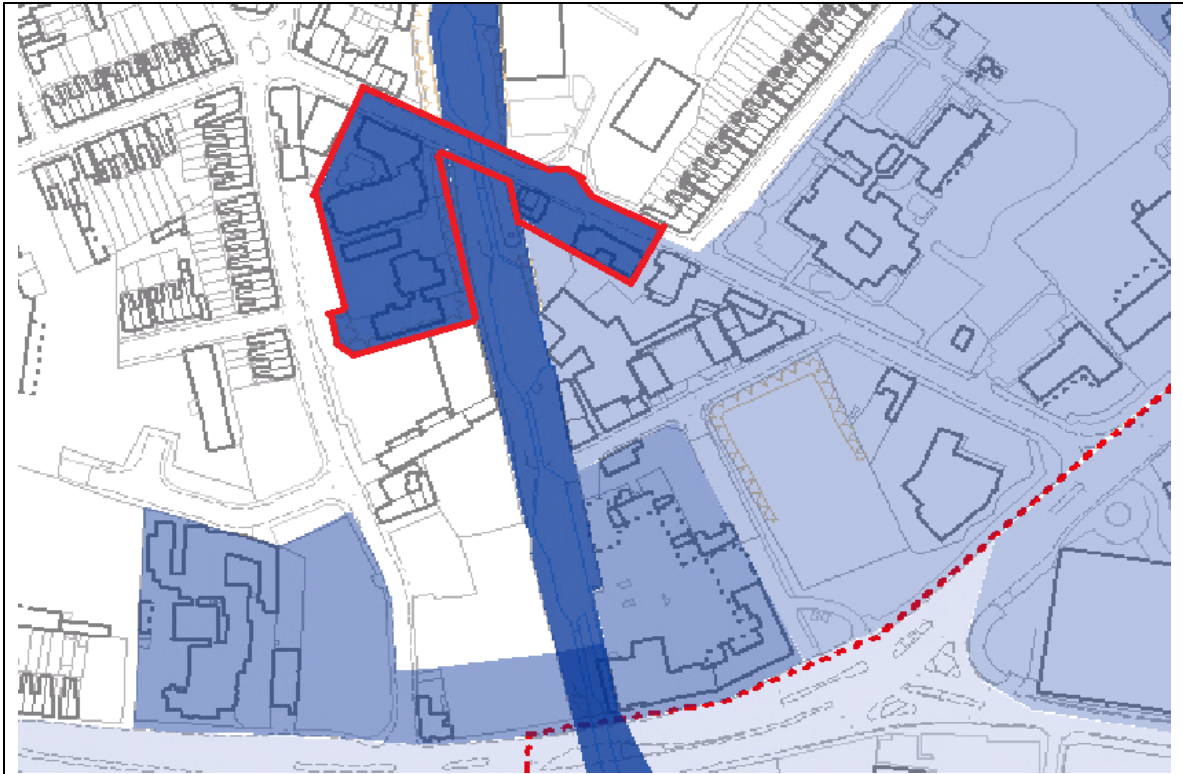
Opportunities: There are very few opportunities within this area, opportunities are preserved for adjacent sites which would benefit from an aspect overlooking the canal, which will aid in enclosing it further and improving surveillance.

Area Action Plan – Characterisation: Canal Link

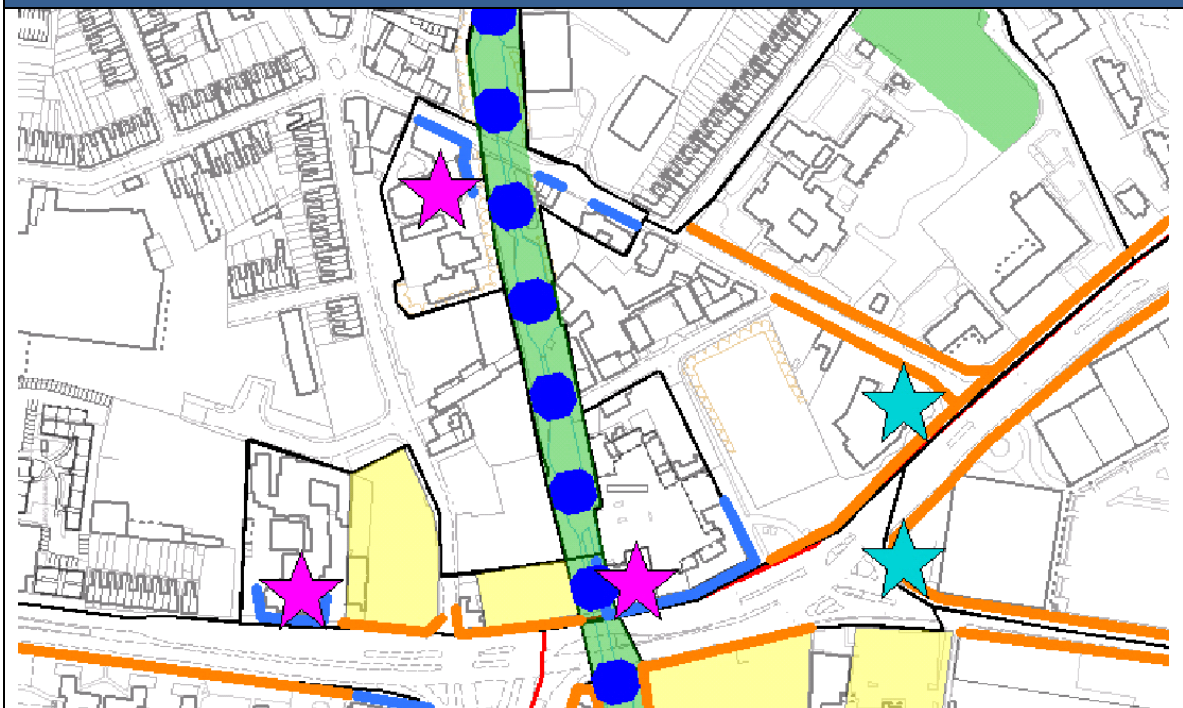
4.2.1.3 St. Andrew's

<p>Character area: Canal link – St. Andrew's</p> <p>HUCA: MX1</p>	<p>Sub character area ref: CL3</p> <p>Survey date: 14th March 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>The area is located at the crown of a hill overlooking the town from the north and dissects character area CL2 at high level. It is chiefly surrounded by 19th century terrace housing and industry and cleared industrial land.</p> <p>The area centres on the church of St. Andrews, which forms a prominent building on the skyline of the town and creates a very varied and profile to the northern aspect of the town in conjunction with its adjacent and associated buildings and structures.</p>	
<p>Building types:</p> <p>There are a variety of building types that together form the character of this hamlet-like environment.</p> <p>The area generally is dominated by the ecclesiastical grouping of the church, church hall and parish rooms that is constructed using the robust and bold the Early English Gothic tradition.</p> <p>To the east of the canal the buildings are varied and more domestic in scale and character, comprising standard 19th century working class housing. The former public house is early 20th century (1930's) and given a vernacular finish, influenced by low land architecture with steep roofs, dormers and massive chimneys, finished with a prominent crow-step gable.</p>	
<p>Connections and urban grain:</p> <p>The area is arranged along a single street (Birchills Street) which follows an east-west alignment with the canal bridge at its centre.</p> <p>The church, church hall and parish rooms form a cluster to the west side of the canal, with a series of courtyards and external spaces. The architecture is robust and bold and is delivered in the Early English Gothic tradition.</p> <p>To the east of the canal the buildings are smaller and arrange in more orthodox plots at back of pavement or behind narrow forecourt aprons.</p>	
<p>Uses:</p> <p>The mix of uses reflects the traditional grouping of functions that serve a 19th century suburban community, centred on the church and ancillary uses following that. Shops and small scale industry sat around this area, but principally this is a small local centre that has developed around a church.</p>	

<p>Predominant materials:</p> <p>Brick is by far the dominant building material in the area but is varied. Largely red, the brickwork extends in palette to orange, buff and dark pressed red brick.</p> <p>Higher order buildings are dressed in stone (mainly limestone) and timber decoration is limited.</p> <p>Roofing is a mix of Welsh slate, but also Dreadnought tiles and pan tiles, unusual for this area.</p>	
<p>Positive characteristics:</p> <p>The formation and position of the principal buildings which make the most of their dramatic elevated aspect on the crown of the hill and overlooking the steep manmade cut of the canal (CL2).</p> <p>The great variety of building materials and architecture which transcends building typology and era.</p> <p>The great juxtaposition in building scale and mass creates a dynamic piece of townscape.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The condition of buildings is very poor. Building fabric is deteriorated and repairs are of low quality. Some buildings have been rendered and windows and rainwater goods are poor quality replacements.</p> <p>The original use of some buildings have been lost and new uses has resulted in poor adaptations.</p>	<p>Map 1914</p> 
<p>Statement of significance</p> <p>The area occupies an important reference point in the townscape to the north of the town centre, being sited at the top of a hill overlooking the town and is emphasised by the siting of a substantial parish church at the top of that hill which is both massive in its form and scale.</p> <p>The area comprises a group of buildings with highly decorative profile including gables, finials and bell cots.</p> <p>The dramatic relationship to the cut of the canal below and from the bridge on Birchills Street ensures this area constitutes a strategic and local landmark.</p>	<p>Map 1977</p> 
<p>Sensitivity: 1</p> <p>The area comprises a significant listed building and associated structures and forms part of the Walsall Locks Conservation Area. Located on the brow of Birchills and above a steep canal bridge abutment, the site is subjected to complex topography making it very sensitive to change.</p>	





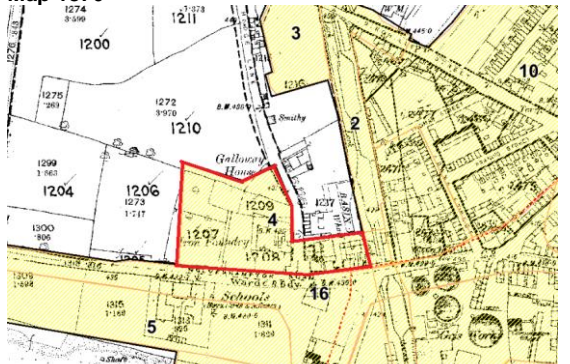
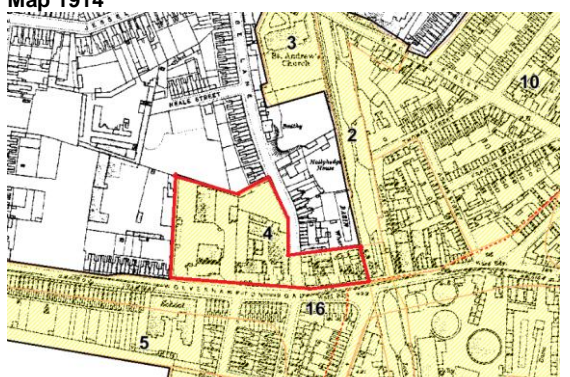
Capacity for change: There are few developable sites within the area as the retention of most buildings is considered important. The scale of the area and its density is established and the prominence of the church and its adjacent hall shall continue to dominate the immediate and strategic landscape.



Opportunities: There are limited opportunities for small scale development, but these are either very small or do not have good access or street frontage.

4.2.1.4 Emmanuel School

<p>Character area: Canal link – Emmanuel School</p> <p>HUCA: MX2</p>	<p>Sub character area ref: CL4</p> <p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>The area is located along the northern side of Wolverhampton Street, a major artery into the town centre from the west. It bridges the Walsall Canal, that passes under relatively unnoticed, other than the rise in topography in the road.</p> <p>The area faces south and provides a varied frontage of different 19th century buildings over this principal road. To the rear is a more degraded post industrial landscape of warehousing and cleared land.</p>	
<p>Building types:</p> <p>There are a series of individual buildings and groups of buildings or varied scale and design.</p> <ol style="list-style-type: none"> 1) Emmanuel School: Is a late 19th century school building, designed using an eclectic mix of Queen Anne and Germanic vernacular. <p>The Orange Tree public house: <u>Is a Victorian building which has 20th Century alterations and additions and appears to have an earlier core.</u></p> <ol style="list-style-type: none"> 2) Smiths Flour Mill: Is a substantial mill typical of the pattern of warehouse building in the middle decades of the 19th century. Now extended with modern apartments. 	
<p>Connections and urban grain:</p> <p>The arrangement and connectivity of the area is highly fragmented and dominated by area CL16.</p> <p>The loss of buildings along this northern side of the street, in conjunction with road widening has resulted in a disproportionate relationship between the street and the fragmented groups of buildings along it.</p> <p>Movement comprises a strong linear east-west route, with poor connectivity south towards the town centre proper. The canal connects north south under it as do small pedestrian routes north, at either end.</p>	

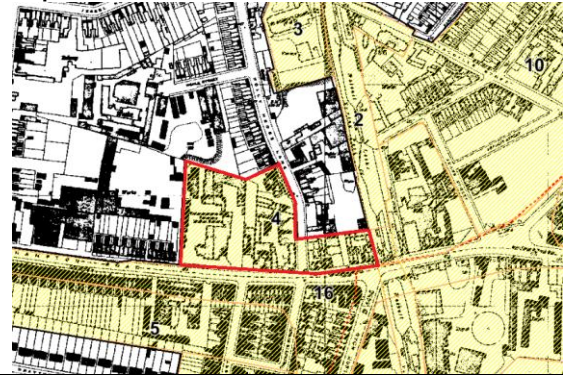
<p>Uses:</p> <p>As is typical with bespoke buildings and buildings constructed for particular purposes, buildings are now either derelict, underused or have been converted to new uses.</p> <p>Most successful is the flour mill which is now extended and forms apartments. The scale and density of the use constitutes good sustainable central living and relates well to the area and prominent location.</p> <p>Whiles the school is now a club, the section west of the canal has failed to attract uses that warrant the scale and nature of development required.</p>	
<p>Predominant materials:</p> <p>Materials reflect the age of the buildings with red clay bricks being used in conjunction with iron framed windows and stone and iron dressing for the flour mill complex. Welsh slate is used to roof the structure.</p> <p>A red pressed brick is used on the school building in conjunction with Drednought tiles, whilst render is used in a typical Arts & Crafts fashion on the public house.</p> <p>No historic materials survive in the public realm.</p>	
<p>Positive characteristics:</p> <p>The retention of a series of prominent period buildings of significant scale and character. Of particular value is the flour mill complex which is a rare survival of a complete group of historic industrial buildings from the mid 19th century in seamless conjunction with modern development that reflects its scale, use of materials and density without employing pastiche.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The loss of buildings resulting in a fragmented prominent street frontage, emphasising the desperate buildings left behind, which would have held together better should more buildings have survived. This is eroded further by the scale of the road they address, particularly to the west of the canal (see CL16).</p> <p>The degraded condition of the buildings west of the canal and the derelict condition of the land surrounding them.</p>	<p>Map 1914</p> 

Statement of significance:

The area comprises a number of buildings with bespoke and unique designs that add significant landmark and place making characteristics to the North West corner of the town centre. These are buildings that have local industrial pedigree, either directly through the production of goods, of the facilitation of the new industrial society.

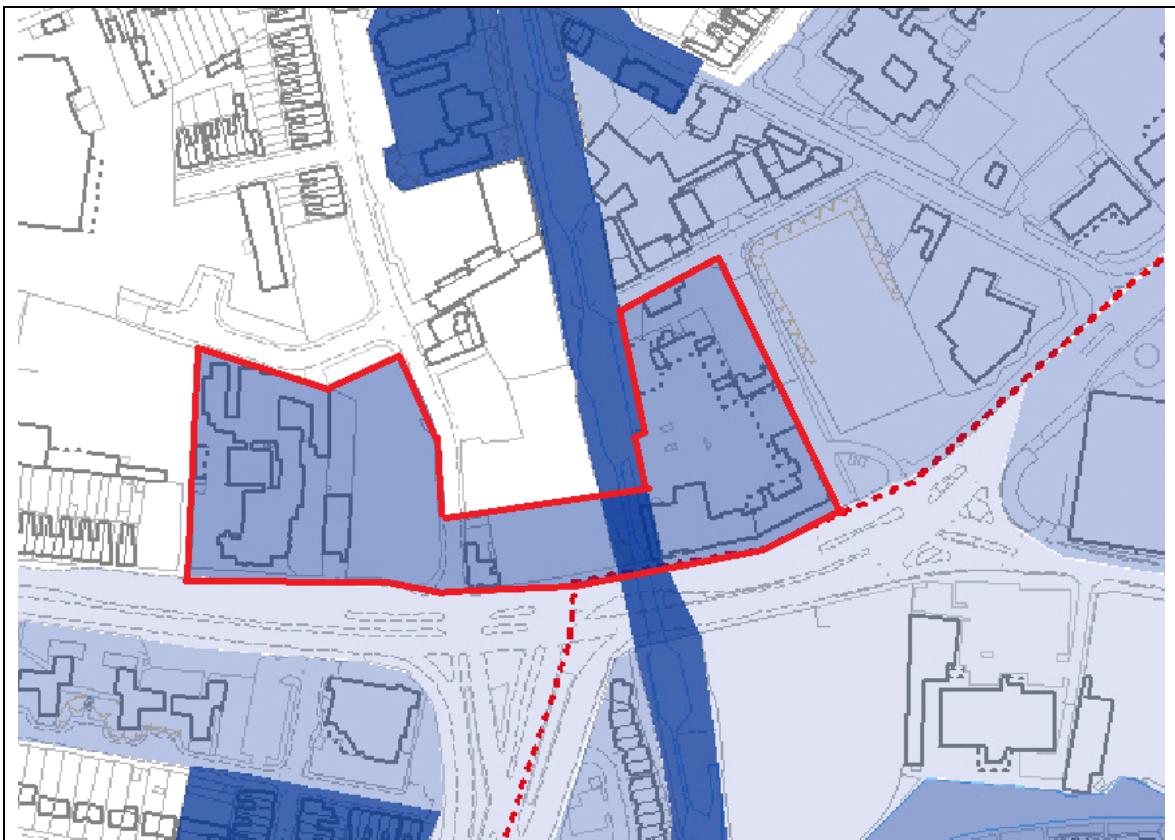
The eastern end of the area provides strong enclosure to this prominent artery into the town and offers positive urban design in its link and aspect down to the canal.

