

4.2.6 Bradford Street

The area to the south west was far more industrial in nature and developed around the canal and rail network that takes up significant tracts of land in this direction, likely due to its orientation to Birmingham. Many examples of the workshops that contributed to the town leather industry are found in this area and display the typical mix of domestic and industrial workshop activity one would expect in a town that produced high end, small crafted goods. This is not to say that grander residential development that predated the railways no longer survive, and handsome stucco terraces, akin to those of Royal Leamington Spa, remain along Bradford Street route into the town, terminating at the magnificent gothic revival institute building.


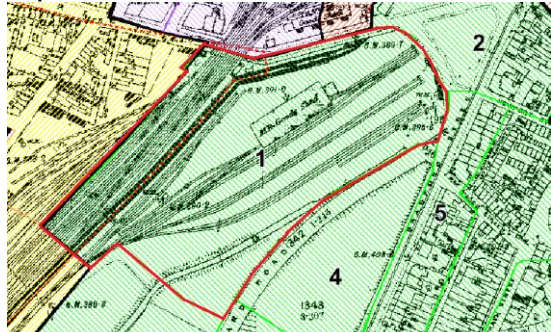
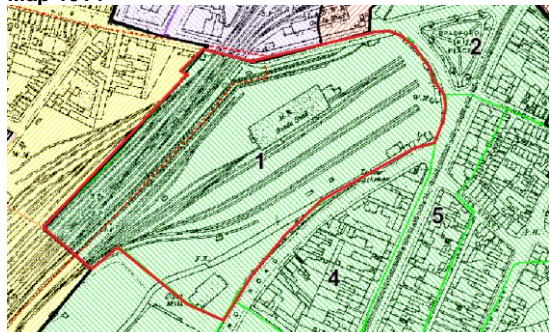

The land on either side of Bradford Street was formerly owned by the Earl of Bradford, evident by the stretch of Regency style and Victorian villas that align both sides of the street, and the author Jerome K Jerome was born here in 1859. Bradford Street forms an important gateway into the heart of Walsall town centre from the south, from where townscape views of important buildings such as the New Art Gallery are clearly visible.

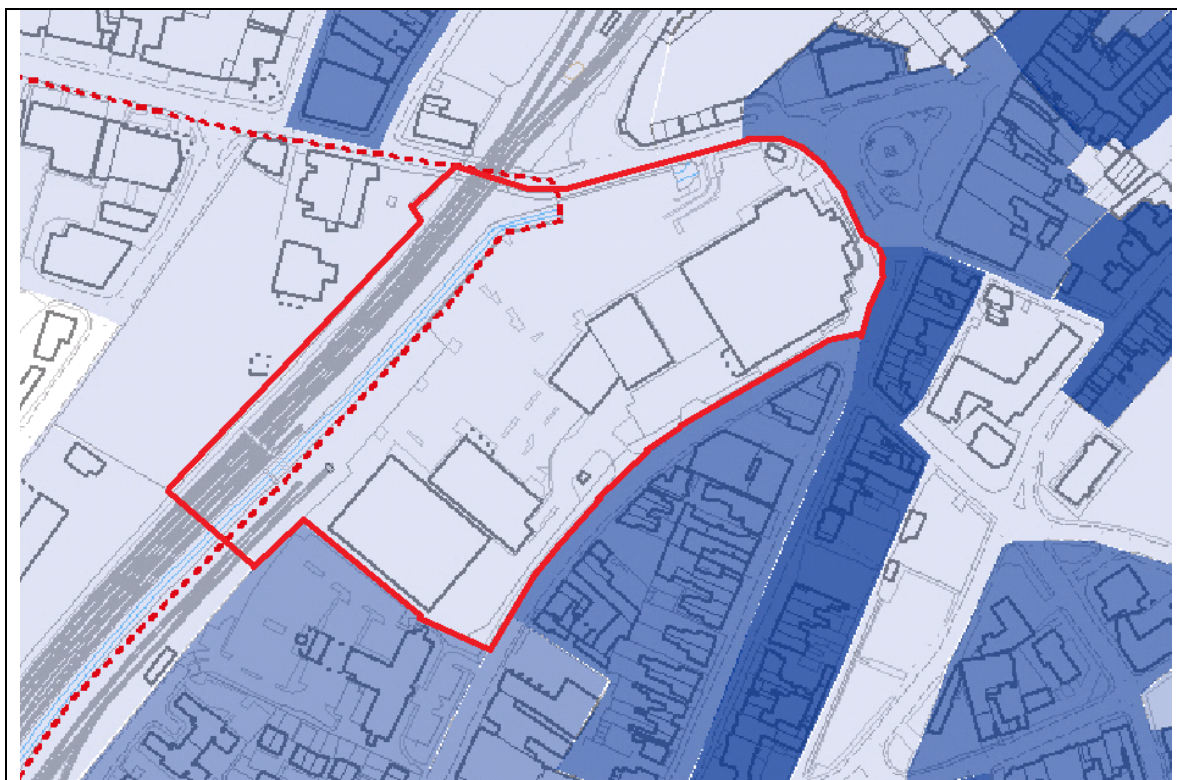
While much of the town centre is dominated by low-rise buildings, typically 2-3 storeys, which is typical of the Victorian, Edwardian and 1920s architecture in some parts of the town, much of the infill development within the town centre was built within the 1960s and '70s and the architecture is typical of the style of that time.

Consultants URBED and United Creatives have been working for the Council to devise a “wayfinding” strategy for the town centre, whose primary aim is to improve the navigation and legibility of the town centre. This work includes a zonal characterisation of the town centre which has at its heart the interchange of the Bridge/ Bradford Street and Park Street/ Digbeth and four character areas, as identified in the plan below.

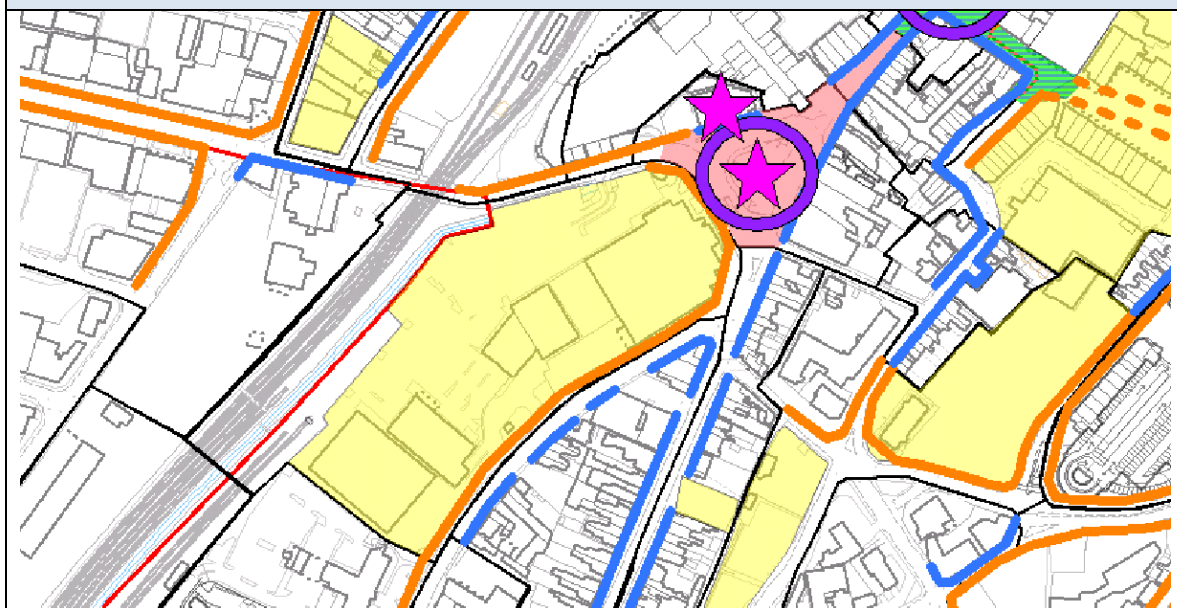
4.2.6.1 Midland Road (North)