Map 1977

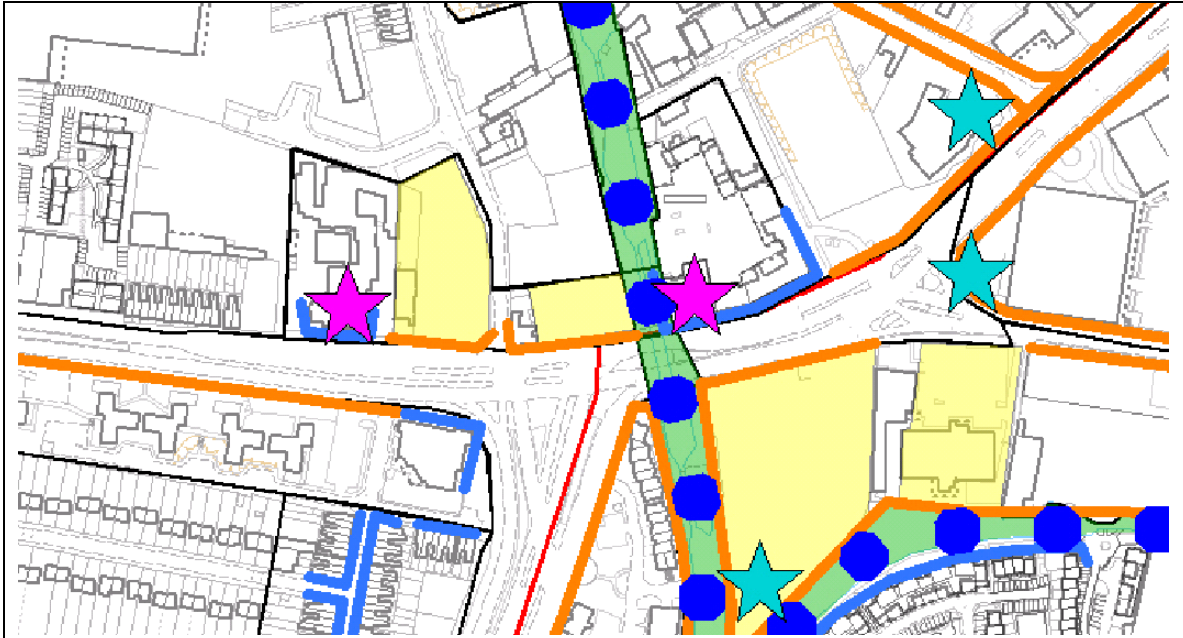


Sensitivity: 3

The area contains a number of 19th century buildings, some of which have been converted and redeveloped introducing an urban scale to the town centre. Whilst not formally listed, the flour mill is locally listed and along with the other 19th century buildings has a pedigree which make a positive contribution to the wider area.






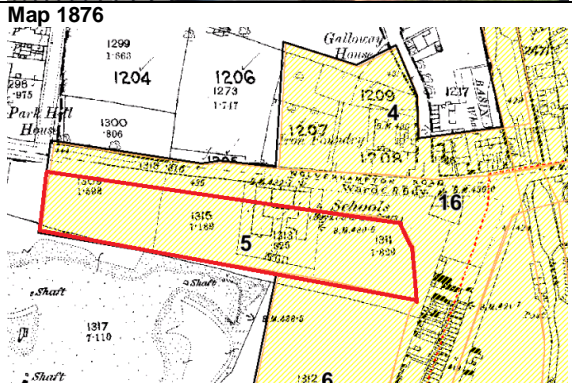
Capacity for change: There are a number of vacant sites that increase the capacity for change, the development of which would strengthen rather than prejudice the character of the area. Change there fore would be positively encouraged, subject to the retention of the existing buildings.

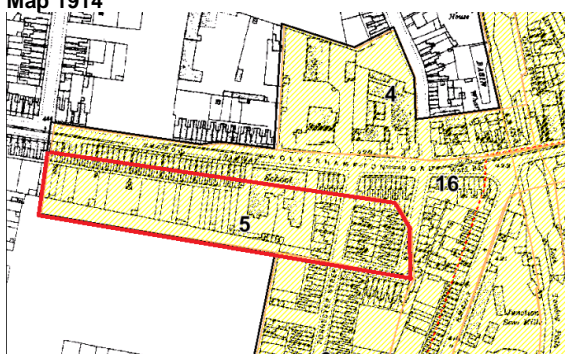



Opportunities: The development of sites to the west of the canal could strengthen the Wolverhampton Street frontage, enclosing this artery into the town centre. Buildings could extend up to the highway itself taking a strong lead from the flour mill development to the east side of the canal.

4.2.1.5 Checketts Street

<p>Character area: Canal Link - Checketts Street</p>	<p>Sub character area ref: CL5</p>
<p>HUCA: RS6</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>An area of housing redevelopment on a post war regeneration model. A sequence of tenement blocks handed in a standard model in open landscaping.</p> <p>To the eastern end of the area is a modern health centre building sat in car parking.</p> <p>To the north is the major arterial rout into the town centre from the west. This forms a major junction that continues down the east side of the character area, separating it from the town centre proper (CL16). This</p> <p>To the south are streets of traditional 19th century working class terrace housing (CL6).</p>	
<p>Building types:</p> <p>There are two standard building types:</p> <p>1: The tenements: Date to the early 1970's and comprise standard unit layouts, repeated and handed into three storey blocks. A brick structure punched with regular windows and spandrel panels connecting vertical alignments of principal windows. The structures are three limbed in plan form and have parapets concealing flat roofs.</p> <p>2: The health centre: Is a two-storey structure with an asymmetrical butterfly roof and expressed vertical stairwells.</p>	

<p>Connections and urban grain:</p> <p>The buildings are set back generously from Wolverhampton Street on a swath of rising topography. Access is separated from this thoroughfare, along a parallel access road, leading into designated parking courts for each residential building and for the health centre.</p> <p>The original open landscaping was designed along fluid Le Corbusarian principles, but is now subdivided with security railings around each block.</p>	
<p>Uses:</p> <p>The planned nature of the development has created a clear separation between residential use and other uses. The residential aspect comprises housing on a post war social model and consists of flats with shared internal access.</p> <p>The health care centre is separate and serves a community that extends beyond this immediate area.</p>	
<p>Predominant materials:</p> <p>Modern buff sand faced brick are used in the flats along with timber spandrels. There is limited hard landscaping around these buildings.</p> <p>The health centre uses a combination of red brick and metal and vertical timber cladding to express the form of the buildings different components.</p> <p>Tarmacadam is used extensively for access and parking across the entire area, with some retaining brick walling to the landscaping areas.</p>	
<p>Positive characteristics:</p> <p>The health centre comprises a building of moderate quality, with an independent personality and an effort to introduce a mix of well applied materials.</p> <p>An attractive swath of mature trees offering a pleasant green aspect.</p>	<p>Map 1876</p> 

<p>Negative characteristics:</p> <p>Buildings are too dispersed and set at too great a distance from the street, particularly on the approach to the Pleck Road – Wolverhampton Street junction. The access routes and parking areas are the dominant feature towards the principal aspect and diminish the strength of the built form.</p> <p>The health centre does not comprise sound urban design principles. The corner is not marked and the façades of the health centre does not counter this with animated activity or design.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>A prominent site on one of the main approaches into the town.</p>	<p>Map 1977</p> 
<p>Sensitivity: 4</p> <p>The area is not sensitive as it has lost the scale and nature of the wider area surround it and relates poorly to the main street and reflects little of the surrounding built form.</p>	




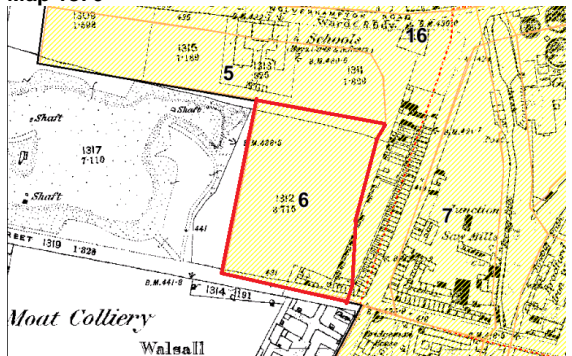
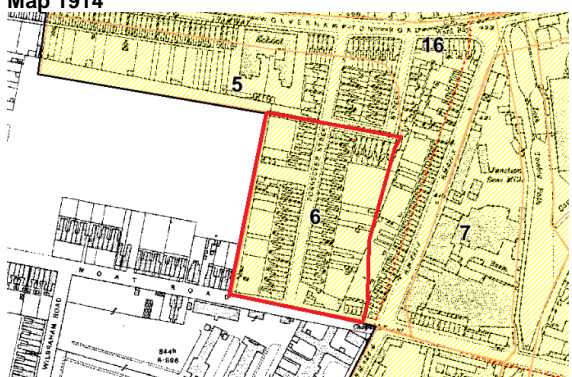

Capacity for change: There is little within this area that would need to be kept and therefore radical redevelopment could be entertained, although would not be actively encouraged.

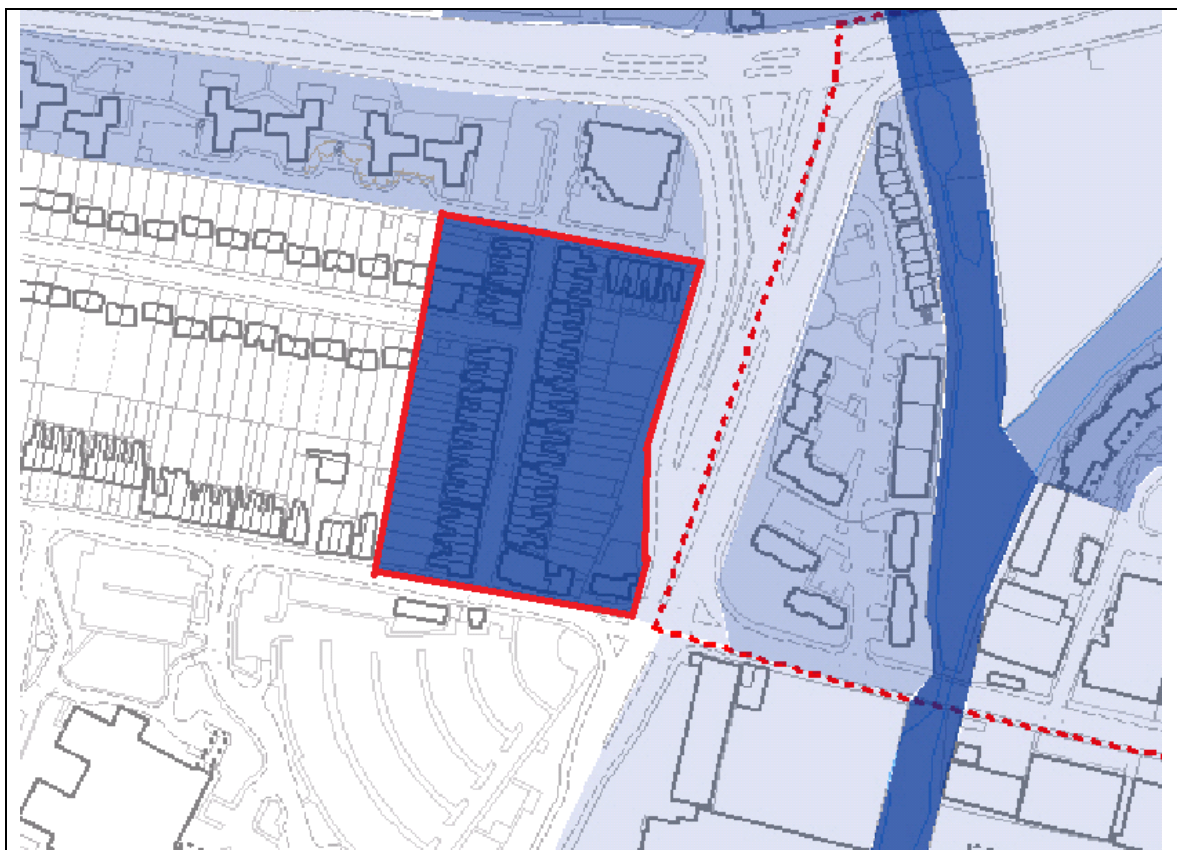


Opportunities: There are limited opportunities within this area other than in the open spaces between building or over areas currently used for car parking.

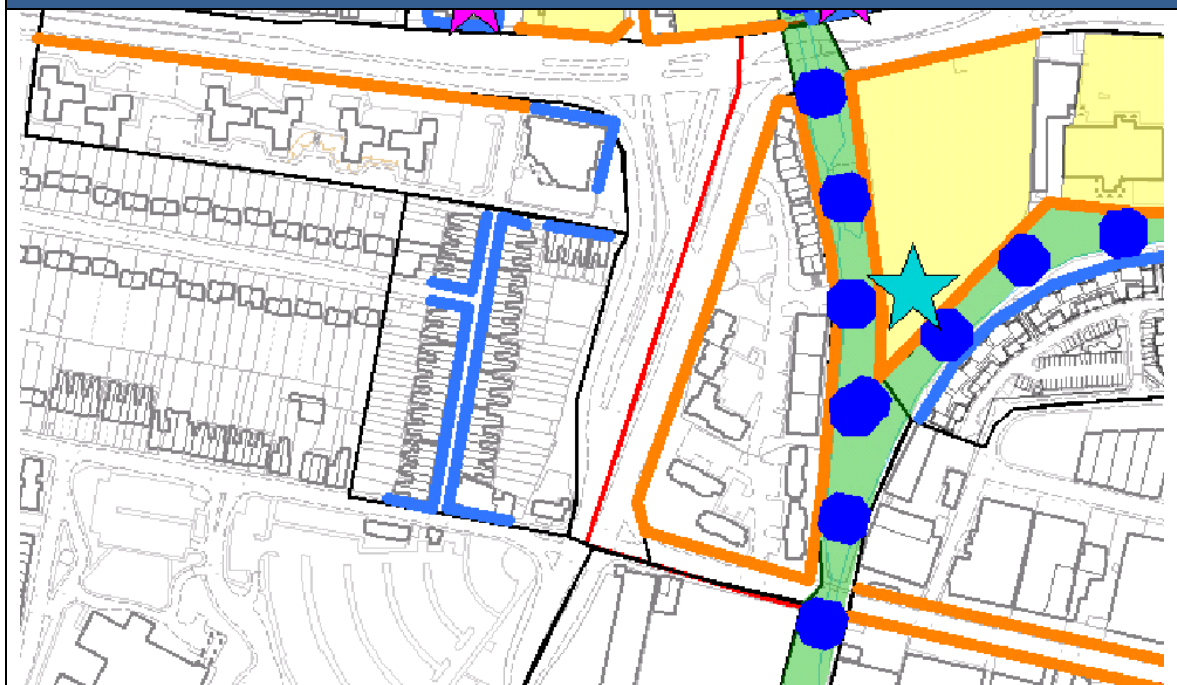
4.2.1.6 Forrester Street

<p>Character area: Canal Link – Forrester Street</p>	<p>Sub character area ref: CL6</p>
<p>HUCA: RS2</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>An area mainly characterised by late 19th century working class terrace housing forming an inner suburb of the town.</p> <p>The area is not extensive and is bounded by post war redevelopment and ring road widening to the north and east and later inter-war housing to the west. The hospital was located to the south and was contemporary to this area of housing, but was redeveloped to form the existing Manor Hospital.</p>	
<p>Building types:</p> <p>The majority of the area contains late 19th century back of pavement, two-storey, working class terrace housing. The houses are handed with outrigger paired to the rear. They replicate a similar model throughout with a single ground and first floor window to each property aligned along banding and under a continuous cornice, the length of the street.</p> <p>The frontage towards the hospital has been redeveloped in the latter part of the 20th century with two-storey building on a similar back of pavement model, but in the absence of the rhythm of bays and regular fenestration pattern of their earlier counterparts.</p>	
<p>Connections and urban grain:</p> <p>The area consists of a traditional grid iron of terrace streets (some of which are cul-de-sacs) arranged along a north-south, east-west alignment.</p> <p>The area is inward looking and is concealed by heavy landscaping along the eastern frontage, where the backs of houses are concealed behind a bank of maturing vegetation. The widening of Pleck Road (CL16) has segregated the area from the town centre.</p> <p>Access is solely from the south and provides access through to CL5.</p>	
<p>Uses:</p> <p>Predominantly modest family housing, in dispersed with small traditional convenience stores. The principle frontage towards the hospital is largely retail with a preference towards food and pharmacy.</p>	

<p>Predominant materials:</p> <p>Red pressed brick dressed with painted stone lintels and terracotta banding delivered a uniform and consistent appearance to these terrace streets, although this has been disrupted by the devaluing impact of render to some individual properties.</p> <p>Roofs are principally Welsh slate although replaced with concrete tile in some locations, with timber and plastic windows.</p> <p>The more recent buildings to the south are constructed of modern and render, which are not dissimilar to that of the order predecessors.</p>	
<p>Positive characteristics:</p> <p>The strong form and pattern of streets that deliver high density development and local sense of community.</p> <p>Strong modular rhythm of building bays that pace out the length of the street forming a sequence of doors and windows.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The inward facing character of the area, where the rear of buildings are visible overlooking the main prominent artery of Pleck Road.</p> <p>The change of density from tightly knit inner suburban streets to the open piece of infrastructure of CL16 (Pleck Road).</p> <p>Poor quality of architecture along the southern aspect, which encloses the development face around the hospital (itself a significant destination in the town).</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The area retains the characteristics of a traditional working class residential neighbourhood, complete with local shops and services.</p> <p>The sustainable density of housing and proximity to the town centre.</p>	<p>Map 1977</p> 
<p>Sensitivity: 1</p> <p>The area retains its original late 19th century housing and urban street form. All buildings are in use and a sense of community has survived.</p>	

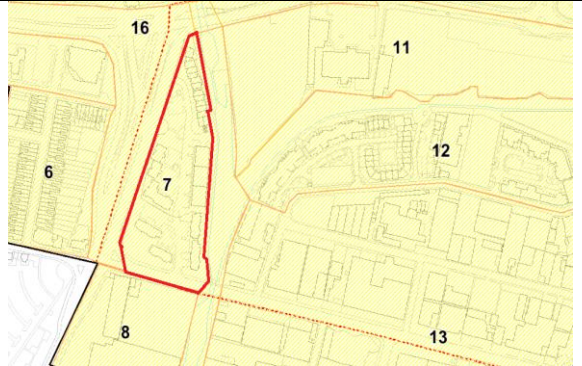







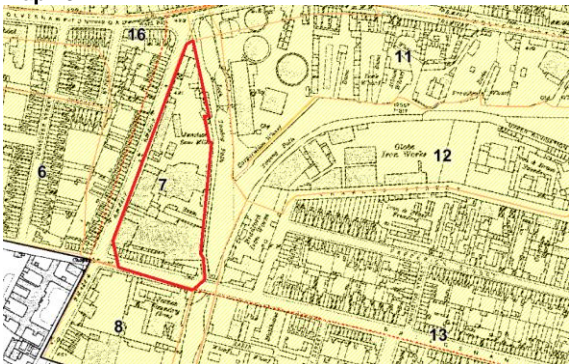
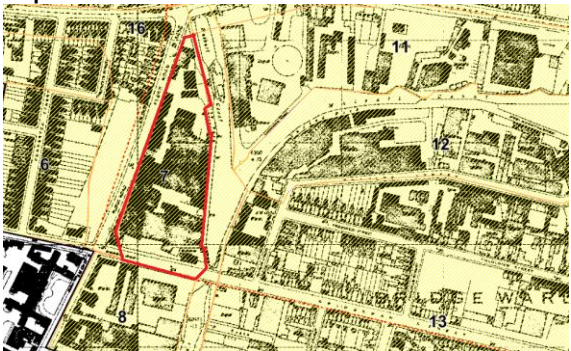
Capacity for change: There is no real capacity for change other than incremental replacement of the poor quality buildings along Moat Road.