<p>Character area: Bradford Street – Midland Road (North)</p>	<p>Sub character area ref: BS1</p>
<p>HUCA: RE5</p>	<p>Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>An area of retail and commercial units that form a discrete retail park (known as the Jerome Retail Park) between the railway line (to the west) and Midland Road (to the east). Largely covered by mezzanine height retail sheds and 1970's commercial units, the area does not relate to surrounding character areas.</p> <p>Other than the units at the northern end that front onto Bradford Place, the estate largely front west into its own car park which is accessed from Bridgeman Street. The main elevation onto Midland Road is enclosed by walling and is the servicing frontage.</p>	
<p>Building types:</p> <p>There are a number of building types. To the northern end are two-storey, flat roofed, 1970's commercial units that relate to retail precinct style architecture. The buildings have an orthogonal ziggurat floor plate with bays defined by buttressing.</p> <p>The wider site comprises mezzanine height retail sheds built under different phases. Some are flat roofed, whilst others are shallow pitched roofs, but all reflect the internal structural frame with cladding over it.</p>	
<p>Connections and urban grain:</p> <p>The area is connected only a single access road to the northern end (off Bridgeman Street) with servicing from Midland Road. The area is entirely inward looking and internalised, with fencing to the railway line and high security walls along Midland Road.</p> <p>An area of public realm is located at the northern end adjacent to Bradford Place, defined by the stepped plan of the commercial units at this end of the site and low highway walling. Trees occupy this pedestrianised space, which opens up further towards the crossings to the War Memorial and bus station.</p>	
<p>Uses:</p> <p>The area is principally a retail park and is occupied by large retail units comprising food, clothing and home stores fronted by a large customer parking area.</p> <p>To the northern end and fronting onto Bradford Place is a night club, which contributes to the other night time economies around Bradford Place and Bradford Street.</p>	

<p>Predominant materials:</p> <p>The large majority of buildings comprise either reinforced concrete or steel framed sheds clad in brick and composite cladding materials.</p> <p>Corrugated and shiplap finish is common as was popular in the late 1970's and early 1980's. Colour finishes are typically white or a bright primary colour.</p>	
<p>Positive characteristics:</p> <p>The northern section of the development fronts onto Bradford Place and contains a small area of public realm with large mature deciduous trees on it that positively contributes towards the setting of the War Memorial.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The retail estate is inward looking, fronting towards the railway and offering the rear service entrances to Midland Road. In addition, the scale of the buildings is low and lacks the scale of development required to properly enclose the street.</p> <p>The quality of the shed architecture is very poor and dated, with poor quality cladding materials in bright aggressive colours that clash. The profile and elevational treatment of the buildings lacks expression and closes off and internal to external surveillance.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The site occupies a position that encloses one side of an important destination point within the town. Bradford Place is the terminus of a major historic thoroughfare into the town and the site is important in addressing this space.</p>	<p>Map 1977</p> 
<p>Sensitivity: 5</p> <p>The area comprises poor quality retail sheds that face away from the street and are separated from the railway line by surface level parking. The appearance of the area is harmful to the adjacent Bradford Street and Bridge Street Conservation Areas, and the listed Institute of Science and Art and war memorial. The existing buildings are not sensitive to change, but the context is.</p>	

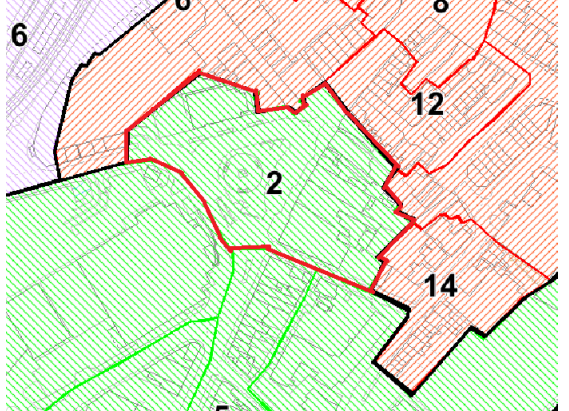






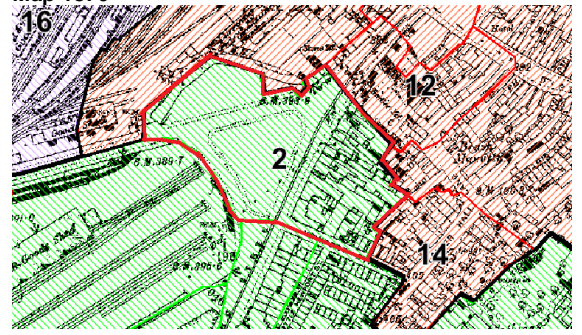
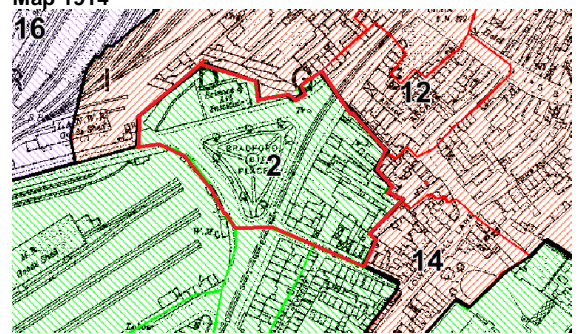

Capacity for change: There is significant capacity for change, both in terms of re-orientating buildings, re-facing buildings and comprehensive redevelopment. The area would benefit from increased scale and better animation towards Bradford Place.

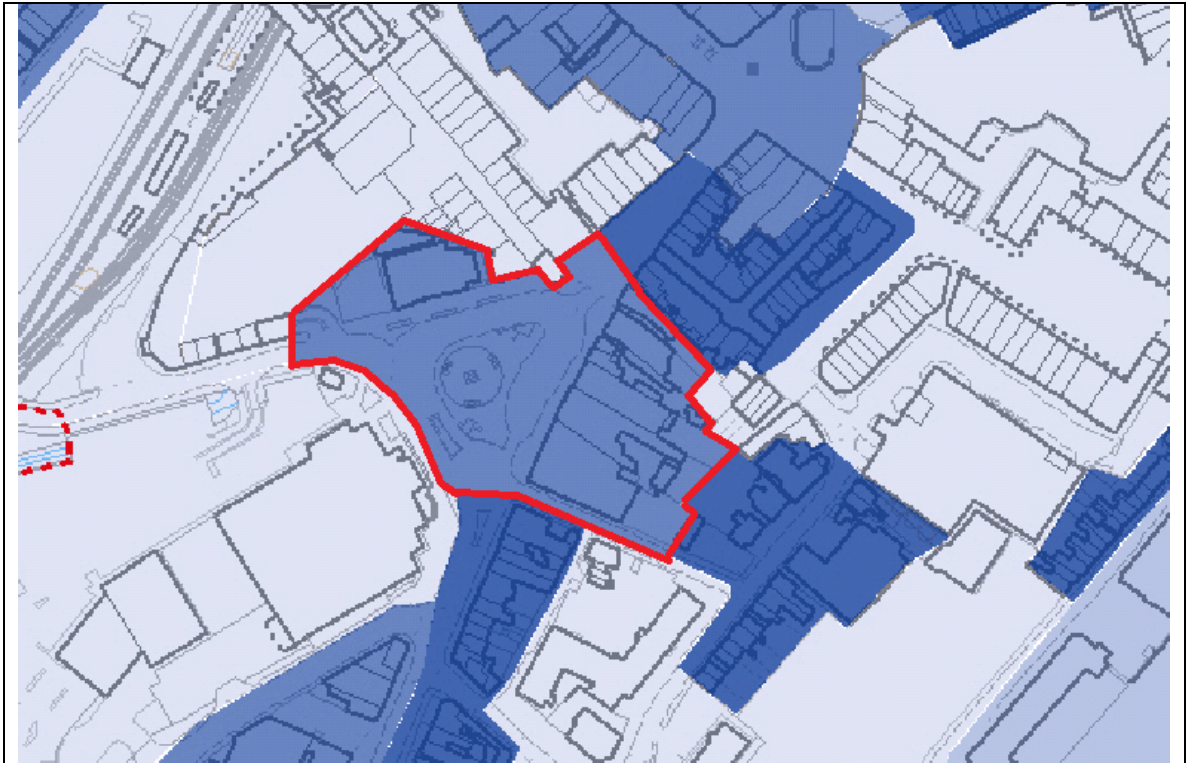


Opportunities: There is a significant opportunity to redevelop the area as it falls into one developable area with shared servicing and ownership.