Opportunities: There are no real opportunities within this area.

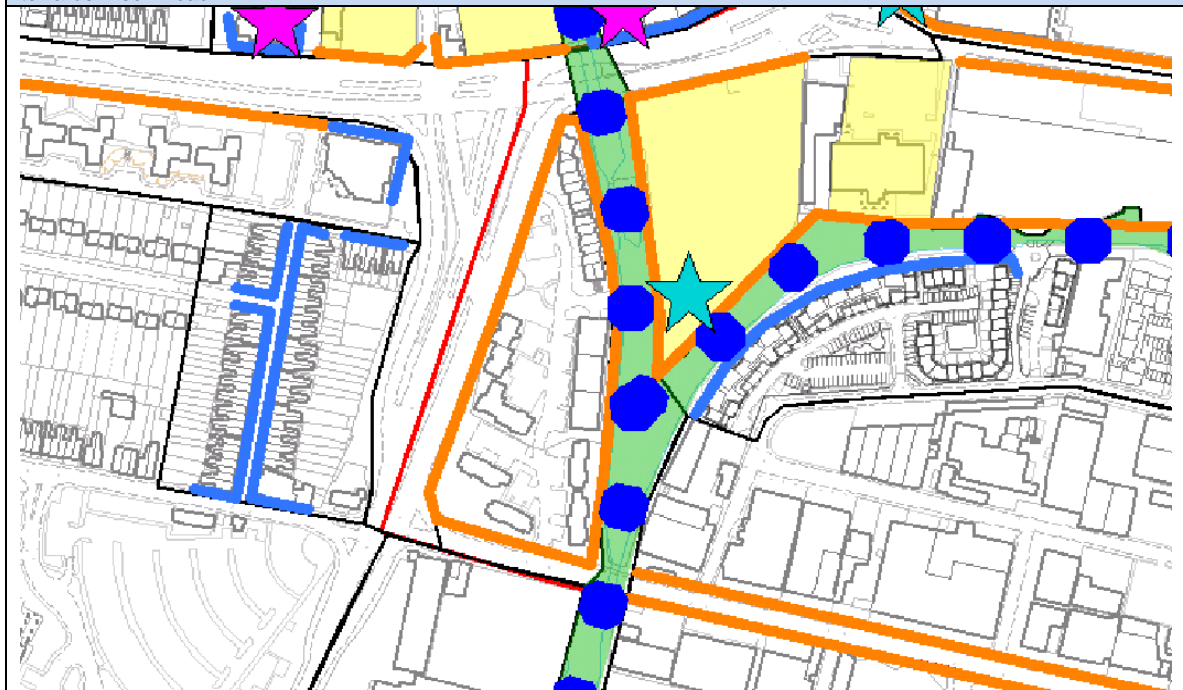
4.2.1.7 Waterfront Way

<p>Character area: Canal Link – Waterfront Way</p>	<p>Sub character area ref: CL7</p>
<p>HUCA: RS11</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A gated modern community located along the western side of the canal, at the head of the junction with 'Town Link'. The development is surrounded by major arteries on its remaining three sides, The ring road (Wolverhampton Street and Pleck Road junction to the north and east (CL16) and Bridgeman Street to the south.</p> <p>The character area comprises two phases of development, but shares a discrete section of the town.</p>	
<p>Building types:</p> <p>An attempt has been made to introduce a diverse range of building types and forms.</p> <p>The earlier phase of development is three-stories in height and comprises a series of steep units with very steep dormered roofs over oriel windows.</p> <p>The later phase comprises a mix of later post modernist architecture with blind arch motifs, canted bays and gablets, arranged around string courses and brick banding.</p>	
<p>Connections and urban grain:</p> <p>The site is entirely disconnected from the surrounding area and is contained within railings and high walling. Access (both pedestrian and vehicular is gated).</p> <p>Built form is arranged irregularly in rows and blocks with no relationship to streets, but rather a sequence of connected parking courts arranged in organic 'closes'.</p> <p>The buildings are arranged in a saw tooth alignment to the west (overlooking Pleck Road) and in a north-south alignment to the east (overlooking the canal).</p>	
<p>Uses:</p> <p>The entire area is residential and comprises a mix of apartments and town houses. Whilst there is great variety between individual units, they function as a single inspirational community.</p>	

<p>Predominant materials:</p> <p>A wide variety of brickwork ranging from brown, red, pink, buff and blue brick. Applied to form architectural detailing, but not referencing historic precedent.</p> <p>Small areas of render to deliver vertical emphasis.</p> <p>Roofs a clad in tiles at a variety of pitches and form timber gables.</p>	
<p>Positive characteristics:</p> <p>Positive steer of delivering dense residential development in the town centre.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>Poor relationship to surrounding areas due to use of the gated estate model. The area is insular and disconnected.</p> <p>The buildings have a relationship of sorts to the canal, but the separation, elevation and jumbled form fails to create that intimate and direct relationship between the canal and the enclosing built form.</p> <p>The architectural language used is synthetic and ungrounded in architectural tradition or dynamism.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The area provides some surveillance over the canal at a scale that encloses it and delivers dense residential living in the town centre.</p>	<p>Map 1977</p> 
<p>Sensitivity: 4</p> <p>The area comprises poor quality urban design and architecture which does not contribute positively to the character of the town and therefore lacks sensitivity.</p>	

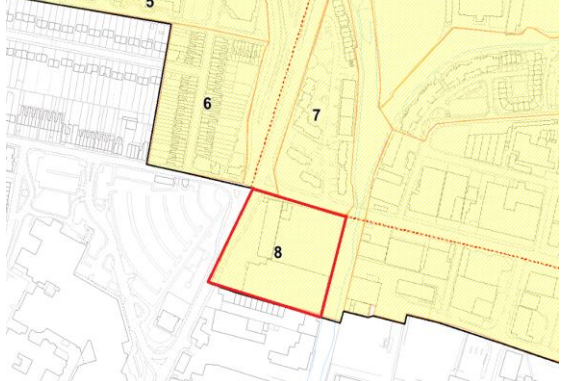






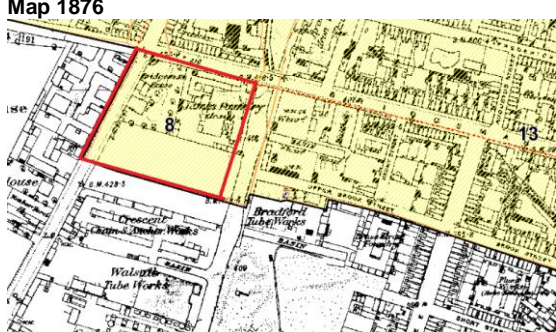
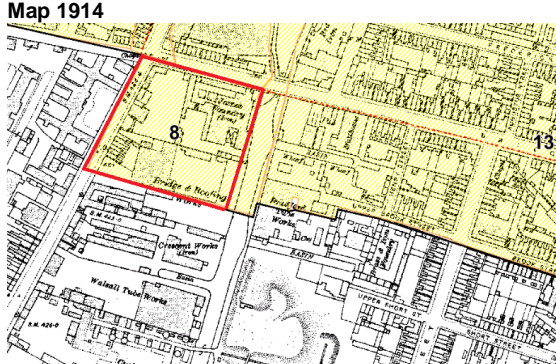
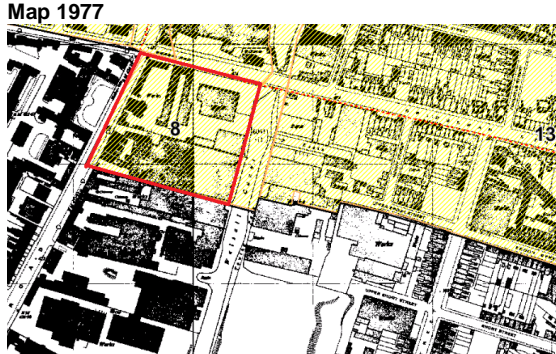
Capacity for change: There is a high level of capacity for change, either comprehensively through the clearance of buildings and complete redevelopment forming stronger blocks that define the plot or through refurbishment that strengthens the plot form and redresses the architectural style and form of these buildings. This is particularly important towards Pleck Road.

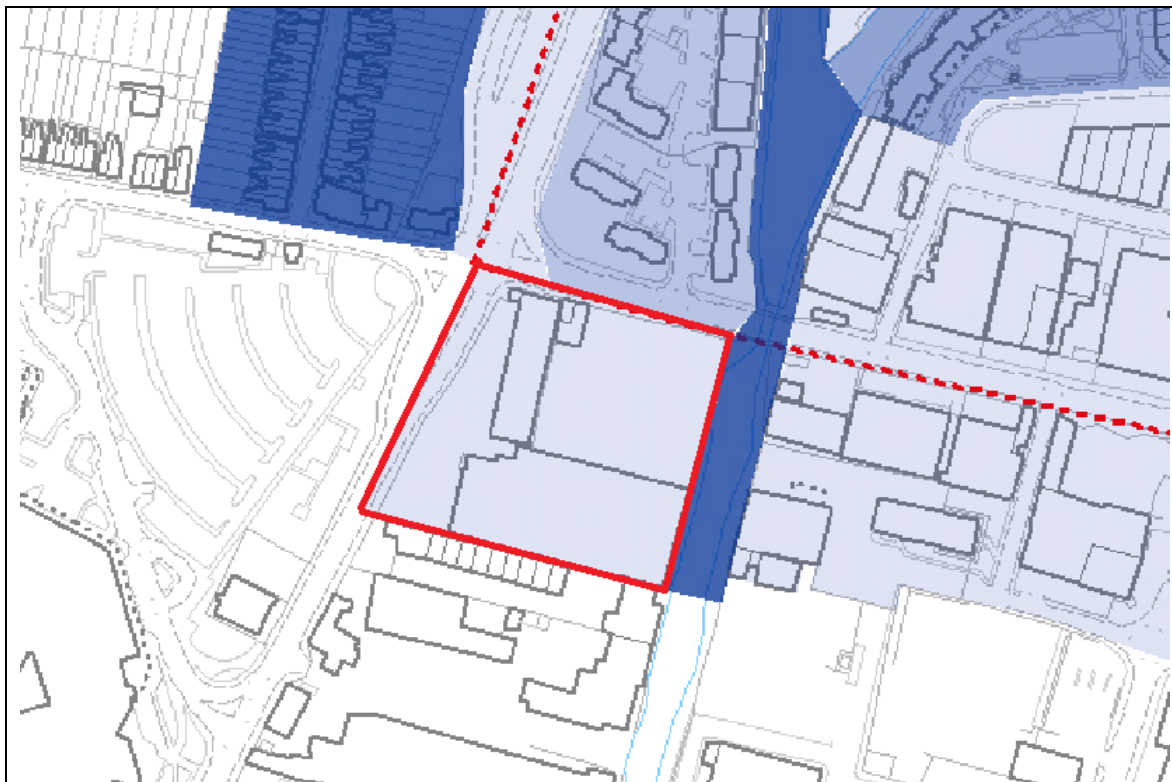


Opportunities: There are limited opportunities other than with the management agency to improve the appearance of the area.

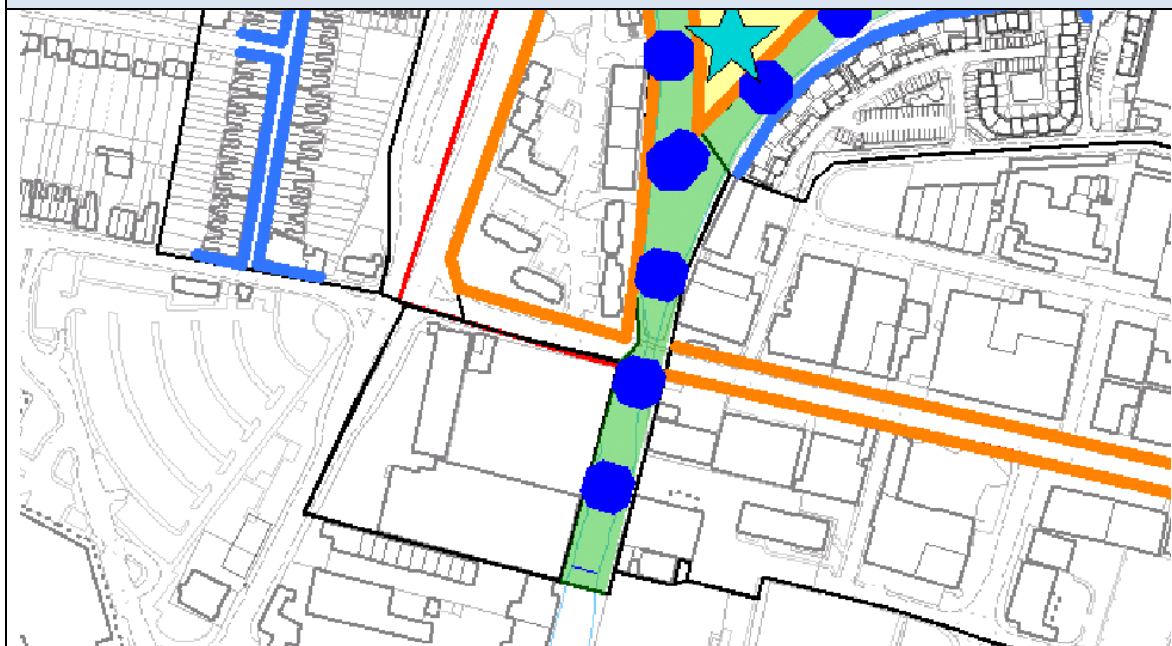
4.2.1.8 Pleck Road

<p>Character area: Canal Link – Pleck Road</p>	<p>Sub character area ref: CL8</p>
<p>HUCA: IN4</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>An industrial complex on the corner of a major traffic intersection on the edge of the town centre. The site has an affinity with the land uses and scale of development that extends to the south (along the eastern side of Pleck Road) and to the far side of the canal. To the canal forms a very clear division in the townscape in this location and gives a clear separation from the wider stretch of Bridgeman Street.</p> <p>The relationship of this site to land to the north and west is a greater contrast, with housing (CL7) to the north and the hospital to the west.</p>	
<p>Building types:</p> <p>The site comprises a mix of converted late 19th century and early 20th century warehousing and modern industrial sheds.</p> <p>Built for is either a deck height warehouse or a more conventional two-storey office building.</p> <p>The scale of operations have resulted in large modern sheds of a high-bay warehouse type.</p>	
<p>Connections and urban grain:</p> <p>Older buildings towards the canal have been demolished save their street facing walls which have been retained for site enclosure. Vehicular access is through former gate accesses into the site.</p> <p>The Pleck Road frontage has been redeveloped with building set in from the boundary. This end of the site is primarily accessed with vehicles through modern boundary railings into service yards visible from the street.</p>	
<p>Uses:</p> <p>Industrial manufacturing/ storage and distribution is the broad activity of the Pleck Road frontage and the high-bay warehouse doors are visible to the street.</p> <p>The older site to the rear comprises principally cleared land for recycling purposes.</p>	

<p>Predominant materials:</p> <p>The older buildings are constructed in a variety of 19th century and reclaimed and common brick. New windows are punched through and low asbestos sheeting to roofs is used.</p> <p>The modern sheds have brick bases and the remaining frames are covered in modern composite thermo cladding, employing more vivid colours.</p>	
<p>Positive characteristics:</p> <p>Development on Bridgeman Street is enclosed at back of pavement.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>Modern buildings are inset within the site and formed round service yards. Boundary enclosure to Pleck Road exposes the industrial process to this important artery to the side of the town.</p> <p>Older buildings have been substantially lost or significantly damaged through poor quality redevelopment. Modern buildings have gaudy cladding that does not reflect the characteristics of a town or edge of town centre location.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>An important site marking a gateway entrance into the town at a major crossroads and marking the crossing point of the canal.</p>	<p>Map 1977</p> 
<p>Sensitivity: 5</p> <p>The area retains trace aspects of its historic development and the current development on the site is of no architectural or townscape merit.</p>	




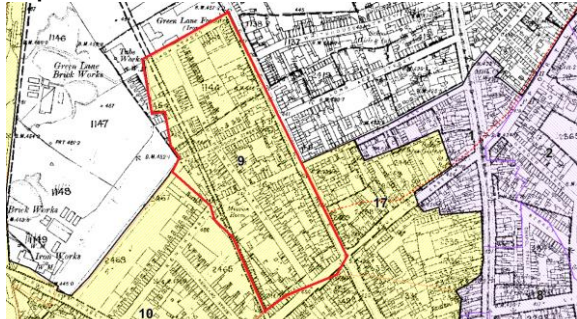
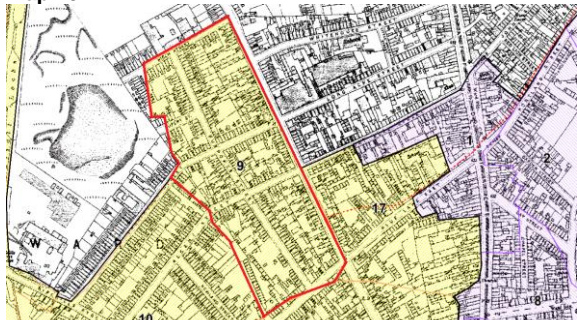
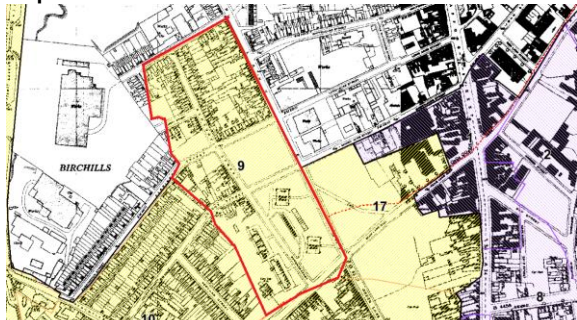
Capacity for change: There is significant capacity for change as the site contributes poorly to all frontages. A significant scale of change could be entertained.

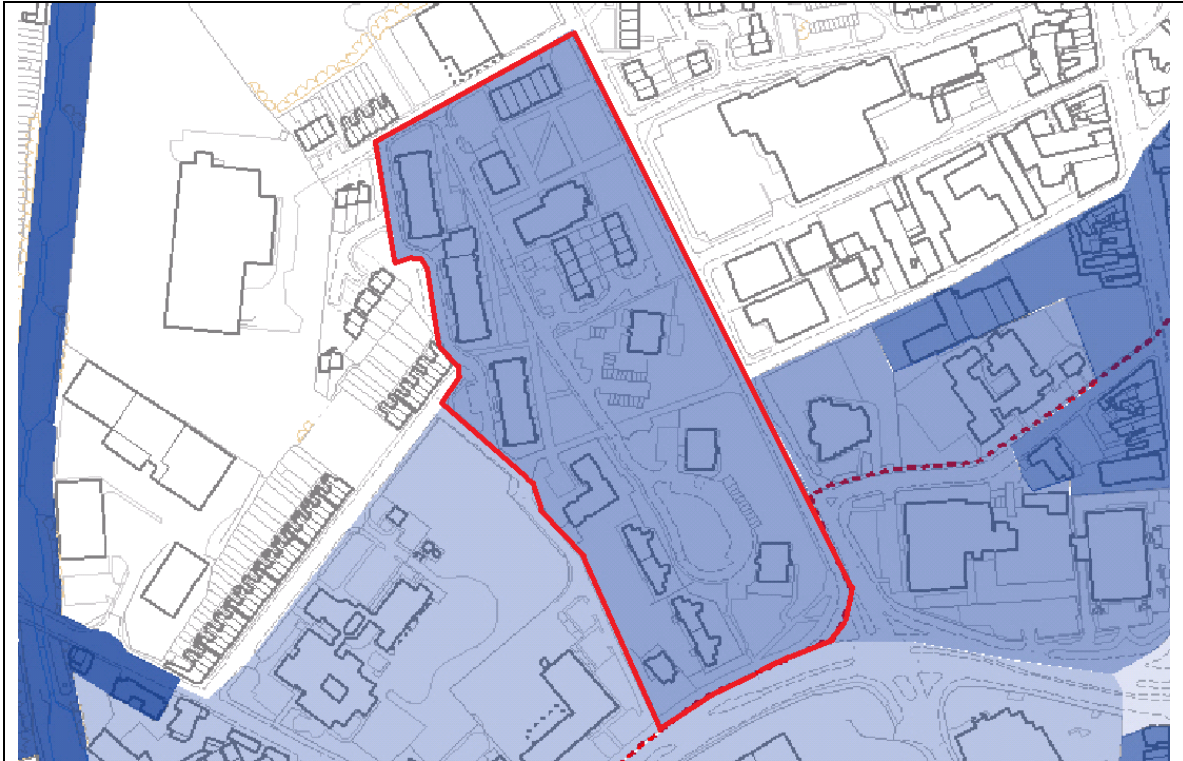


Opportunities: As the site is currently occupied, redevelopment would not be actively pursued, however comprehensive redevelopment would be supported but this would need to replicate the scale of the existing buildings at the very least and deliver strong building frontages on both road frontages and also towards the canal.

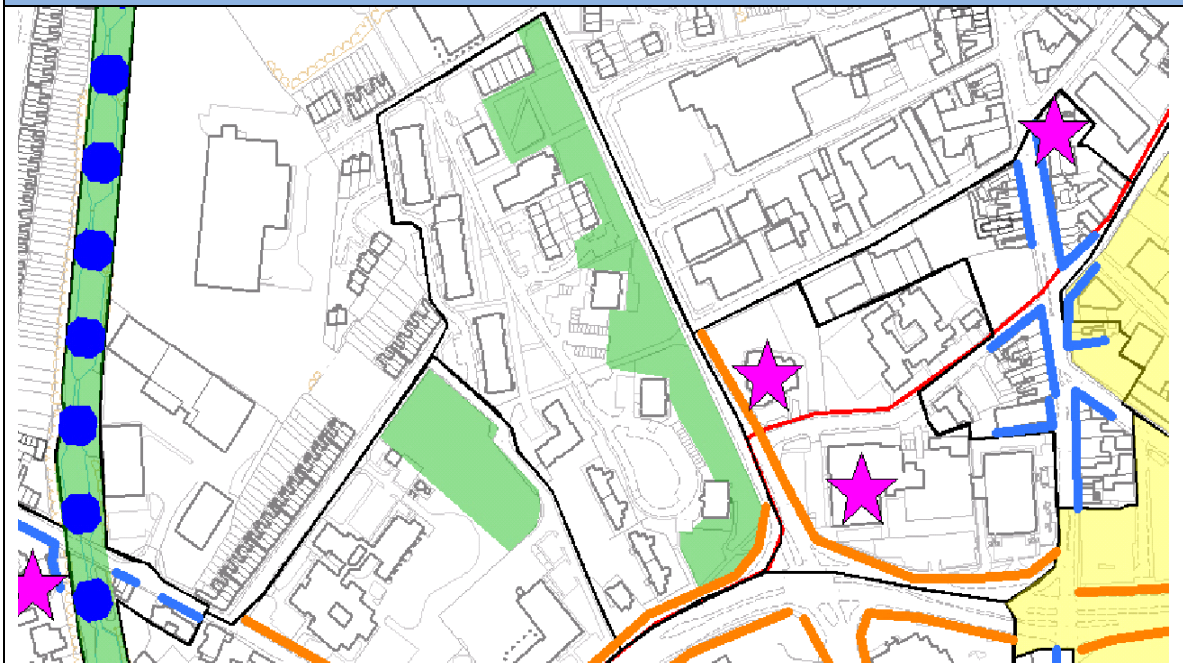
4.2.1.9 Green Lane Estate

<p>Character area: Canal Link – Green Lane Estate</p>	<p>Sub character area ref: CL9</p>
<p>HUCA: RS6</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A large swath of land north of the town centre, directly north of the ring road. The area was redeveloped during the post war era and is a discrete estate that relates to the delivery of a series of civic building to the east.</p> <p>There is an east-west split, with high rise residences to towards Green Lane, with other community facilities occupying the area towards Birchills Street.</p>	
<p>Building types:</p> <p>There are a series of tower blocks and substantial tenement buildings along the Green Lane frontage with later smaller housing infill development.</p> <p>The tower blocks are of a repeat system build model from the post war era and are largely duplicates of the same model, seen throughout this area and other areas in the town (see Paddock Lane - Chuckery and Arboretum).</p> <p>A number of garage courts also sit within the wider landscaping and are a dominant building form in the area.</p>	
<p>Connections and urban grain:</p> <p>The area is based on a Le Corbusarian post war model of comprehensive redevelopment and formation of a high rise neighbourhood set in parkland. The arrangement here sets the tower blocks in smaller groups of two or three, arranged in rows, often repeated along an angled aspect towards the street.</p> <p>The streets are less abstract and feed off of a single main access road and link to parking courts and garage bays.</p> <p>The landscaping in the area has matured and comprises large well established trees that compliment the scale of the buildings.</p>	
<p>Uses:</p> <p>The area is exclusively residential and follows the post war planning model of zoning the city. The majority of properties are flats, although a small amount of more modern housing now exists.</p> <p>Due to the design of buildings, the majority of the flats will be of a similar size and bedroom number.</p>	

<p>Predominant materials:</p> <p>The tower block are constructed from reinforced concrete frames and floor plates which are expressed on the principal elevations. The floors are in filled with yellow sand faced brick and glazing. Projecting balconies are arranged in vertical alignments and are formed as an integral component of the floor plate and topped with steel and glass balustrades.</p> <p>The framing envelope that extends to the flans are clad in concrete panels arranged in rows and occasionally punched with pairs of windows. Tenements are of a similar design, but instead of the concrete frame, simple brick envelope is used.</p>	
<p>Positive characteristics:</p> <p>The area has a strong consistent appearance with a dominant rhythmic formation formed through the repeat positioning of these large orthogonal buildings.</p> <p>The use of hedging and trees has resulted in a mature green landscape that juxtaposes with the built form.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The building material are weathering and aging badly in some areas and poor quality materials have been used in the renovations of the buildings over the years including plastic windows.</p> <p>Unsightly railings (some of which are in bright garish colours that are not reflected in the quality and design of the railings themselves) have subdivided up the landscape and cause a significant degree of visual harm.</p> <p>Parking courts dominate the landscaping and disrupt its use.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>A good example of post war planning and architecture that compliment the setting of the police station and Church of St. Patrick's on the opposite side of Green Lane.</p>	<p>Map 1977</p> 
<p>Sensitivity: 3</p> <p>The built form that covers most of this area is prominent over the town and defines an established community. The modernist architecture is of sound design, but not necessarily considered important.</p>	

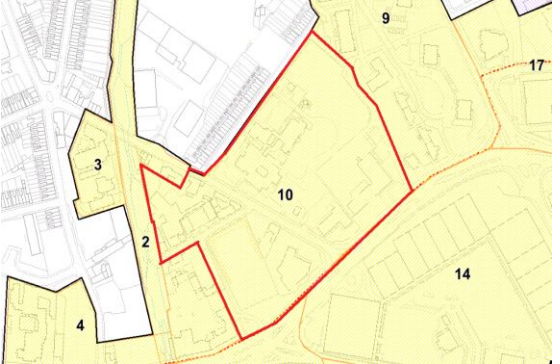







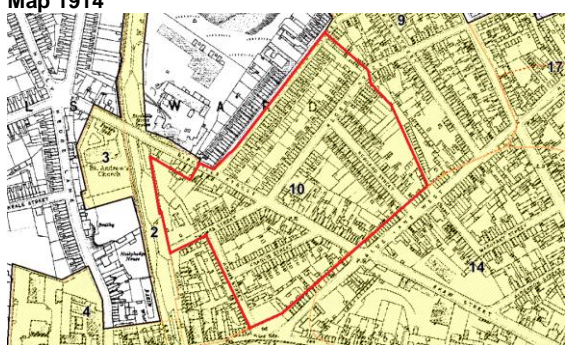
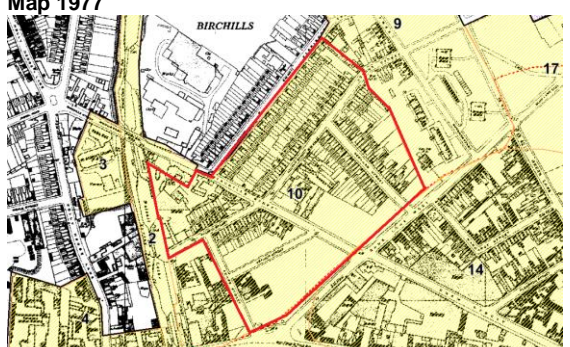
Capacity for change: The area could change without demonstrable harm. This could either be through further development in the landscape, re-cladding of the buildings, or comprehensive redevelopment of the area.

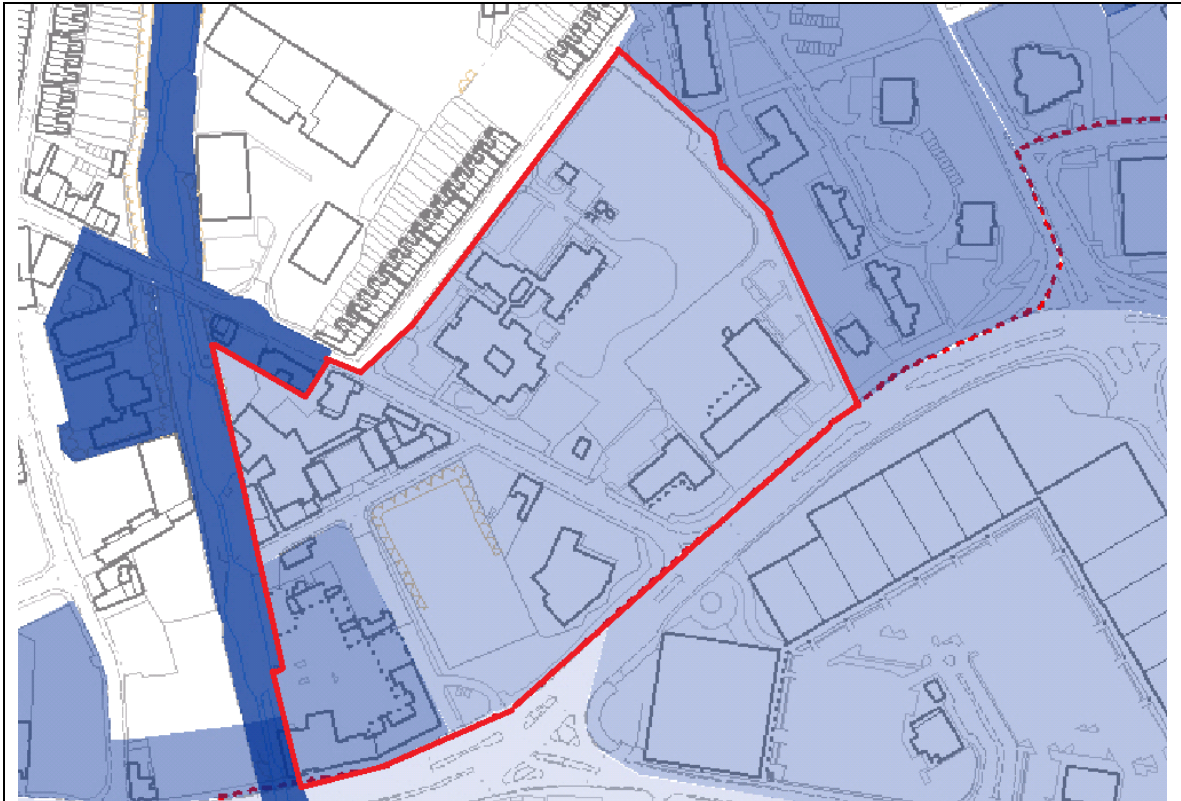


Opportunities: None present themselves at present, however additional buildings should respect the parkland open-planned character and be of a confident scale, where as redevelopment opportunities should seek to lower the scale of development and develop a strong edge towards Wolverhampton Street (ring road).

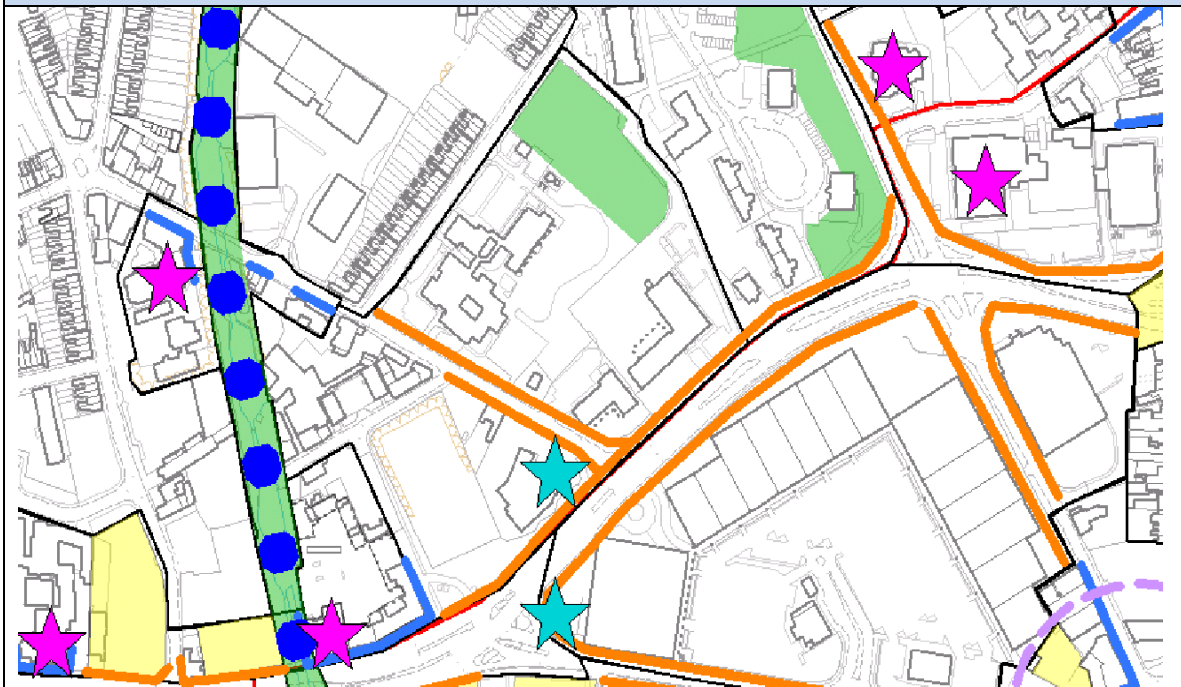
4.2.1.10 Birchills Street

<p>Character area: Canal Link – Birchills Street</p>	<p>Sub character area ref: CL10</p>
<p>HUCA: MX2</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A prominent swath of land fronting the main arterial route of the northern stretch of ring road. The area bears no relationship with land to the north, east or south, but fuses with the similarly poorly planned area to the west (beyond the canal).</p> <p>A series of ad hoc buildings designed during different periods and performing differing roles. Individual sites are large and set within their own landscaping and have their own access.</p>	
<p>Building types:</p> <p>There is no predominant building type due to the vast array of uses including the fire station, places of worship, schools, factories and small industrial units.</p> <p>The majority of buildings date to the 1960's to the present day and consist of steel frame system build sheds and clad structures.</p> <p>Most buildings are either high bay warehouses or two-storey structures with large dominant roofs and (other than the mosque) simple profiles.</p>	
<p>Connections and urban grain:</p> <p>Buildings sit within large plots, with service areas, parking areas and apron forecourts dominating their setting. Landscaping is predominantly hard (paved) and fenced.</p> <p>The relationship between buildings is unplanned and is typical for an area that has been developed piecemeal over the last four decades.</p> <p>The railings that divide sites are the most prominent feature in this townscape and line the back of pavements and segregate buildings from the street in many circumstances.</p>	
<p>Uses:</p> <p>There are no main uses, although it residential is absent. The area contains a fire station, officer and industrial units of various sizes, a mosque, a school and other small commercial remises.</p> <p>There is no cohesion between these uses and they often face away from one another and hidden behind fencing, or in the case of the mosque behind large advertisement bill boards.</p>	