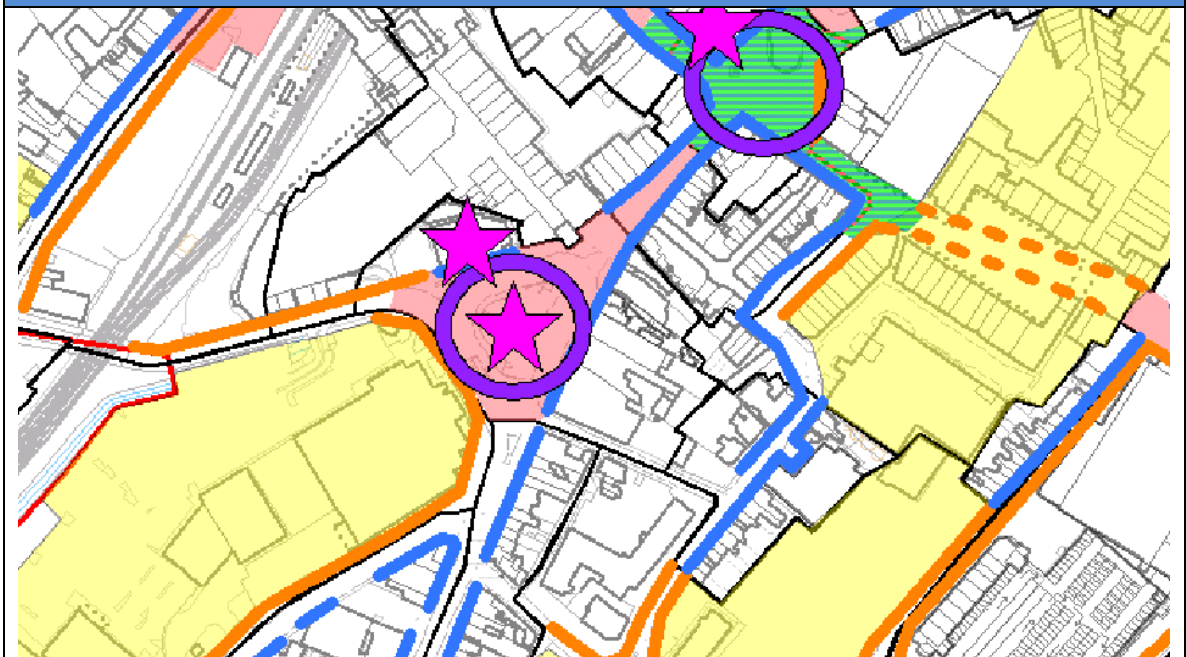
4.2.6.2 Bradford Place

<p>Character area: Bradford Street – Bradford Place</p>	<p>Sub character area ref: BS2</p>
<p>HUCA: MX1</p>	<p>Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>Bradford place is the formal terminus to the historic thoroughfare of Bradford Street as it approaches the town centre. It focuses on the large gothic revival elevation of the Institute of Science and Art set behind the central circus housing the elevated cenotaph.</p> <p>The triangular arrangement of streets plays host to three very different sectors of the town (1) that to the north, being the large massing of the Saddlers Shopping Centre, (2) that to the west, being the 1970's retail park, and (3) that to the east, being the evolved historic alignment of shops and retail premises at back of pavement.</p>	
<p>Building types:</p> <p>The most prominent building in the area is the Institute of Science and Art. This gothic revival structure is set over three-storeys with series of lance windows across five bays and under three gables with kneelers and parapets, adorned with the 'Bear and ragged staff' sculptures.</p> <p>The parade of shops that align the east side of the square vary greatly in date and style, from highly decorative, eclectic, late 19th century shore rooms to 1970's brutalism. The buildings vary between two and three-storeys in height and contain shop fronts (now largely modernised) under upper floors.</p>	
<p>Connections and urban grain:</p> <p>Bradford Place comprises the terminus to Bradford Street (on its arrival into the town). It uses a circular piece of public realm framed within the intersection of the three streets that lead out from it.</p> <p>Whilst the development along the eastern side sits at back of pavement and forms sound enclosure to this public space with active frontages, on the northern side the relationship is more disorganised. Other than the Institute of Science and Art, the Saddlers Shopping Centre wraps round this structure and presents a service entrance, car park entrance and blank façade to the street (to the left of the Institute) and a shopping mall entrance to the right.</p>	
<p>Uses:</p> <p>The area provides a number of uses including shops, food outlets, professional offices and public houses. In addition, the public realm comprise not only a memorial garden, but a bus station.</p>	

<p>Predominant materials:</p> <p>The area uses a diverse range of building materials. The prominent materials are those found on the Institute building which are replicated in later buildings on the east side of the square. These are primarily red brick dressed in buff faience terracotta.</p> <p>Other historic buildings have been rendered, whilst later buildings are constructed in a common red brick.</p> <p>The cenotaph is constructed in Portland limestone and the retaining walls and hard-standing have been formed out of light grey granite sets and light grey reconstituted block-work to match.</p>	
<p>Positive characteristics:</p> <p>The architectural quality of the Institute is by far the town centres finest gothic revival structure and its imposing scale and detailing terminates Bradford Street well.</p> <p>The cenotaph is a high quality piece of public art as well as the most significant memorial in the town centre, its gardens are an integral piece of townscape and are located in a prominent position which are elevated and at the terminus of three view corridors.</p> <p>The area enjoys a great deal of activity and is a destination point and arrival point in the town.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The position and design of the bus station harms the setting of the institute and the cenotaph and disrupts pedestrian movement across square.</p> <p>Some of the historic properties that line the eastern edge of the square have been drastically altered with harmful results, whilst others lost and replaced by poor quality new buildings.</p> <p>The view of the Saddlers Centre and the northern end of the Jerome Retail Park fails to positively enclose the western side of the square.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>One of the few planned civic spaces within the town centre where the formal axis of a street is terminated by a public space centred around a central memorial garden and overlooked by a civic building.</p> <p>The cenotaph is an important piece of public art that is the collective war memorial for the entire borough.</p> <p>The institute represents the cultural evolution of the town into a sophisticated community with middle class philanthropists aiming to better the working class industrialism of the town origins.</p>	<p>Map 1977</p> 
<p>Sensitivity: 2</p> <p>The area comprises a significant node within the Bridge Street Conservation Area and hosts the Grade II listed Institute of Science and Art and the Grade II listed war memorial. The remnants of historic built form remain around the circus defining the historic public realm. Adjacent development such as the retail park and shopping centre have damaged this setting, but enough survives to make it highly sensitive.</p>	