<p>Predominant materials:</p> <p>Due to the ad hoc development of the area there are no predominant materials. Brick, concrete block work, modern cladding and metal sheeting are common, but there is no synergy between these materials, with a range a materials often competing.</p> <p>Largely materials are of a poor quality and finished in a basic and functional way. There is little sophistication in the application of materials which has a significant impact on the appearance of the buildings.</p>	
<p>Positive characteristics:</p> <p>There is a vibrant mix of uses that ensures this peripheral site on the edge of the town centre is busy throughout the day. There is a fusion of cultures and due to the school and mosque a good mix of family groups of all ages.</p> <p>There is a general high standard of maintenance of most buildings.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The unplanned nature of the area has resulted in a mix of ad hoc buildings of poor quality with weak relationships.</p> <p>Builds site in isolation of one another and are dominated by access and servicing arrangements as well as fencing.</p> <p>Building designs are of a very low quality, and this is heightened by the use of poor quality materials and utilitarian designs.</p> <p>The frontage to the ring road is particularly weak and comprises fencing, billboards and forcourts.</p>	<p>Map 1914</p> 
<p>Statement of significance</p> <p>The site occupies a prominent section of the towns ring road and overlooks a particularly prominent section where visitors from the west branch off into the town.</p>	<p>Map 1977</p> 
<p>Sensitivity: 4</p> <p>The area retains very little of built merit that holds together as a townscape and therefore is not considered to be sensitive. There are a number of religious and educational buildings that contribute positively and these should be retained as part of a diverse landscape.</p>	

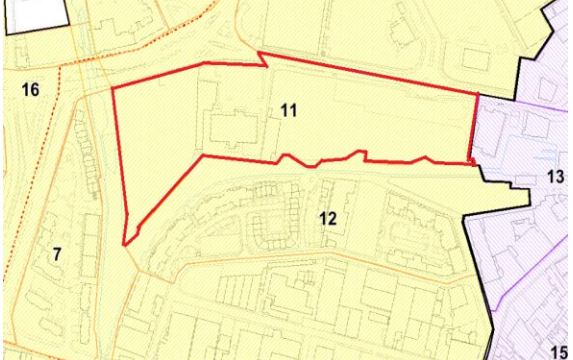






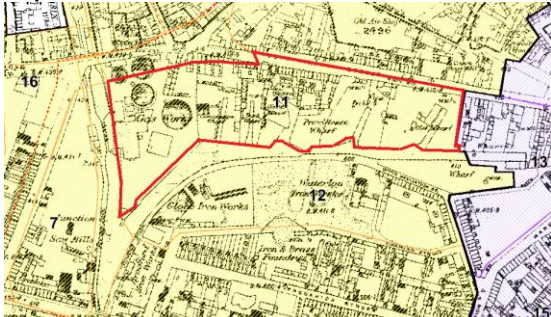
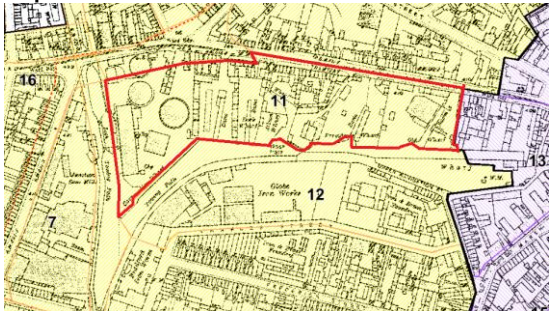

Capacity for change: None of the built form within this landscape is of significant value and therefore could be changed subject to retaining the uses.

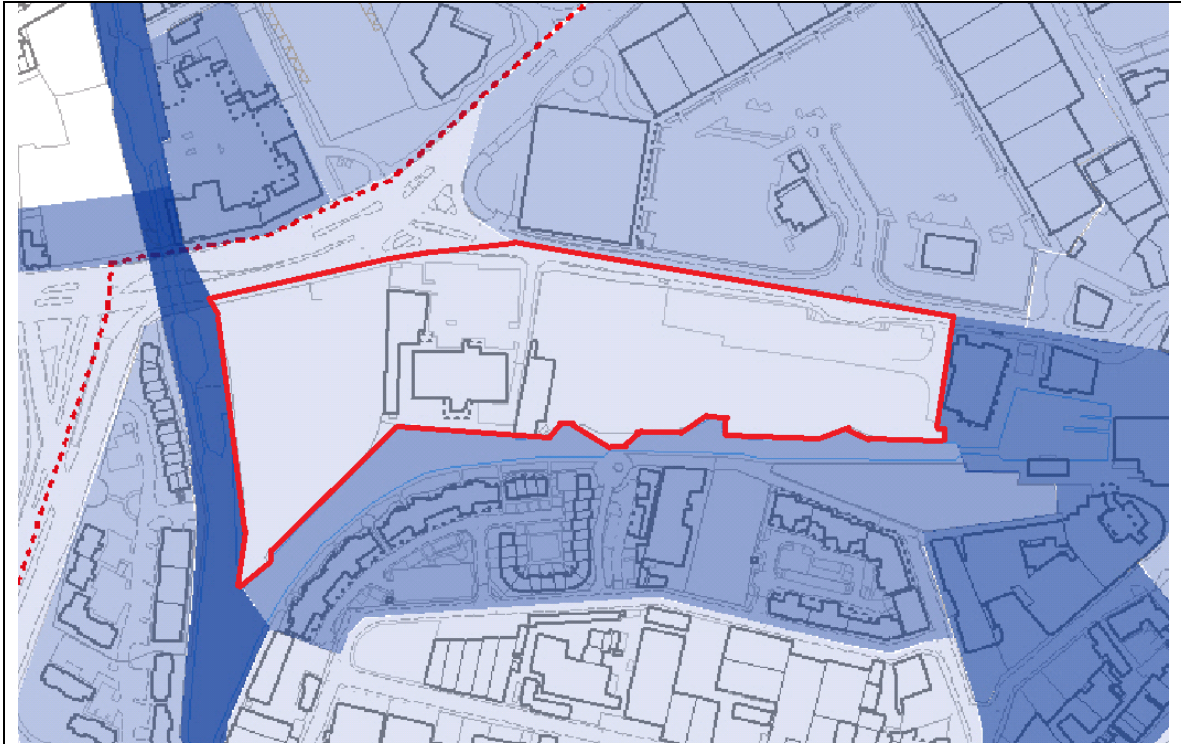


Opportunities: There are significant opportunities to increase density and develop buildings with stronger frontages onto the surrounding highways, particularly onto Blue Lane West. There is an opportunity to deliver a landmark on the corner of the junction into Birchills street as part of the mosque.

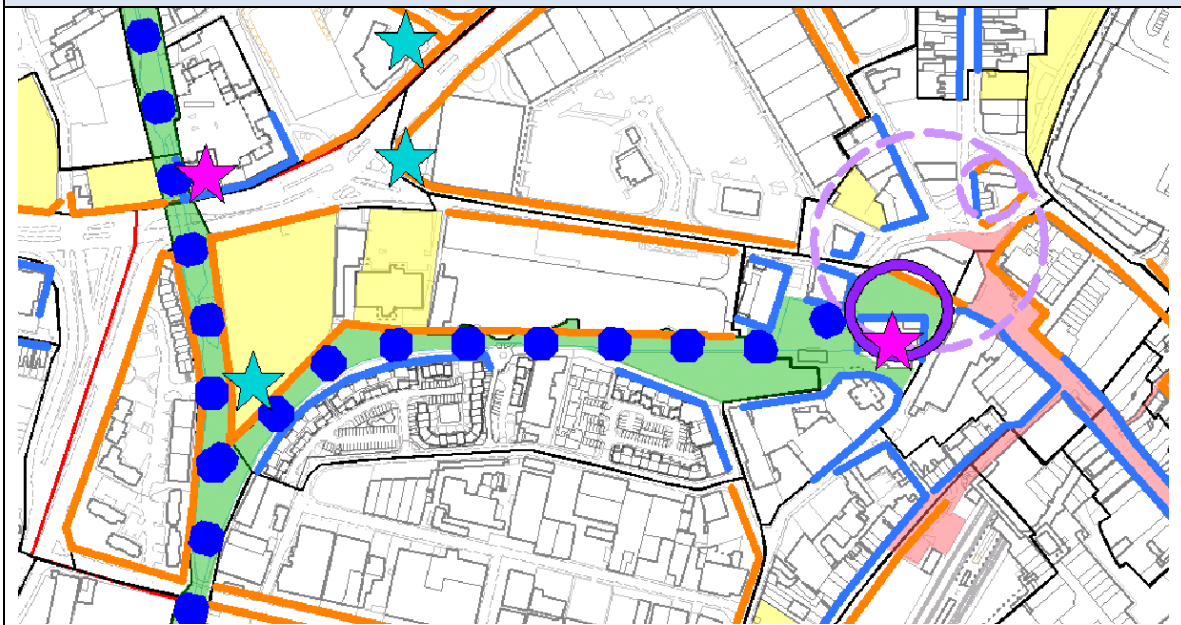
4.2.1.11 Waterfront North

<p>Character area: Canal Link – Waterfront North</p>	<p>Sub character area ref: CL11</p>
<p>HUCA: RE5</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A prominent section of land close to the regenerated waterfront area of the town centre. An area that is import to the setting of the New Art Gallery and the canal link into the town.</p>	
<p>Building types:</p> <p>There are few buildings that survive in this area. There is both a modern shed structure and a traditional industrial building. Both are of modest proportions of only two-storeys in height.</p> <p>The industrial and commercial nature of these buildings has resulted in them being of modest design with few windows on long flanking elevations, now exposed due to the surrounding cleared land.</p>	
<p>Connections and urban grain:</p> <p>The dominant feature in the landscape in the canal link along the southern side of the area which provided wharfs, now lost.</p> <p>There are no streets that enter the site, only access and parking to the two buildings that still stand.</p> <p>The cleared land is the dominant feature that remains.</p>	
<p>Uses:</p> <p>Much of the site no longer has any use, due to it being cleared of buildings and hoarded off.</p> <p>A large swath of cleared land now hosts an open surface level car park.</p> <p>Commercial offices operate out of one of the two buildings that remain, the other is a vacant commercial building.</p>	

<p>Predominant materials:</p> <p>The historic building is constructed using the local tradition of stripped red and blue brick banding and roofed in Welsh slate.</p> <p>The modern building is clad in a composite metal cladding system with a large glazed opening towards the canal.</p>	
<p>Positive characteristics:</p> <p>The relationship towards the canal is an important positive aspect of this area and contributes significantly to the view of the New Art Gallery.</p> <p>The construction of a modern unit which has a frontage onto the canal, making this southerly aspect its principle elevation.</p> <p>The retention of a traditional brick built industrial building on the site.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The loss of most buildings on the site has harmed the character of this area that once held a dynamic mix of traditional industries that related to the canal. The failure to redevelop the site comprehensively and the use of a significant swath of it as surface level car parking.</p>	<p>Map 1914</p> 
<p>Statement of significance</p>	<p>Map 1977</p> 
<p>Sensitivity: 5</p> <p>The area has lost all but one original 19th century building that relates to the canal (marking the areas southern boundary). The urban grain has been eradicated as has any reference to plot formation and scale of development.</p>	


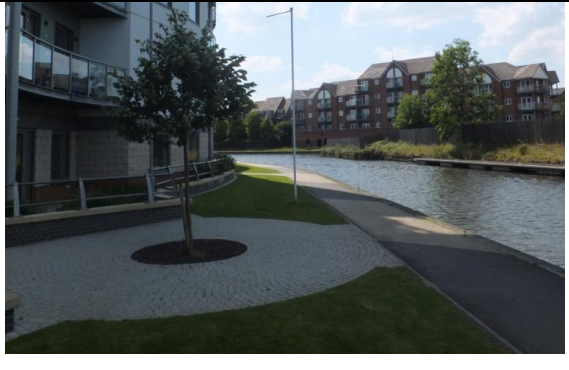




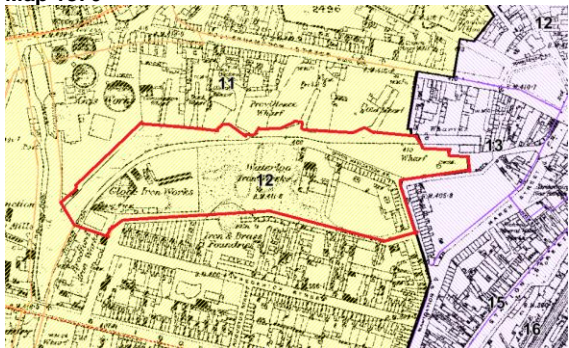
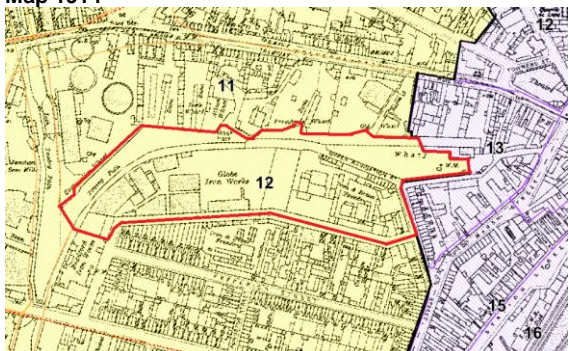

Capacity for change: This one retained building is a traditional works building requires new development around it. It can tolerate development on both sides of it to a significant scale to reinstate the urban character of the canal as it progresses into the town centre.

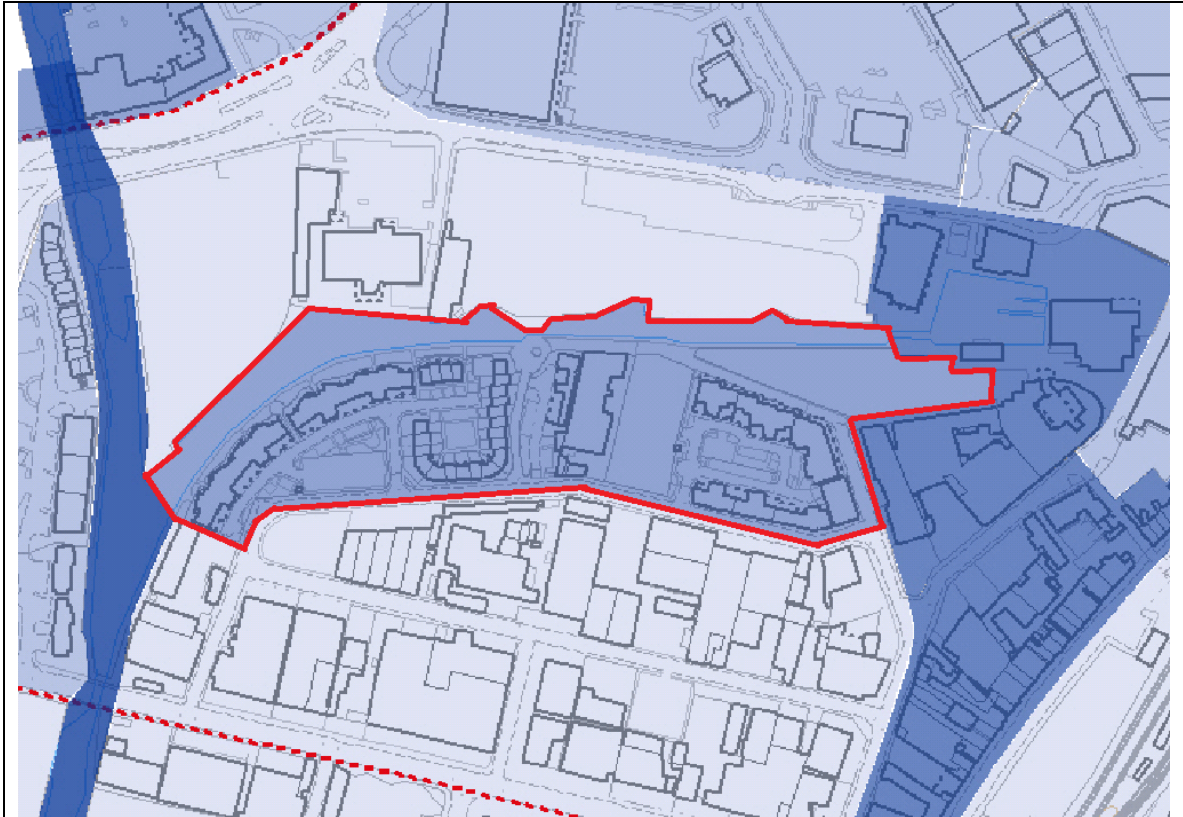


Opportunities: There are opportunities to deliver built form around the junction of the Walsall Canal which provides a strong edge to both waterfront frontages and the ring road. The junction could also benefit from a landmark to act as an eye-catcher on the approach north up the canal as well as down the 'town spur' from the New Art Gallery.

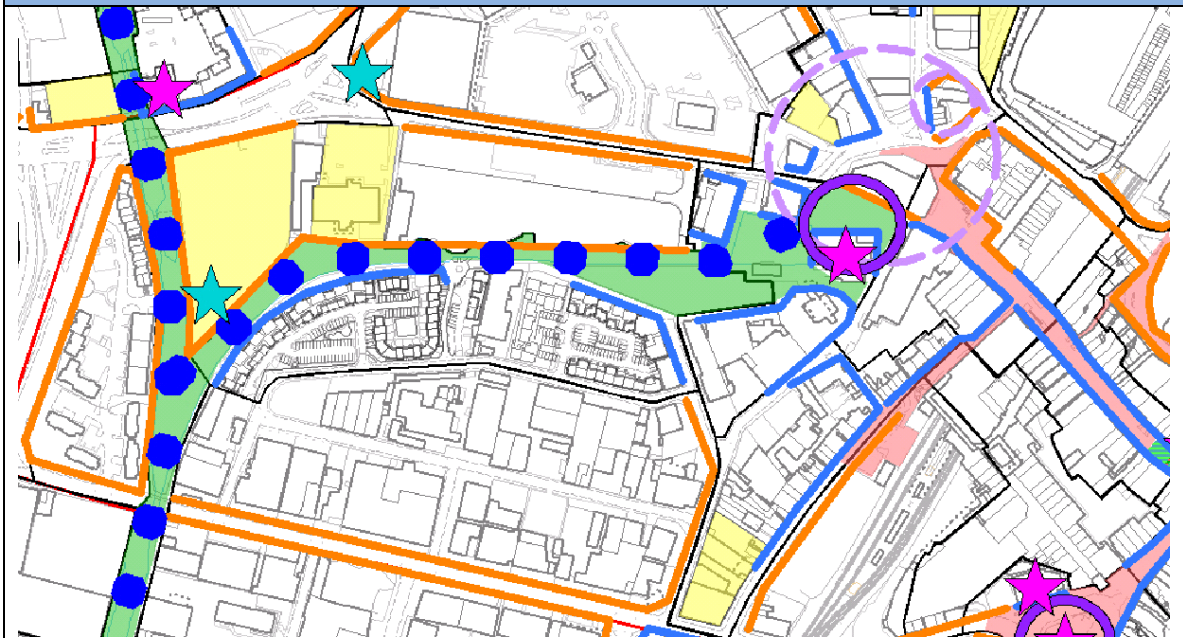
4.2.1.12 Waterfront South

<p>Character area: Canal Link – Waterfront South</p>	<p>Sub character area ref: CL12</p>
<p>HUCA: RS11</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A prominent strip of land fronting the canal link into the town and providing a setting to the New Art Gallery align this key view towards it. This is the gateway into the town from the extensive West Midlands canal network.</p> <p>The site is largely redeveloped to provide high density apartments and is now a prominent section of townscape overlooking the canal.</p>	
<p>Building types:</p> <p>A mix of modern apartments of varying tenure and size. The blocks are large and range up to seven storeys in height. They comprise stepped profiles with elevated corners to mark the position of through routes and have external balconies arranged in vertical alignments.</p> <p>The area also contains an industrial warehouse with a saw tooth north lit roofline that dates to the mid 20th century.</p>	
<p>Connections and urban grain:</p> <p>The main route through the area is the upgraded towpath along the southern edge of the canal. This acts as a major through route connecting Pleck Road to the town centre.</p> <p>The new development of apartments has created a number of pedestrian and vehicular through routes that connect the canal frontage down towards Bridgeman Street. These routes are open and fronted by buildings to secure good surveillance and are fully integrated into imaginative landscaping.</p>	
<p>Uses:</p> <p>Other than the single industrial unit (which operates as a forge) the area is now predominantly a residential neighbourhood and is typical of most regeneration schemes along urban waterfront locations. Associated open space is a mix of private and public amenity space.</p> <p>Surface level parking is located away from the canal frontage, but dominate the land towards Charles Street.</p>	

<p>Predominant materials:</p> <p>The modern apartment buildings are large and to break up their massing a mix of materials and colours have been applied to add interest. This has been achieved with varying levels of success and gives the building a rather unsophisticated appearance that reflects nothing of the town heritage or the quality that can be achieved in modern architecture. Some quality blue brick is used in the landscaping.</p> <p>Sections of brightly coloured render are used against composite cladding in silver as well as other bright colours. The frame of the building is left exposed at ground floor to separate the upper floor cladding from the ground floor block work.</p>	
<p>Positive characteristics:</p> <p>The high density nature of this residential development affords critical surveillance along the canal and brings in residential use into the town centre that sustains vibrancy around the canal basin.</p> <p>The development delivers regeneration and activity in the setting of the New Art Gallery and established safe and attractive links from the town centre to the west.</p> <p>The landscaping is imaginative and integral to the buildings and other land use functions.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The architecture is dated and of poor quality failing to achieve the inspirational regeneration that could have been delivered on this key location. The materials, their application and the profile of the buildings lack any form of sophistication than can be achieved readily in modern architecture.</p> <p>The retention of an industrial shed in the middle of the development has resulted in the exposure of an elevated modern flank wall to a new build and a poor mix of uses.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The site is an important gateway into the town from the West Midland canal network, developing out (at some scale) a significant canal junction and marking the edge of the town centre.</p>	<p>Map 1977</p> 
<p>Sensitivity: 3</p> <p>The area has an established character with the historic canal dominating the layout and the built urban grain being established by large modern buildings fronting onto it. The built form is less sensitive than the plan of this part of the town.</p>	

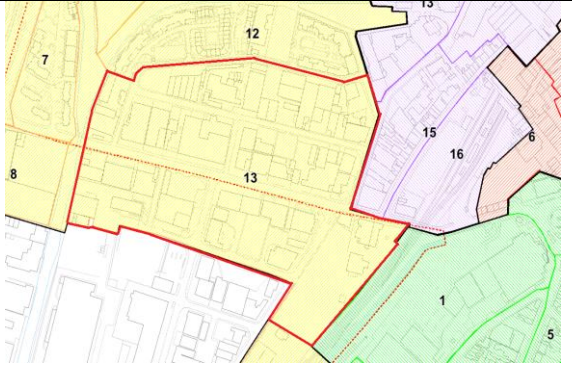






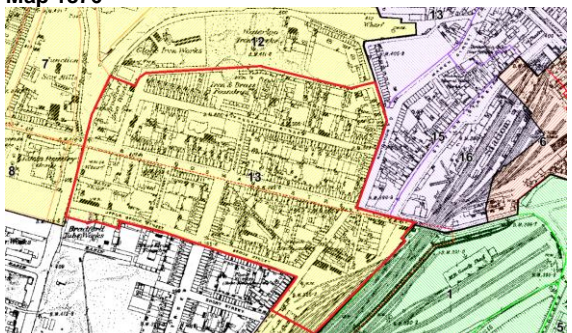
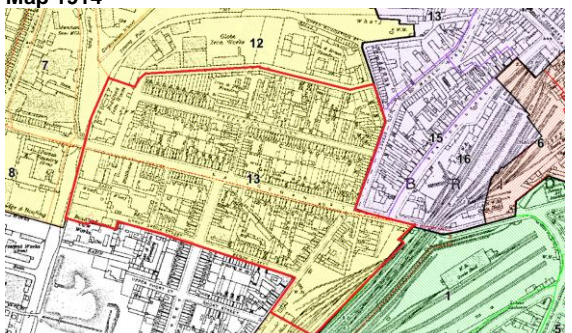
Capacity for change: The area could manage further change as it is able to accommodate substantial development that will not fundamentally alter its canal side character.



Opportunities: The area has been the subject of significant regeneration, however, a site with a canal frontage does remain and this is an opportunity for a substantial building of strong contemporary design and active frontage.

4.2.1.13 Bridgeman Street

<p>Character area: Canal Link – Bridgeman Street</p>	<p>Sub character area ref: CL13</p>
<p>HUCA: IN4</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A large and extensive area of light industry that connects a number of important parts of the town centre, the waterfront, the station, Bradford Place and Pleck Road and the hospital.</p> <p>At the centre of the area is one of the most prominent roads leading into the town from the ring road, connecting key streets and nodes of public transport.</p>	
<p>Building types:</p> <p>Other than two large square industrial chimneys, a canal bridge and number of small offices, the area has lost all its traditional buildings and is now characterised by a series of medium sized trades buildings, warehouses, commercial buildings and industrial sheds. These structures date from the 1950's to the present day.</p> <p>Buildings are either height bay warehouses or two-storey structures with trade space at ground floor and officers over.</p> <p>Buildings are functional with regard given to 'architecture'.</p>	
<p>Connections and urban grain:</p> <p>The area is divided up into a series of blocks on a grid iron either side of Bridgeman Street, the central spine of the area, comprising a main road running from Pleck Road down to Bradford Place.</p> <p>Building along Bridgeman Street itself are set back behind a wide apron of land that is used for servicing, parking and trading. Whilst some mature trees exist along this thoroughfare, this is principally a paved area of hard landscaping.</p> <p>Buildings more commonly sit at back of pavement on the side streets, with open fronted yards to the side.</p>	
<p>Uses:</p> <p>The predominant use in the area is light industry, but this is supplemented with trade-counters, storage facilities and vehicle servicing.</p> <p>The area is supported with secondary activities such as petrol stations, cafes, offices and parking.</p>	

<p>Predominant materials:</p> <p>The industrial character of the area has led to little consideration being given to design, and even less to materials.</p> <p>Brick is the main material buildings are constructed in. Larger modern sheds are clad in composite materials, whilst older ones are constructed in concrete, timber and corrugated cladding.</p> <p>There are a range of bricks being used and more significantly colour finishes to cladding, resulting in no uniformity across the area.</p>	
<p>Positive characteristics:</p> <p>The area is a vibrant business district, with little vacancy and a diversity that makes it a destination in its own right, separate to the wider town centre.</p> <p>Bridgeman Street itself is a wide prominent street that forms a critical link into the town from the west, connecting with the train station and bus station and terminates in the civic space that is Bradford Place.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The two surviving chimneys offer a connection to the industrial past of the town and are landmarks that have a strategic setting, much like the church.</p> <p>The buildings offer no merit and are of poor quality design and materials. No landscaping is offered to mitigate the appearance of the area and what space there is around buildings is used for business and parking.</p> <p>The area is a zone of industry and other than the siting of streets it has developed in a piecemeal fashion.</p>	<p>Map 1914</p> 

Statement of significance:

A strategic link into the town.

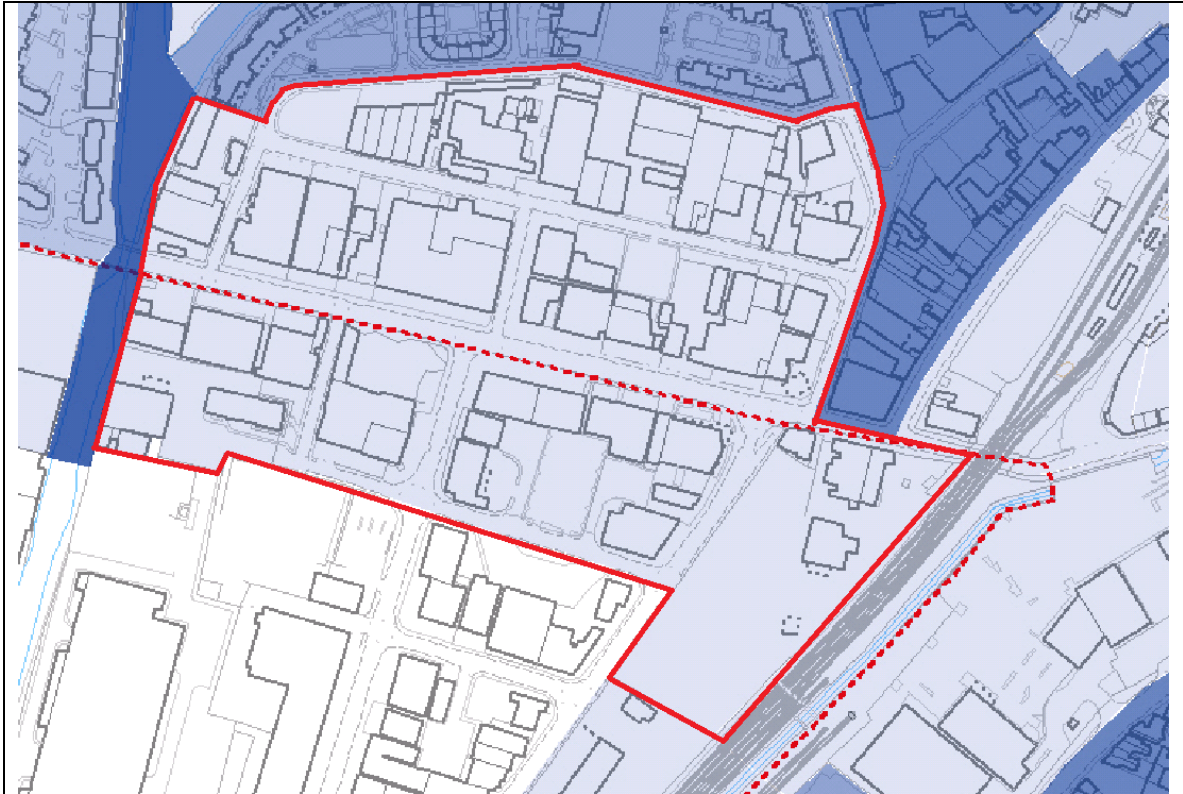
The retention of two significant industrial structures in the form of factory chimneys.

Map 1977

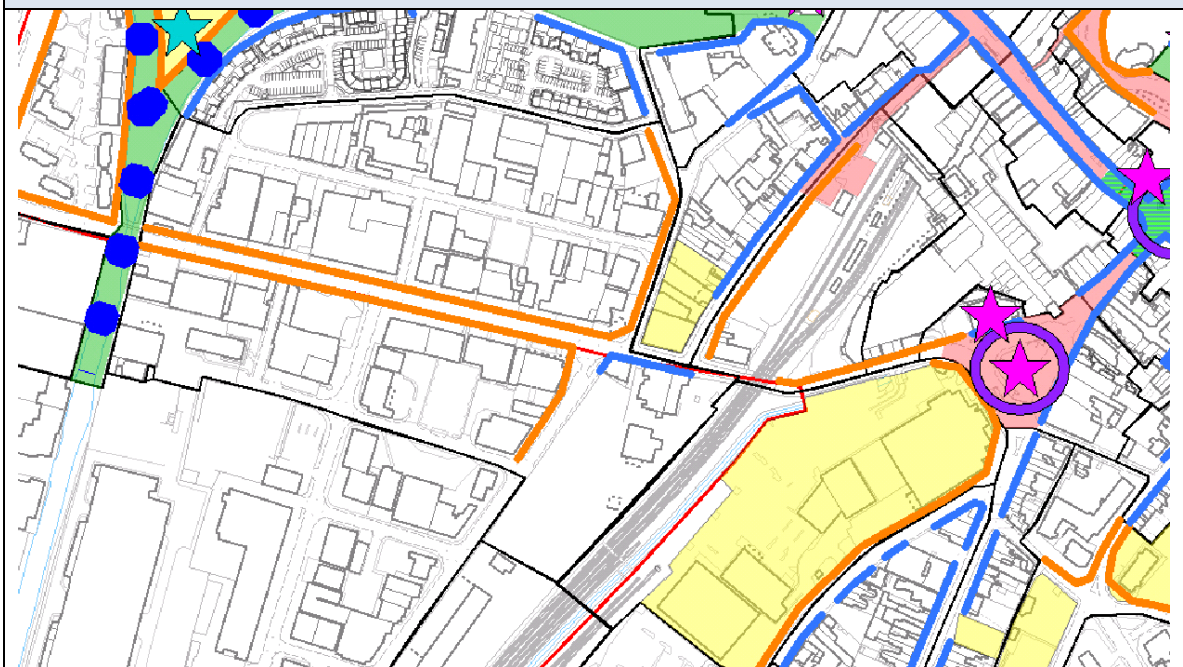


Sensitivity: 5

The area comprises a post war trading estate that is a typical contributor to a post industrial town such as Walsall. Its character is poor and therefore substantial change could take place without causing harm to the town.




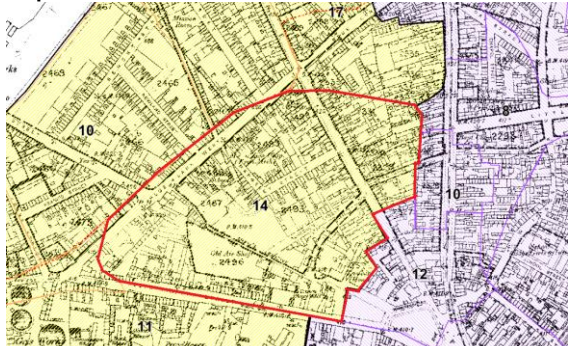
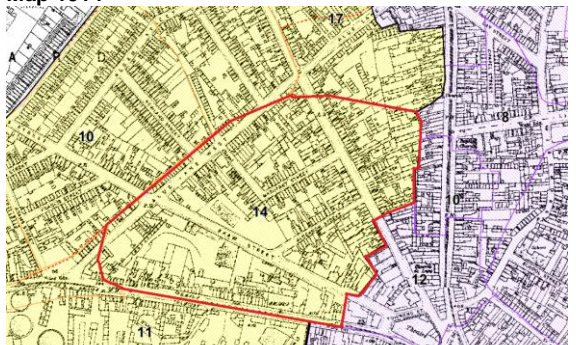

Capacity for change: The area has a high capacity for change and could be redeveloped to alter the scale, position and footprint of buildings, along with their use and how they relate to the public realm.