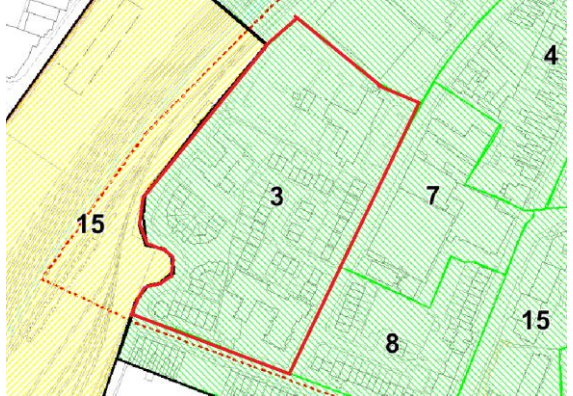





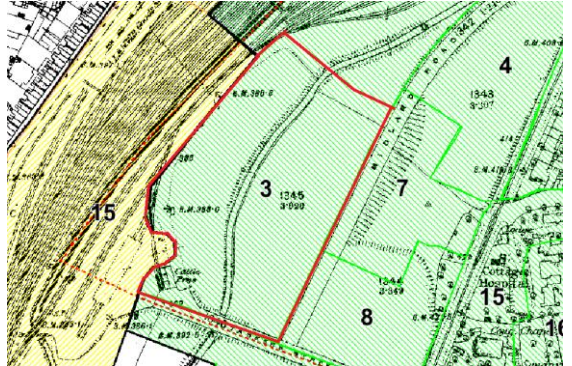
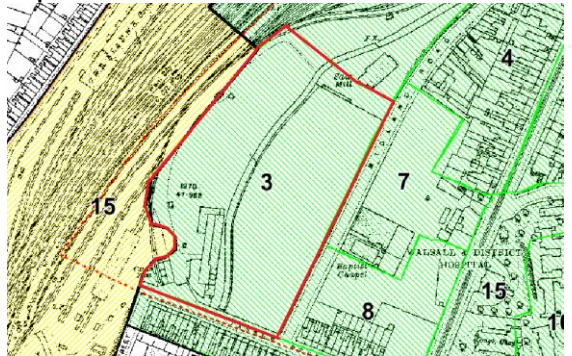

Capacity for change: There is scope to redevelop the public realm and bus station to better reveal the setting of the listed structures and improve pedestrian accessibility across the area and transform it into a proper destination.



Opportunities: There is an opportunity to redevelop the public realm and link it to the works ongoing at the Bridge.

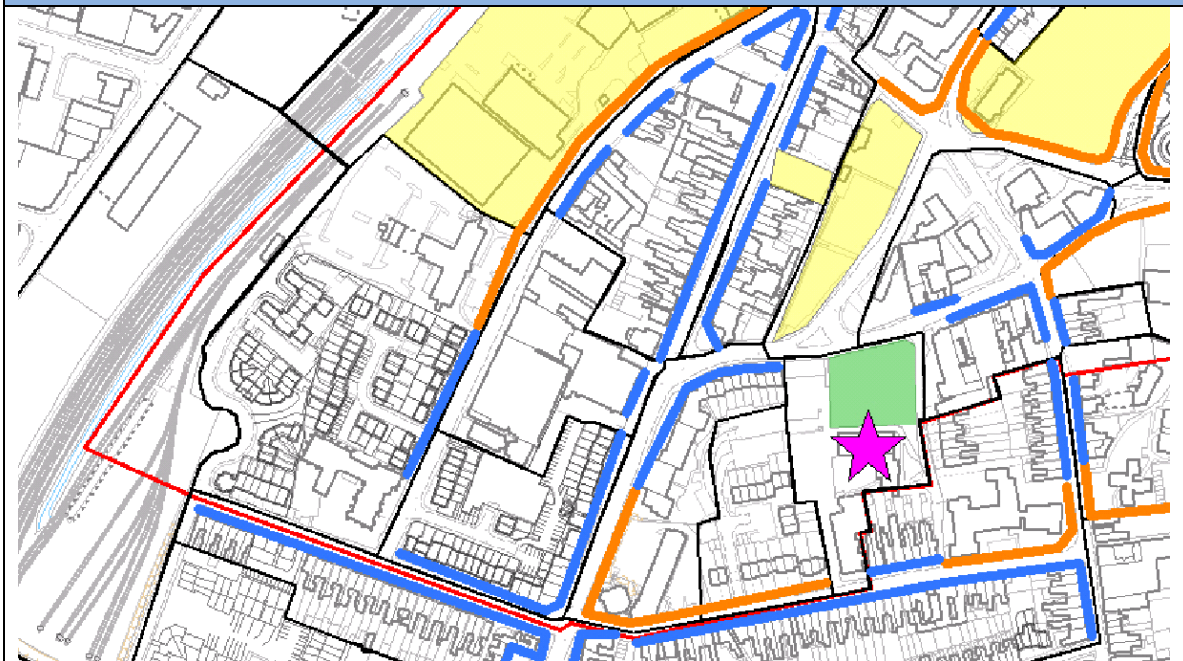
4.2.6.3 Midland Road (South)

<p>Character area: Bradford Street – Midland Road (South) HUCA: RS10</p>	<p>Sub character area ref: BS3 Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>A transformed area of land overlooking railway sidings, now used for residential and business use.</p> <p>The entire area has been redeveloped in the past 30 years, with early development taking place in the form of an office development, with the latter (more recent) development of a new housing estate.</p> <p>There is a clear link to adjacent modern housing (on the east side of Midland Road), but also late 19th century housing on the south side of Tasker Street.</p>	
<p>Building types:</p> <p>The office building is a substantial structure on a 'T' shape plan and set over four-storeys. It bears the hallmarks of the postmodernist movement, with token pediments, pitched roofs and brick banding to express floor plates to replicate banding of string courses on historic structures.</p> <p>The housing is a pastiche on Georgian classicism. The use of pilasters carrying entablatures to door casements in conjunction with the use of stucco rustication at ground floor of some of the houses makes clear reference to the late 18th century.</p>	
<p>Connections and urban grain:</p> <p>The historic alignments of Midland Road and Tasker Street remain, however a network of curving, interlocked cul-de-sacs fills the interior of the block and forges access through to the car park to the rear of the office building.</p> <p>Blocks of buildings utilise 45-degree angles across the façade that snake round corners, creating well defined groups of buildings.</p> <p>Buildings are set back from the edge of pavement to form parking bays across the front elevation of the buildings. A play space is formed on land along the open aspect towards the railway lines and sidings (the west).</p>	
<p>Uses:</p> <p>The area comprises a single purpose built office building (to the north) and an estate of housing to the south. The housing comprises a mix of apartments as well as small to medium town housing.</p>	

<p>Predominant materials:</p> <p>The entire area is constructed in red brick dressing with limited areas of render and some reconstituted stone dressing. Roofs are clad in concrete tiles.</p> <p>The office has green windows reflecting its age, along with cream coloured composite cladding panels to the top floor. The housing has white plastic UPVC windows.</p>	
<p>Positive characteristics:</p> <p>There is a degree of consistency in the use of construction materials across the area, that ties in with the redeveloped area to the east.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>Neither the post modernist office building or the pastiche housing are considered to be good architecture. Of particularly poor design is the large elevated apartment block which is reflective of design principles 20 years earlier.</p> <p>The arrangement of the buildings, whilst uniform along Midland Road and Tasker, are arranged in random cul-de-sacs within the site which has resulted in poor legibility and urban design.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The area is most visible from the railway, on the approach into the station from the south (Birmingham). As such, the site forms part of a gateway into the town, from this perspective, and is prominent in the setting of the view up into Calmore and towards Church Hill.</p>	<p>Map 1977</p> 
<p>Sensitivity: 3</p> <p>The area has been completely redeveloped in recent years so as to form a modern residential landscape. The buildings are of no great architectural quality but create a critical level of development that improves the density of development in this area which is highly visible on the approach into the station from the south.</p>	