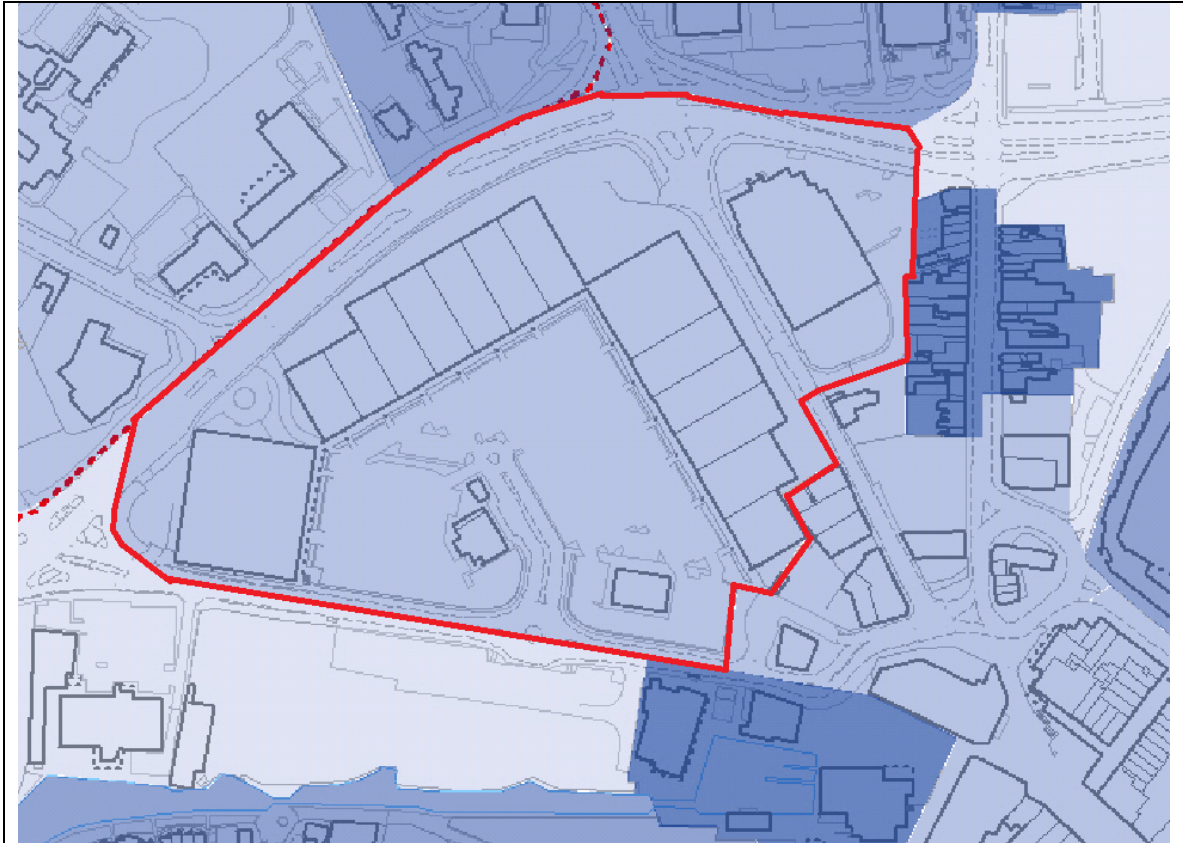


Opportunities: There are few opportunities for comprehensive redevelopment as uptake of sites is strong, however, individual sites are large compared to elsewhere in the study area and sites towards the railway are less developed.

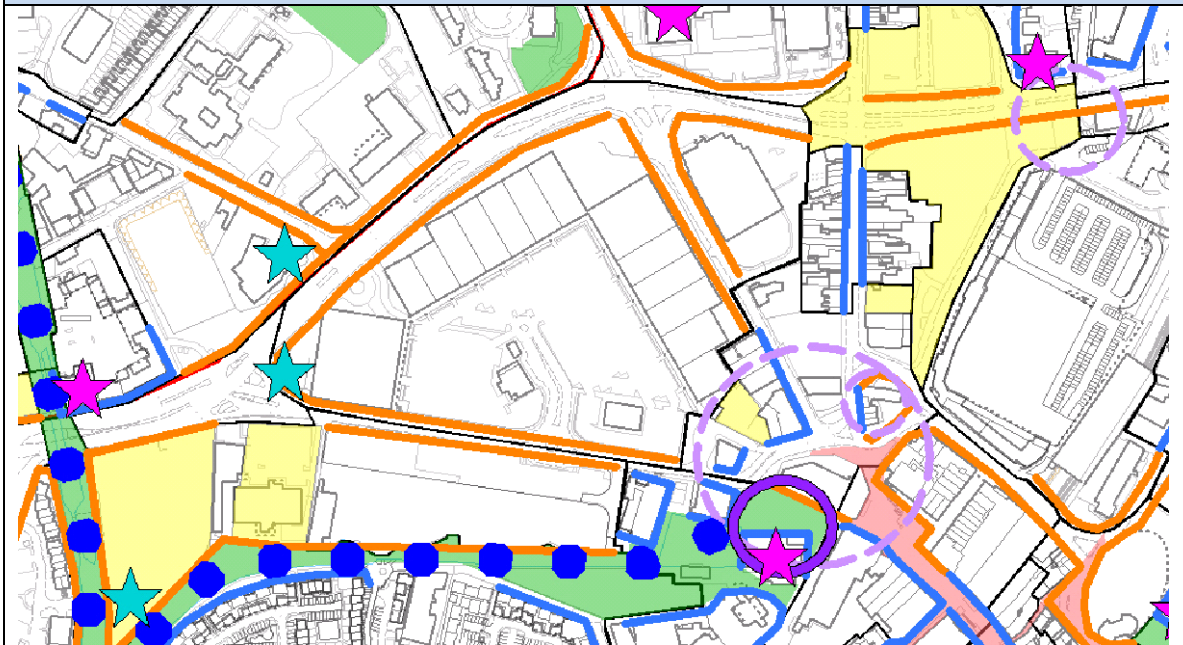
4.2.1.14 Crown Wharf

<p>Character area: Canal Link – Crown Wharf</p>	<p>Sub character area ref: CL14</p>
<p>HUCA: RE5</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A triangular plot of land formed around three principle streets, two forming arteries into the town centre, meeting at Town End. The area is largely inward facing and does not connect to adjacent areas, other than broadly to Waterfront North.</p> <p>This retail park is a destination in its own right and functions separately to the wider town centre.</p>	
<p>Building types:</p> <p>One phase of building, comprising a connected 'L' shaped sequence of mezzanine height units. The structure is a continuous steel frame shed with shop fronts sitting under a high level continuous canopy which is supported on columns.</p> <p>Smaller independent, free standing units are located in the car park and comprise single-storey structures capped with an eyebrow roof.</p>	
<p>Connections and urban grain:</p> <p>The buildings are set within the site and face into the large central surface level car park. Between the buildings and the street frontages (the ring road and Green Lane) is a service corridor, screened by substantial fencing.</p> <p>A access point through to the ring road is located in the right-angled corner of the development and is marked by a contemporary steel megalith-like structure (supporting advertisements) in a plated landscape.</p> <p>The car parking is a dominant feature in the design, which is enclosed on two side and open to Town End and Wolverhampton Street.</p>	
<p>Uses:</p> <p>The retail park sustains a diverse mix of high street retailers, supplemented by cafes and restaurants that support the night time economy in conjunction with those around the New Art Gallery / Canal Link Basin.</p>	

<p>Predominant materials:</p> <p>The buildings are steel framed structures clad in blue engineering brick around the base with metal composite cladding panels above (which link to the roofing material).</p> <p>There are a number of timber structures within the landscaping that is dominated by tarmac and block paving.</p>	
<p>Positive characteristics:</p> <p>Crown Wharf is a destination within the town centre during the day and evening economy. It generates activity which flows through Town End past the New Art Gallery and sustains the retail activity at the north west end of Park Street.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The development is inward looking and delivers a blank frontage to the ring road, which in conjunction with the Birchills Street area (on the opposite side) has a very deleterious impact on this important thoroughfare. As similar impact is found on Green Lane.</p> <p>The orientation of the buildings is made worse by the type of buildings and the landscaping. The use of shed construction introduces low quality into an important part of the town centre and the superfluous and grandiose landscaping and signage structures is akin to out of town retail parks, not town centres.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The site is located on the ring road and along an artery leading into the town. It occupies an important gateway site and is strategically located close to the canal and one of the significant cultural destinations of the town.</p>	<p>Map 1977</p> 
<p>Sensitivity: 4</p> <p>The area has been insensitively redeveloped during recent years and contributes poorly to the wider townscape, its outward face is harmful and therefore, whilst fully developed and an important destination in the town, it is not particularly sensitive.</p>	

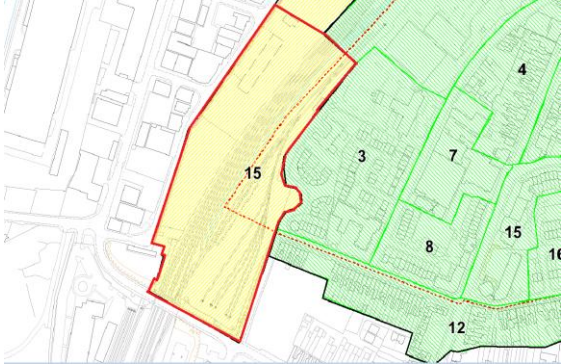






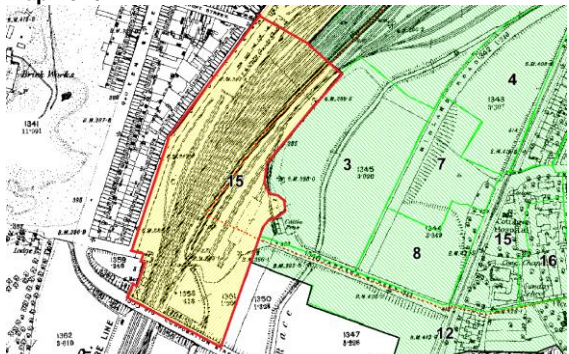
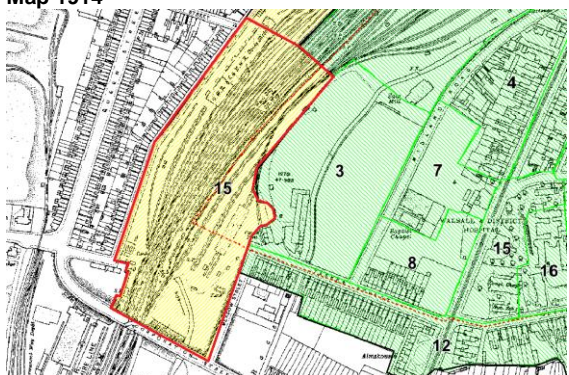
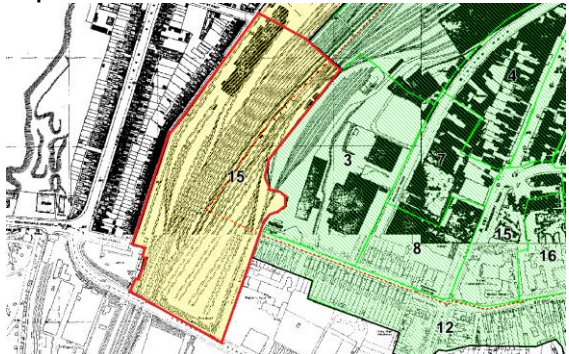
Capacity for change: There is a relatively high capacity for change and this could include comprehensive redevelopment to increase the scale of development on the site and introduce active frontages towards the ring road.

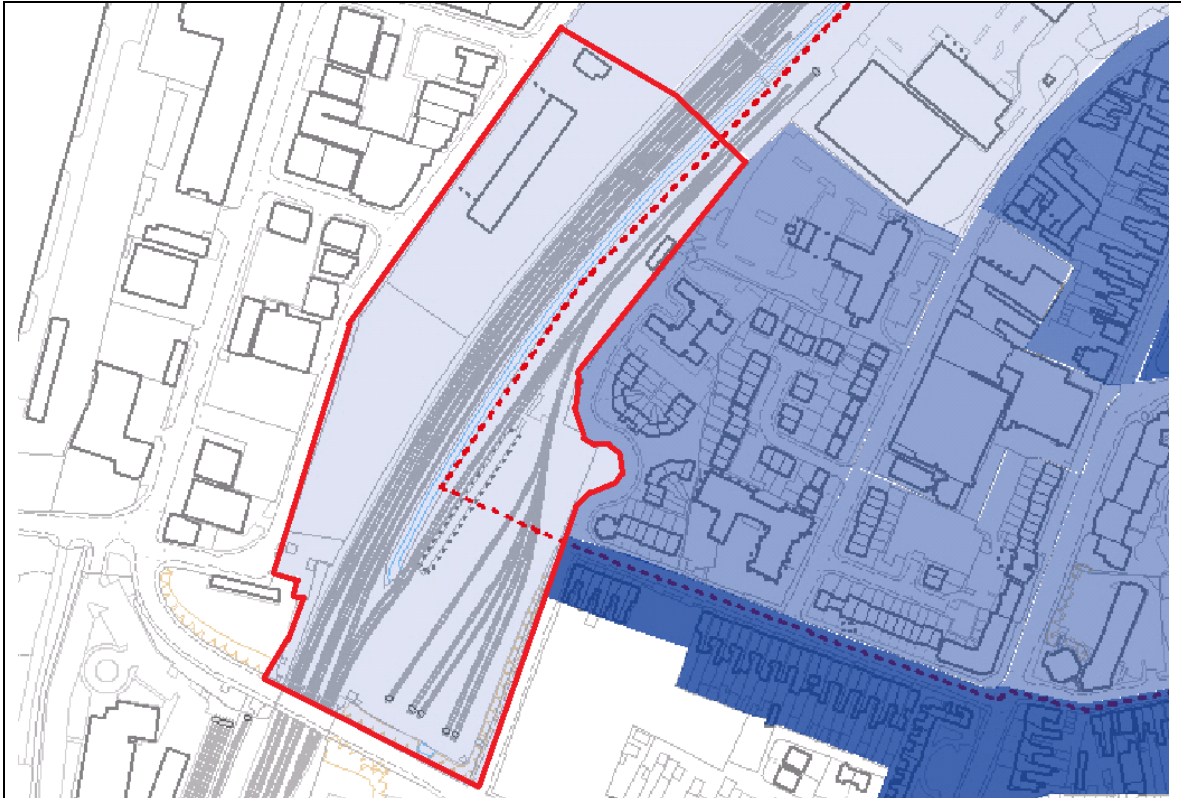


Opportunities: There are limited opportunities in this area as it is fully developed and the central car park is considered necessary for the operation of the retail function. Opportunities are present to strengthen the boundaries of the site to the north and east with more imaginative treatment, whilst better enclosing it with enhanced landscaping to the south. An opportunity is also present to construct a landmark structure on the western corner to better mark the development and signpost the entrance into the town centre, this would likely be a piece of imaginative public art.

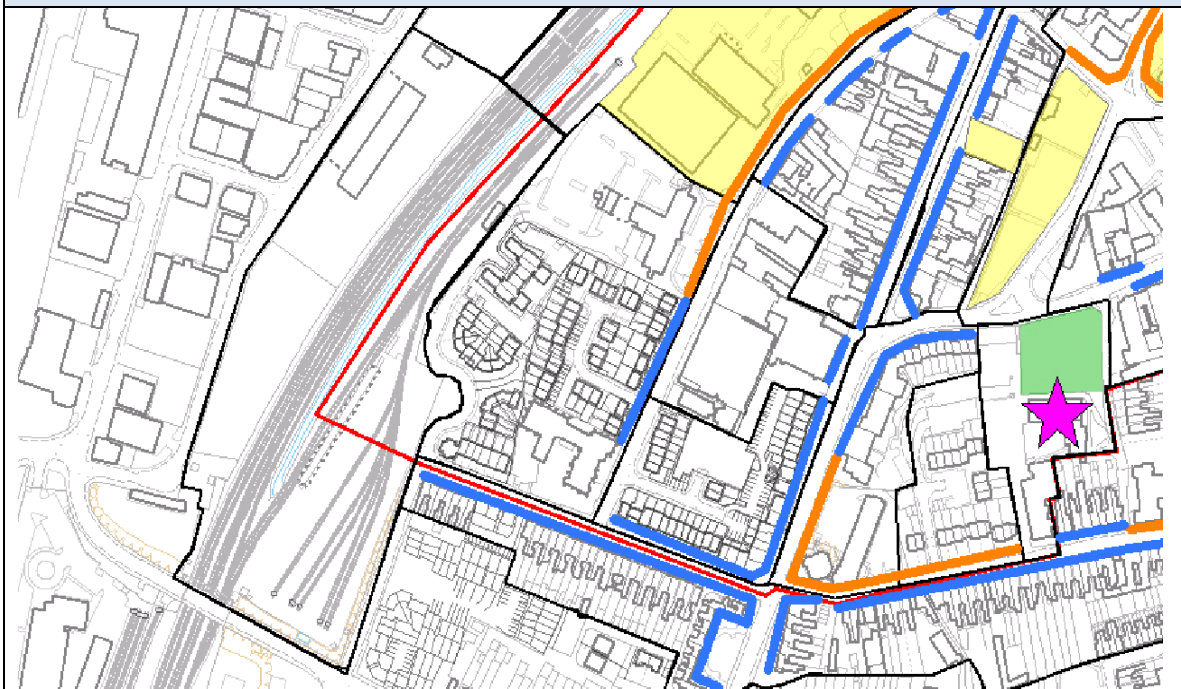
4.2.1.15 The railway

<p>Character area: Canal Link – The Railway</p>	<p>Sub character area ref: CL15</p>
<p>HUCA: T2</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A large expanse of open land surrounding the section of railway leading into the town from the south (Birmingham). The area includes railway sidings, storage yards and areas of industrial activity.</p> <p>There is a relationship with the light industrial area of Bridgeman Street (to the north) and the industrial areas that continue across an extensive area (beyond the study area) west towards Pleck Road.</p>	
<p>Building types:</p> <p>There are few structures in the area, other than some large industrial and storage sheds and associated offices.</p> <p>Buildings are largely modern and either clad or open sided to provide storage.</p>	
<p>Connections and urban grain:</p> <p>The area is entirely surrounded by fencing and walling and is largely disconnected from the surrounding areas, where it is a blank side to the street.</p> <p>Most experience of the area will be by train travel, an isolated and insular linear route through industry and storage.</p>	
<p>Uses:</p> <p>Railway functions including engineering yards and sidings to park trains.</p> <p>Storage and light industry, supported by parking and offices.</p>	

<p>Predominant materials:</p> <p>Most modern buildings are steel framed and clad in brick and metal cladding.</p> <p>Boundary treatment comprises palisade fencing and substantial blue engineering brick walling topped with barbed wire.</p>	
<p>Positive characteristics:</p> <p>The retention of a significant amount of railway structures leading into the town.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>Poor quality buildings set behind a mix of boundary treatment that are also of poor quality (other than original walling).</p> <p>Areas of unkempt land with the establishment of self seeded trees and vegetation.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>An important commuter artery into the town.</p>	<p>Map 1977</p> 
<p>Sensitivity: 5</p> <p>The area is relatively undeveloped and contributes little to the character of the town, its sensitivity is low as it is poorly referenced with development that ties it to surrounding areas.</p>	

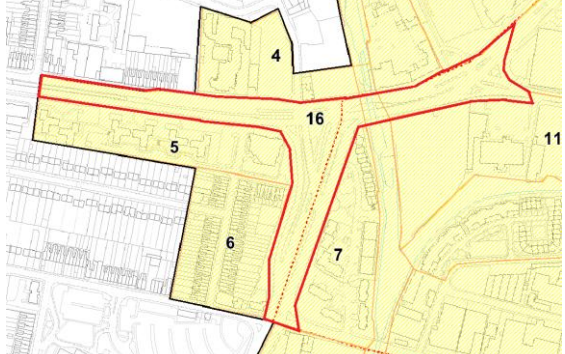






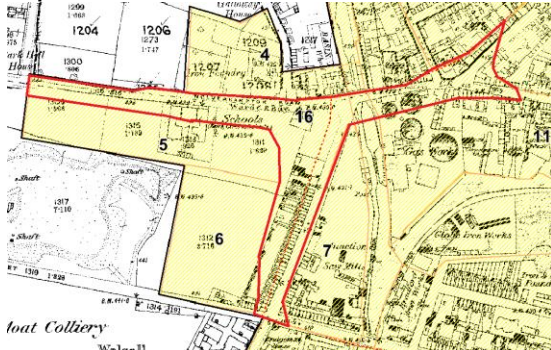
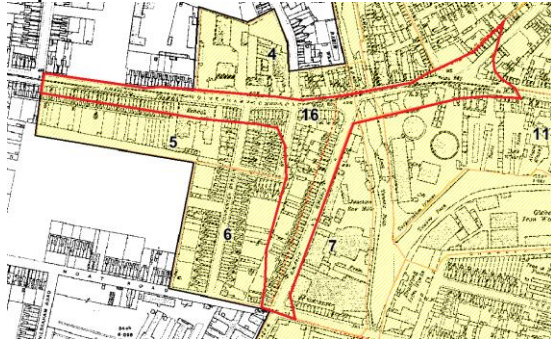

Capacity for change: There is significant capacity for change and the opportunity to develop the area comprehensively and enclose the railway and mark the entrance into the town on the arrival by train from the south.