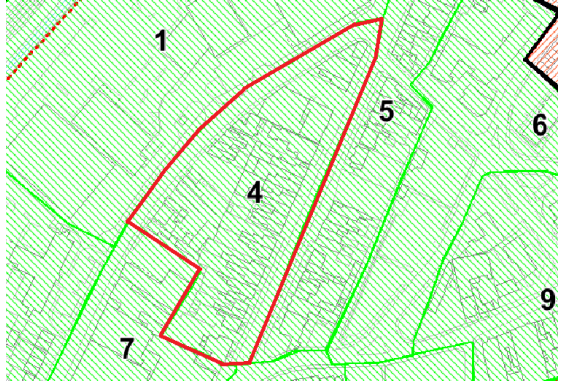






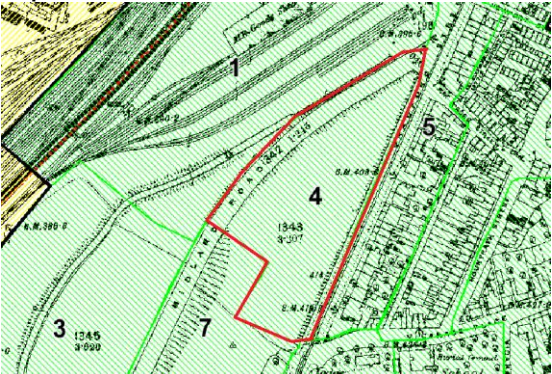
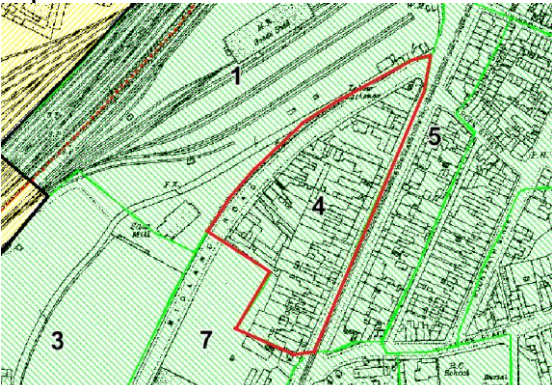
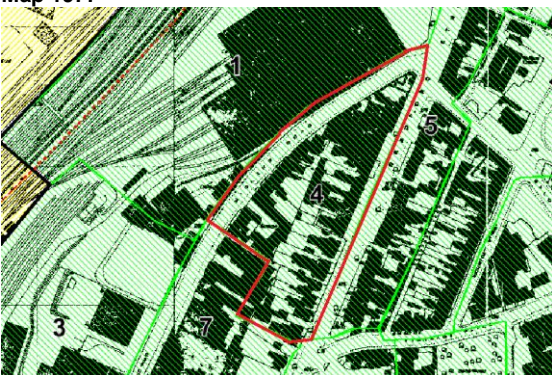
Capacity for change: There is capacity to continue the redevelopment activity in the area as what has been developed is of no significant value and could be adapted, altered or extended with limited harm.

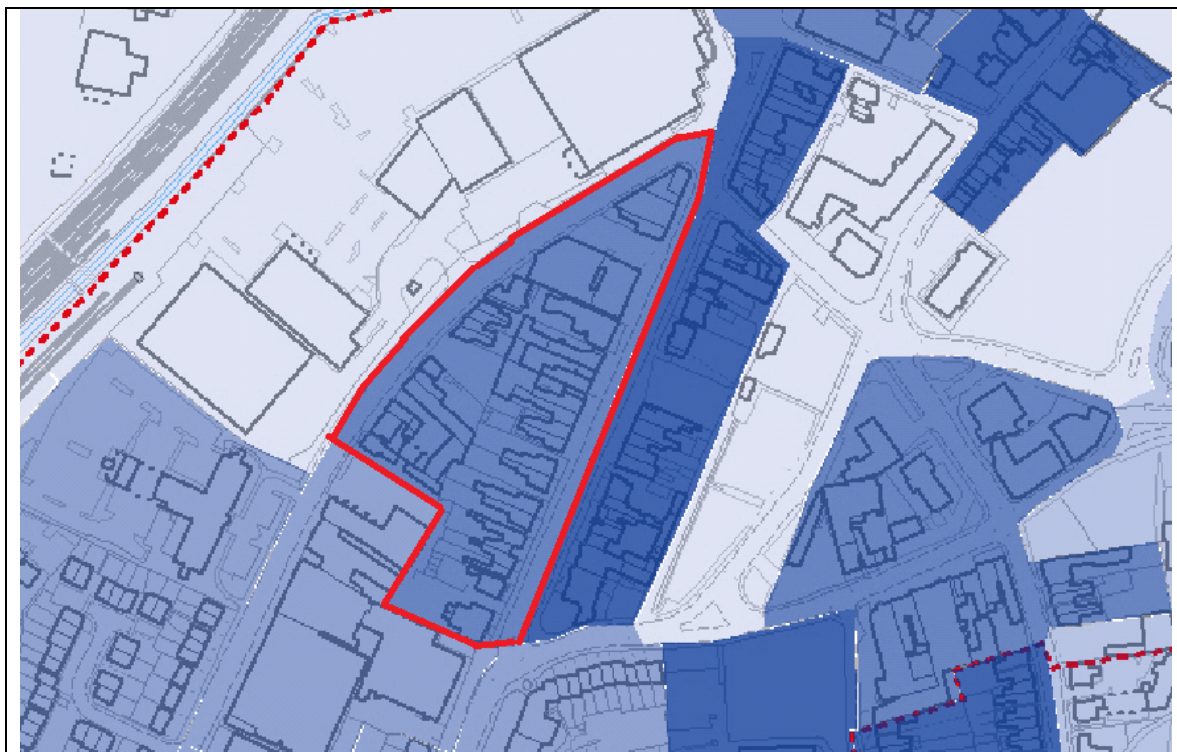


Opportunities: There are some small opportunities to possibly develop towards the railway in the future should Network Rail release surplus sidings. This would allow for more confident architecture to screen the existing housing.

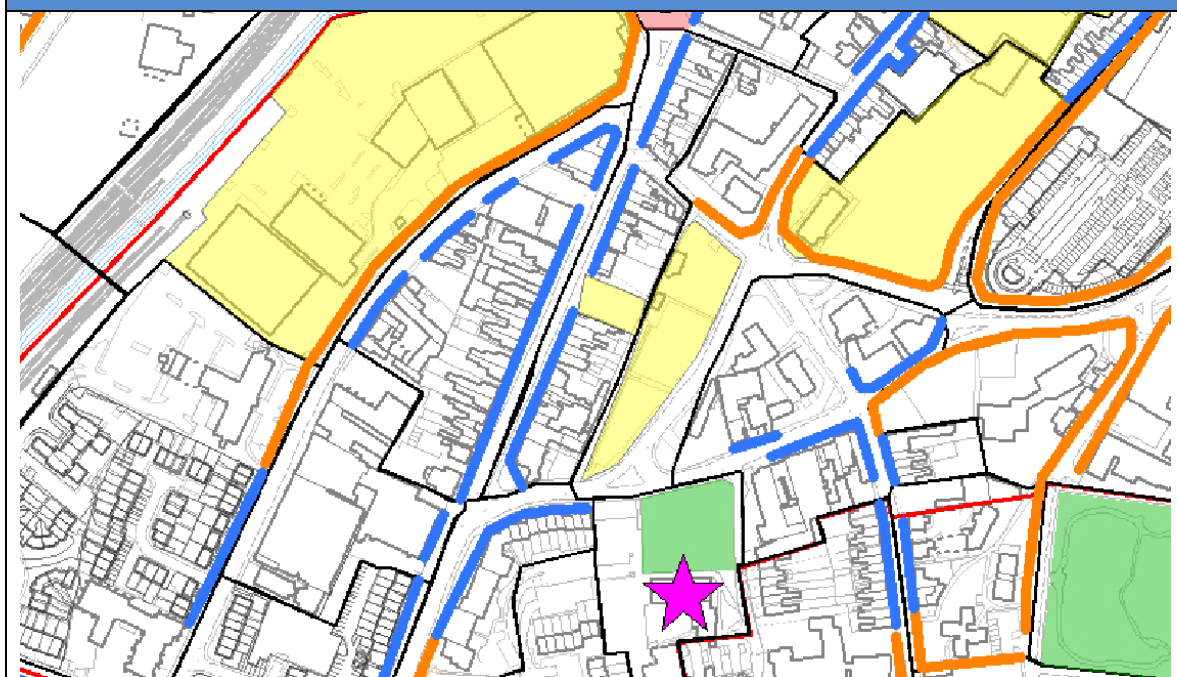
4.2.6.4 Bradford Street (North)