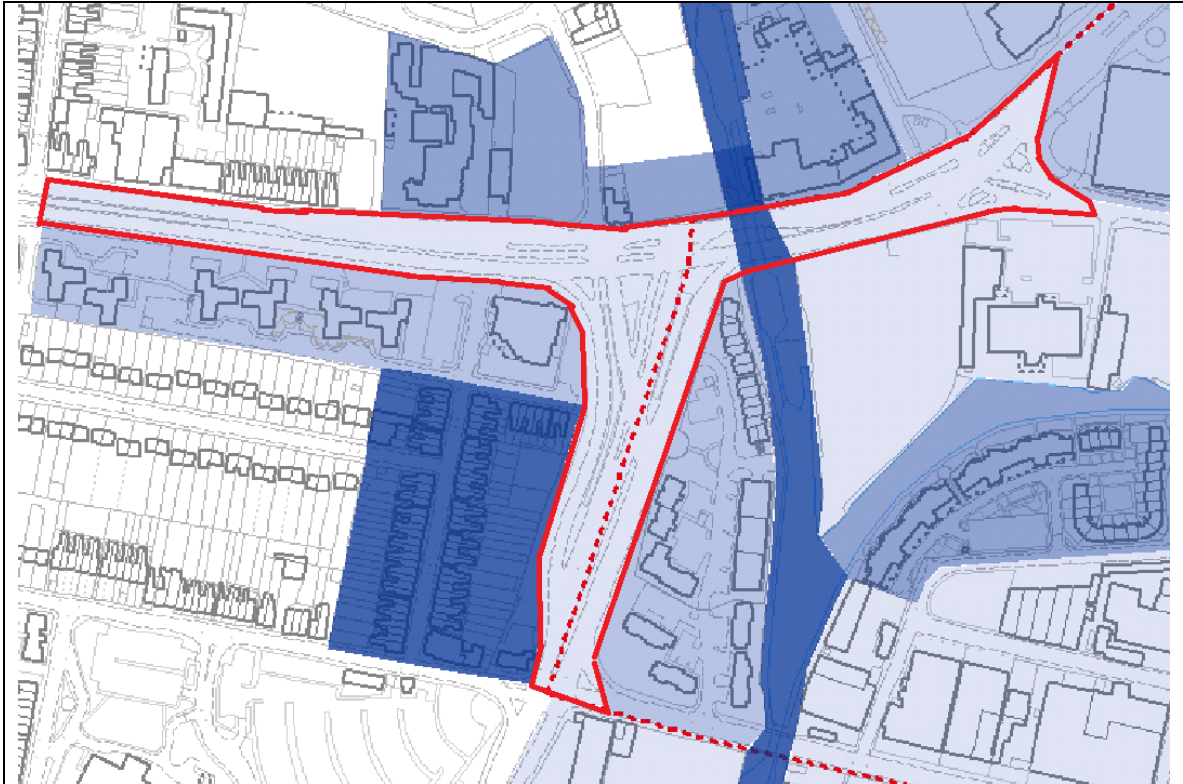


Opportunities: The site is currently in use, but comprises a single site adjacent to the railway with no development that constrains change.

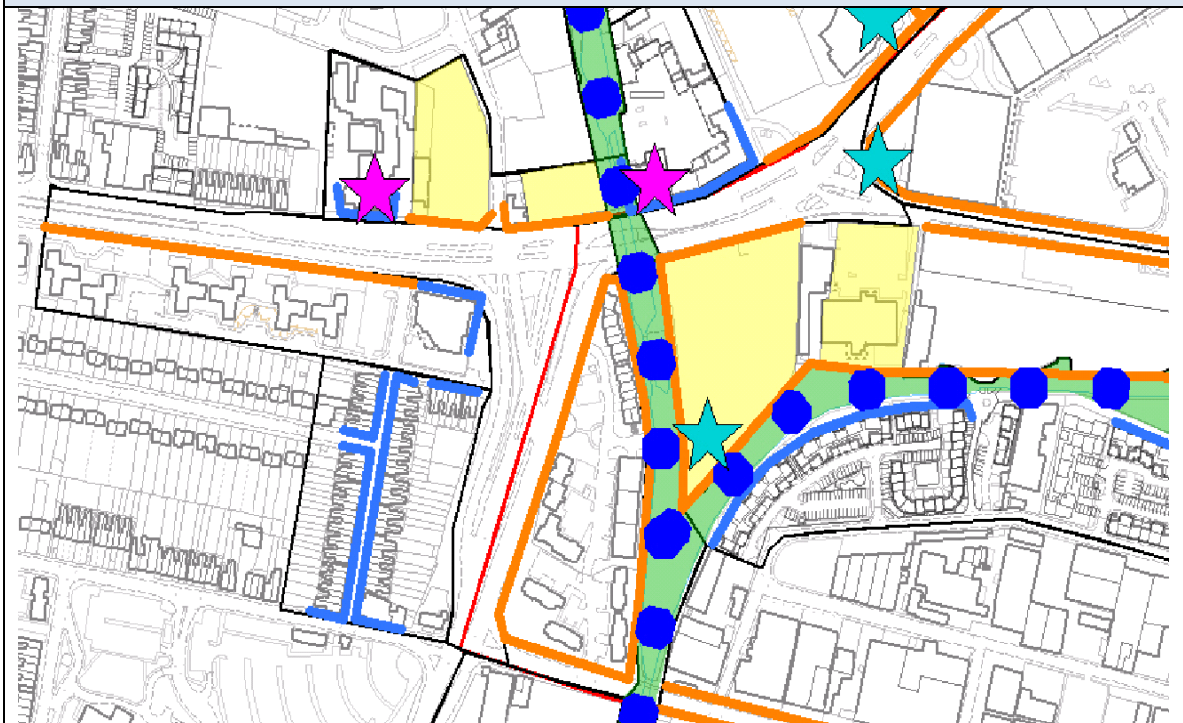
4.2.1.16 Wolverhampton Street Junction

<p>Character area: Canal Link – Wolverhampton Street Junction</p>	<p>Sub character area ref: CL16</p>
<p>HUCA: T4</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A major traffic intersection forming two spurs of the ring road. The junction relates to the buildings along Wolverhampton Street (Emmanuel School and Smiths Flour Mill) where the thoroughfare retains a relationship with these buildings. However, where Pleck Road has been widened along the southern spur there is no relationship with the surrounding areas and this substantial track of land separates communities and disconnects neighbourhoods.</p> <p>The eastern spur (along the ring road) takes in the junction with Crown Wharf.</p>	
<p>Building types:</p> <p>There are no buildings within the character area, although there are buildings in three character areas surrounding that enclose it.</p>	
<p>Connections and urban grain:</p> <p>The area comprises substantial tracks of highway on all three approaches into the junction. This includes two lanes, bus lanes and pedestrian footpaths.</p> <p>The planted central reservation separates up each of the directions of traffic and absorbs the pedestrian crossings.</p> <p>Substantial landscaping is also established along the western stretch of the Pleck Road frontage.</p>	
<p>Uses:</p> <p>Highway thoroughfare.</p>	

<p>Predominant materials:</p> <p>Tarmac (including coloured tarmac), bound gravel and paving.</p>	
<p>Positive characteristics:</p> <p>Quality planted landscaping.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The area comprises an extensive swath of tarmac and whilst it contains no uses or buildings in similar in scale to other character areas. Other than along the northern side of the ring road, the area is not fronted by buildings, rather buildings turn their back onto the road and are behind landscaping and walling.</p> <p>The road is not only a boundary to the town centre it is a physical and social barrier constraining growth and the transfer of town centre regeneration outwards.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>A major intersection into the town from the west.</p>	<p>Map 1977</p> 
<p>Sensitivity: 5</p> <p>The area has been developed by removing built form to expand a highway junction which has harmed the character of the adjacent areas, it has no sensitivity with in it.</p>	

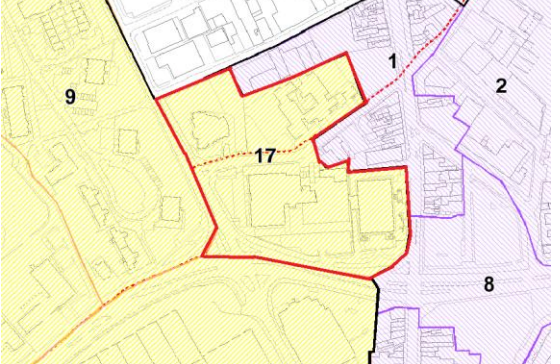






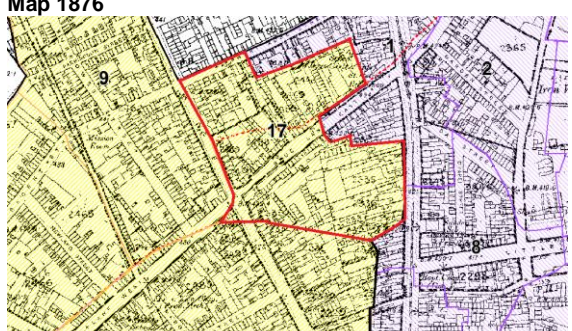
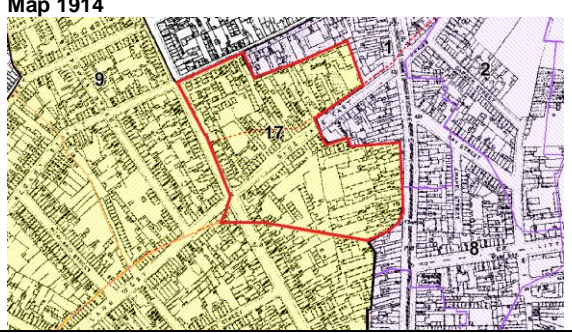
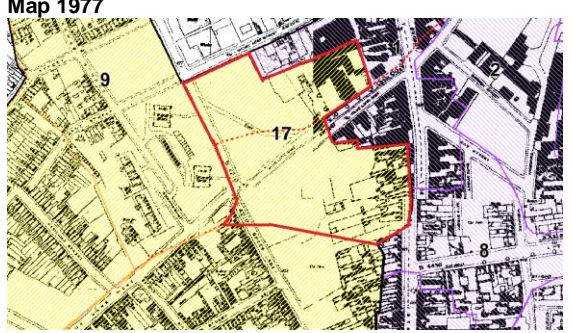
Capacity for change: There is significant capacity for change to reduce the amount of open infrastructure and associated development and changes within this area could improve its character significantly.



Opportunities: There are few development opportunities, however robust and imaginative landscaping could help reduce openness, soften the hard landscaping and screen exposed rear elevations of buildings and buildings set back from the carriageway.

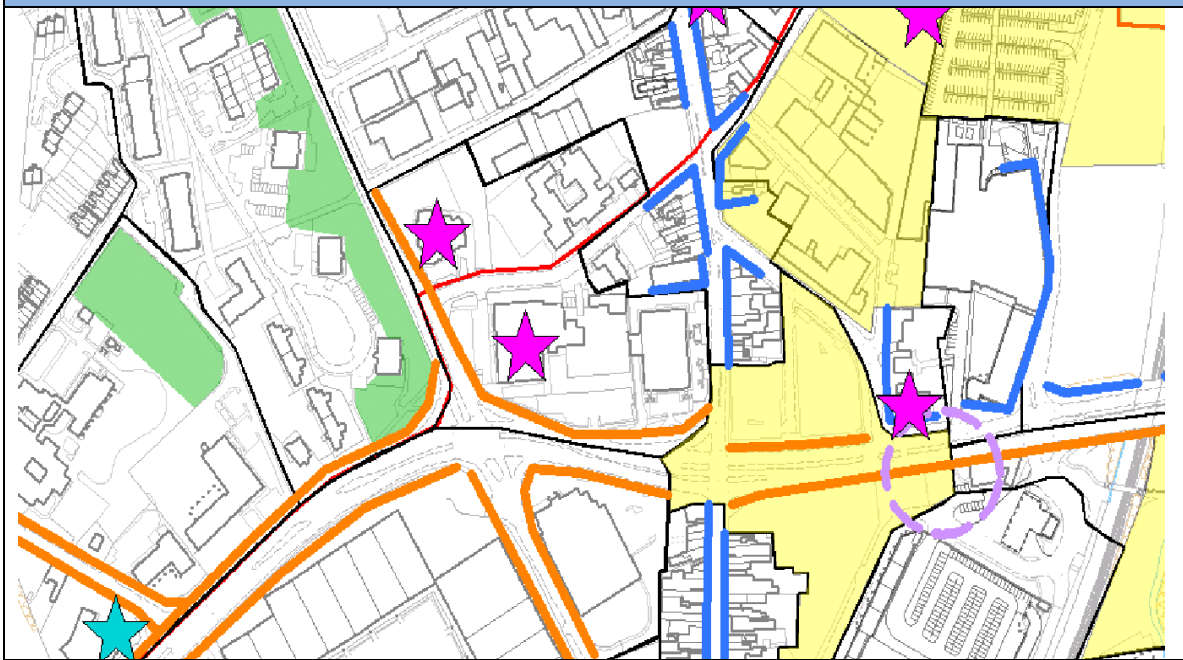
4.2.1.17 St. Patrick's

<p>Character area: Canal Link – St. Patrick's</p>	<p>Sub character area ref: CL17</p>
<p>HUCA: MX2</p>	<p>Survey date: 9th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>An area of post war redevelopment to the north of the town centre which relates to the scale and transport corridor of the ring road.</p> <p>The area has close associations with the contemporary area, adjacent to the west side of Green Lane.</p> <p>A number of significant and good quality examples of 20th century architecture that define the towns post war aspirations.</p>	
<p>Building types:</p> <p>A number of civic and religious buildings of substantial scale utilising modern construction methods.</p> <p>All four buildings are significant examples of post war design:</p> <ol style="list-style-type: none"> 1) The police station: Concrete framed building with an inset inverted roof pagoda; 2) St. Patrick's Church: Festival of Britain structure, not unlike Coventry Cathedral; 3) St. Patrick's Primary School: brick and spandrel panel model school; and 4) The magistrates court: A Mies van der Rohe inspired steel framed, glass clad elevated structure. 	
<p>Connections and urban grain:</p> <p>Buildings stand in grand isolation of one another in harsh landscaping design with abstract qualities, now watered down by the need for more parking.</p> <p>Buildings do not relate to streets or building lines, but are arranged centrally to servicing and access requirements.</p> <p>There are no clear frontages or secondary elevations as buildings are viewed in the round and the functional aspects of the building are not screened or subtly landscaped.</p>	
<p>Uses:</p> <p>The area hosts a number of civic, administrative, religious and educational uses.</p> <p>The civic and administrative uses front onto the ring road and, whilst the functions that serve the immediate community (school and church) are located to the rear.</p>	

<p>Predominant materials:</p> <p>The area showcases an away of experimental post war building materials and celebrate the innovative application of materials to technology.</p> <p>Reinforced concrete and steel provide the framework to these structures that are over clad in modern yellow sand faced brick, concrete panels, composite spandrel panels and curtain glazing.</p> <p>Flat roofs are felted or given metal or membrane coatings.</p> <p>Windows are steel, concrete or aluminium.</p>	
<p>Positive characteristics:</p> <p>Highly interesting 20th century architecture, with design associations with significant national buildings such as Coventry Cathedral and the Royal Festival hall.</p> <p>The scale of the buildings and their civic presence are appropriate along this thoroughfare.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The buildings do not hold together well as a complete piece of townscape (as is common with buildings from this period) and their servicing, access and parking dominate in the street scene. Whilst the architecture is abstract, the landscaping does not mirror this.</p> <p>The buildings have civic presence over the street, but fail to enclose it due to their inability to relate strongly to one another.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The area comprises a group of buildings that showcase significant 20th century architecture from the post war era. The Black Country was a centre for modernism in the UK as it restructured after the war and this is an exceptional group of interesting buildings.</p> <p>The sites relationship with the tower block on the estate to the west and the busy open character of the ring road to the south is akin to new town planning of the 1940's, 50's and 60's.</p>	<p>Map 1977</p> 
<p>Sensitivity: 3</p> <p>The area contains a number of buildings that are excellent examples of post war architecture and town planning and exhibit the town rich 20th century heritage. The buildings sit within sites that are poorly planned and connected to the town and are less sensitive.</p>	



Capacity for change: The area has a medium capacity for change where the relationship of the built form to the public realm could be strengthened and surface level parking could be eliminated from prominent frontages.



Opportunities: The existing built form inhibits imminent opportunities as the structures are located centrally within plots. Frontages towards the streets could be strengthened and small infill development made possible. The condition of the existing buildings would need careful appraisal to understand how much of them could continue to contribute positively to the long term future of this area.