<p>Character area: Bradford Street – Bradford Steet (North) HUCA: MX1</p>	<p>Sub character area ref: BS4 Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>The area comprises a diverse range of bespoke late 19th century commercial buildings and middle class housing lining one side of a principal thoroughfare into the town from the south and running through to a secondary commercial street.</p> <p>The area runs down towards Bradford Place and comprises a later development to the Georgian (east side) of the street.</p> <p>The area comprises an interface with the industrial areas that surrounded the railway and the close social interplay of classes within the town.</p>	
<p>Building types:</p> <p>The northern end of the area (closer to the town centre proper) houses a number of eclectic Victorian buildings with gothic, classical and baronial references. This northern end is disrupted by a number of newer post war structures of similar two to three-storey scale.</p> <p>The southern end of the area comprises more typical middle class Victorian semi-detached housing to Bradford Street and working class terraces to Midland Street.</p>	
<p>Connections and urban grain:</p> <p>The area is formed between two roads leading into the town, that merge at the northern end.</p> <p>On the provincial middle class Bradford Street frontage, the buildings are set back behind small front gardens (enclosed by retaining boundary walling) and forecourts.</p> <p>The working class, Midland Road frontage comprises structures sat at back of pavement, with small open yards and vehicular accesses to the side.</p>	
<p>Uses:</p> <p>The area comprises a diverse range of retail and professional premises on a small independent scale along the Bradford Street frontage. Midland Road contains a mix of residential and industrial uses.</p>	

<p>Predominant materials:</p> <p>The buildings are largely built in typical local red clay brick with a relatively hard fire-skin. Building details are picked out in either moulded brick, terracotta or sandstone and roofs are clad in Welsh slate. A number of residential buildings are dressed in painted timber (porches, eaves and bay windows).</p> <p>A number of buildings have subsequently been rendered and had original timber windows replaced with UPVC.</p> <p>Modern infill/replacement development uses sand-finished buff and yellow brickwork.</p>	
<p>Positive characteristics:</p> <p>The retention of a number of high quality middle class housing and commercial buildings of bespoke design.</p> <p>The retention of a significantly high proportion of boundary walling and front yards.</p> <p>The presence of large mature deciduous trees lining the road, giving it a boulevard-like character.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The rendering of a number of handsome 19th century commercial buildings, resulting in the loss of much of the architectural detailing. The loss of original timber sash windows with UPVC plastic casements.</p> <p>The removal of some of the boundary walling to create front aprons for servicing and parking.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The area forms part of a handsome 19th century tree lined route into the town (from the south) not dissimilar to Lichfield Street (from the north). The use of fine housing and grand commercial premises heightens the quality of the environment and masks the town industrial backbone with an emerging middle class in the 19th century.</p>	<p>Map 1977</p> 
<p>Sensitivity: 2</p> <p>The area forms part of the Bradford Street Conservation Area and comprises a host of late Victorian brick buildings of some value. Although altered by lesser 20th century pockets of development the area remains relatively sensitive.</p>	



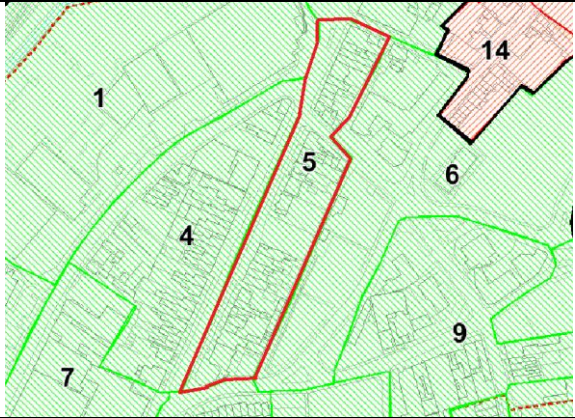



Capacity for change: There is some capacity for change to individual sites, but the scale and nature of development would unlikely alter significantly. Most 19th century buildings would need to be retained.


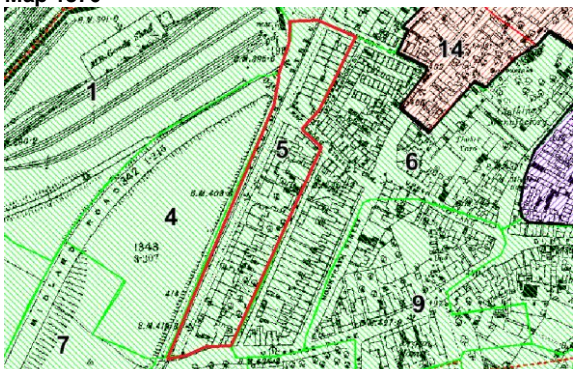
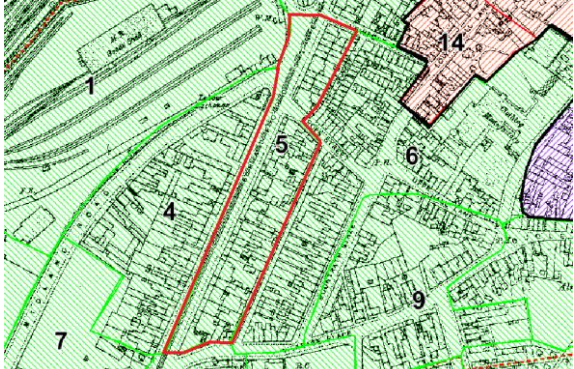



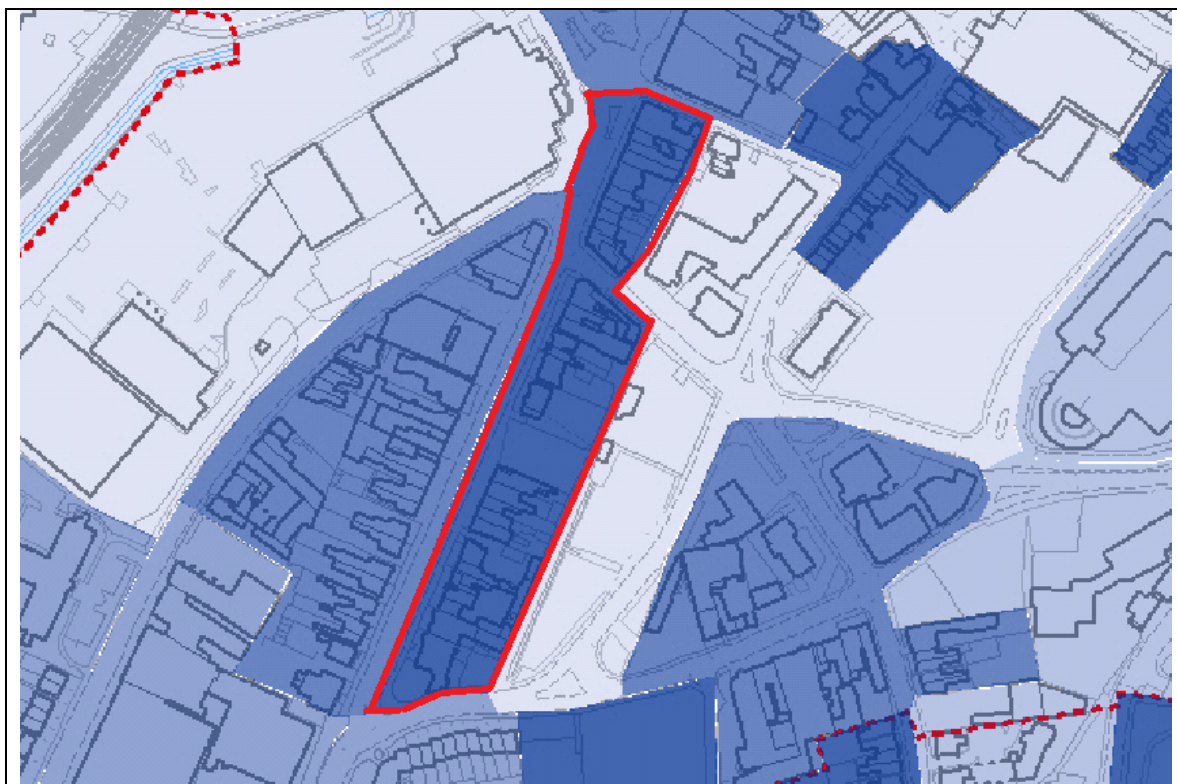
Opportunities: There are no obvious opportunities other than to redevelop the 20th century sites.

Area Action Plan – Characterisation: Bradford Street

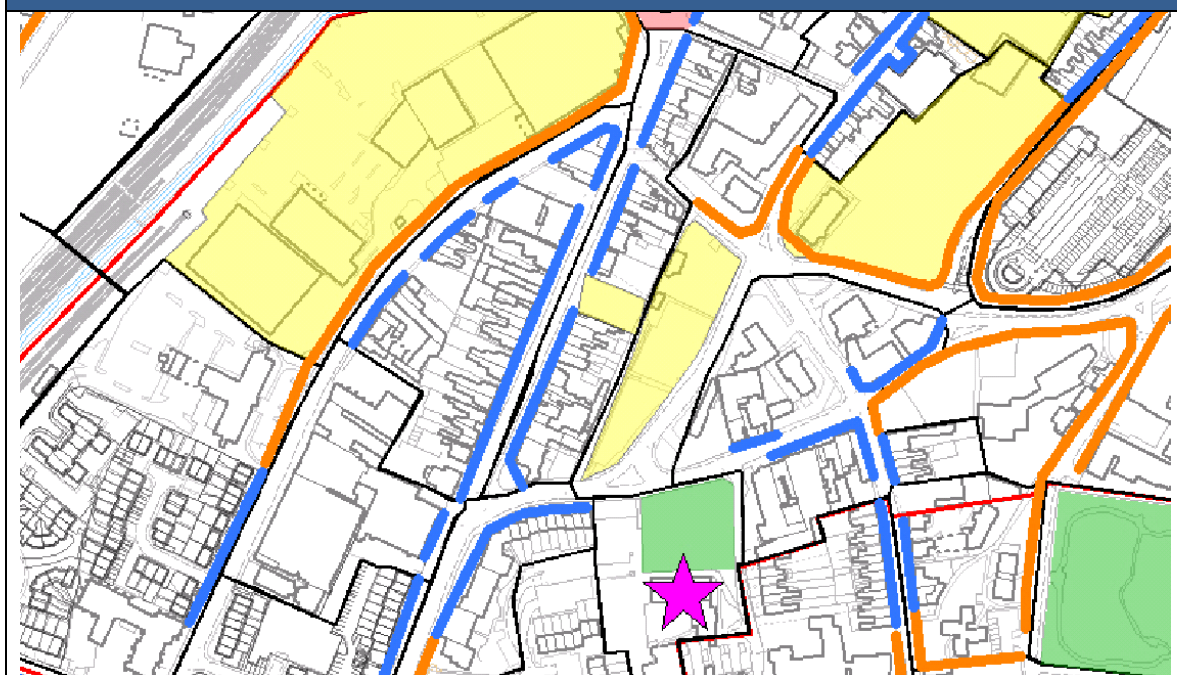
4.2.6.5 Bradford Street (South)

<p>Character area: Bradford Street – Bradford Street (South)</p>	<p>Sub character area ref: BS5</p>
<p>HUCA: MX1</p>	<p>Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>An area of fine late Georgian (Regency) architecture, not dissimilar to Lichfield Street (leading into the town from the north) only of more complete character and of greater townscape merit.</p> <p>Inspired by the townscape of Royal Leamington Spa, the terraces of fine stucco housing mask the industrial streets of more modest housing behind (to the east) and once overlooked the town's racecourse (to the west).</p> <p>It forms a grand entrance route into the town, later terminated in the mid 19th century by the magnificent gothic revival Institute of Science and Art.</p>	
<p>Building types:</p> <p>The area comprises terraces of Regency terracing set out much in the way John Nash conceived the terraces around Regents Park, that being large compositions of a symmetrical layout with central pediments and flanking wings, handed town houses and detached villas.</p> <p>All buildings use the classical formula of a ground floor designed as a base, separated from the first floor (piano nobile) and attic which are compounded through a plain surface treatment or giant order pilasters. Roofing is masked by a deep entablature and cornice carrying a pediment.</p>	
<p>Connections and urban grain:</p> <p>Buildings towards the northern end of the area are set back from pavement and relate to the characteristics of the town centre proper.</p> <p>Past Caldmore Street the topography rises steeply and the terraces step up the hill. To accommodate the rise, buildings are set back from the footpath behind retaining walls that support small hard paved aprons, accessed by steps and sometimes enclosed by railings.</p> <p>Trees also feature more prominently along the upper section of the street, giving it a more established appearance.</p>	
<p>Uses:</p> <p>A combination of retail uses including shops, food outlets and clubs that support the night time economy are prominent at the northern end of the area. The Jerome K Jerome Museum is also located in this area.</p> <p>The types of uses changes towards the southern end where bars and professional offices are located. Vacancy is a more common issue further to the south of the area.</p> <p>Upper floors are either uses as residential premises or in connection with office premises.</p>	

<p>Predominant materials:</p> <p>All buildings are finished either in a lime stucco render or Roman cement. This material is used singularly to model all architectural detailing, besides the joinery. The stucco is largely painted white, cream or magnolia, with the exception of the property on the corner of Bradford Street and Newport Street.</p> <p>Roofs should be clad in Welsh slate, although these are not easily visible from the ground along Bradford Street.</p> <p>Windows are timber sash, except where upvc plastic replacements have been installed.</p>	
<p>Positive characteristics:</p> <p>The survival of a significant section of historic townscape of exemplar quality Georgian architecture. The retention (or contemporary) use of railings and boundary treatment creates a semi private space between buildings and the street and further elevates the standing of these buildings.</p> <p>Few of the buildings have been significantly adapted (extended or altered) so as to remove architectural components or change their appearance.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>A number of buildings have had historic timber sash windows replaced by UPVC plastic windows, original shop fronts removed and poor quality and brightly coloured/illuminated signage attached.</p> <p>Security measures such as roller shutter on businesses that largely operate during the night time economy give the area a closed down and hostile appearance during the day</p> <p>A building has been lost between 36 and 39 Bradford Street and how stands as waste land, exposing the flank elevations of the neighbouring buildings.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>A highly significant parade of fine late Georgian (Regency) town housing and terraces leading into the town from the south, and counters it's contemporary to the north (Lichfield Street).</p> <p>This route leads directly into the grand terminus of Bradford Place, now centred on the gothic revival majesty of the Institute of Science and Art set behind the town's racecourse. Originally an open aspect over the town's racecourse, the street was later enclosed to for a boulevard of grand status.</p>	<p>Map 1977</p> 
<p>Sensitivity: 1</p> <p>The area comprises a handsome parade of Regency architecture within the Bradford Street Conservation Area. The northern section of the street is all Grade II listed and of great significant to the early 19th century route into the town and the prospect over the former racecourse.</p>	

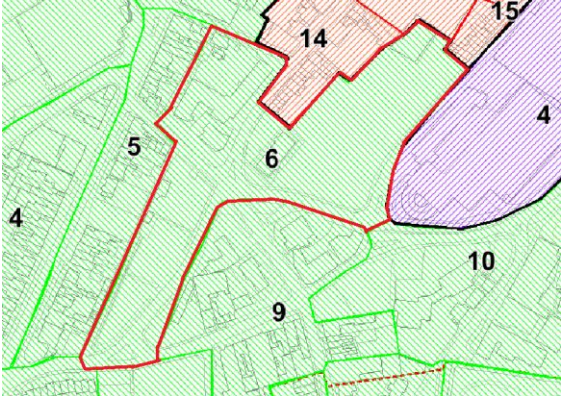






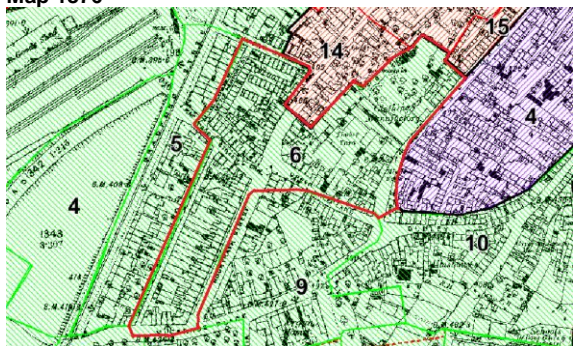
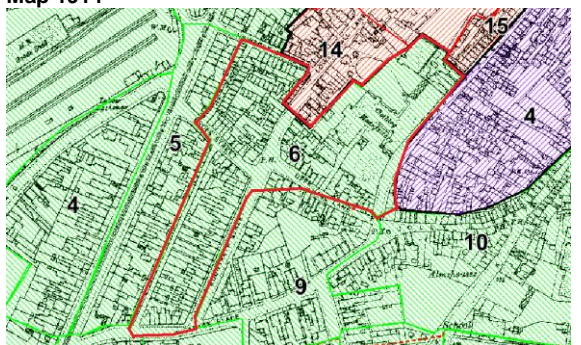

Capacity for change: There is little capacity for change, although boundaries could be strengthened, commercial frontages and signage improved and the vacant site developed.

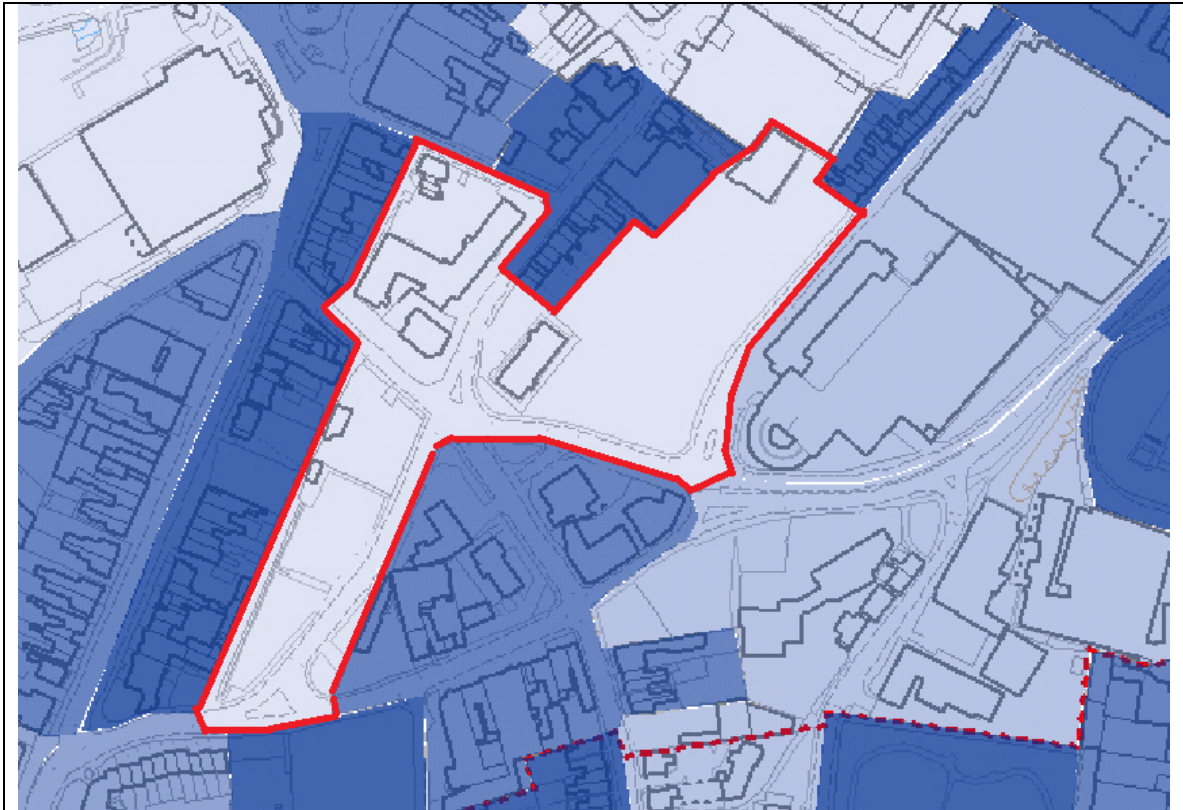


Opportunities: There is an opportunity to develop a three-storey building on the vacant site, aligned with the wider built form in the street.

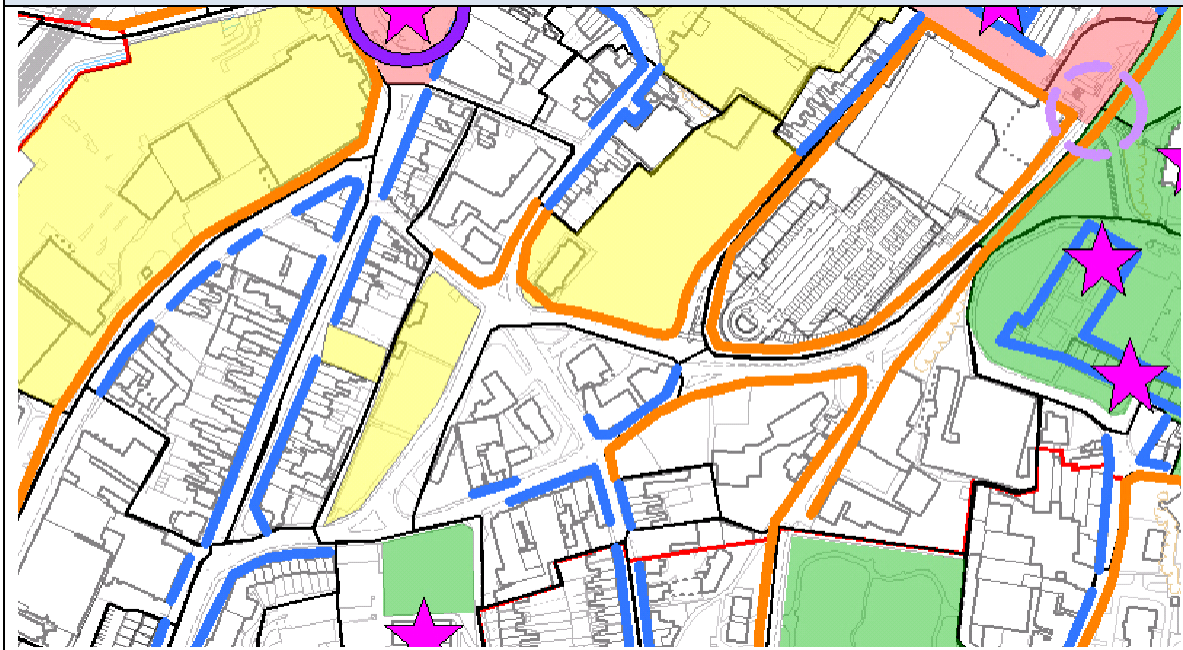
4.2.6.6 Caldmore Road

<p>Character area: Bradford Street – Caldmore Road</p>	<p>Sub character area ref: BS6</p>
<p>HUCA: OP3</p>	<p>Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>An area sat around the confluence of a number of streets which have historic origins, but have been widened to cater for modern traffic flows around the town centre in conjunction with pedestrianisation of the High Street – Digbeth – Park Street corridor.</p> <p>The area is a break in the historic townscape and comprises a number of 20th century buildings that do not form a townscape, but sit on the remaining land following clearance of earlier structures. The site creates clear separation between Bradford Street, Caldmore and Church Hill.</p>	
<p>Building types:</p> <p>There is no prevailing building type, only presence of 20th century design. The delivery of the 1930's Neo-Georgian offices with deco detailing sits in strong contrast with the clad-frame orthogonal floor-plates of other two office buildings.</p> <p>Of the two post war structures, the one positioned along the west side of Lower Hall Lane follows the modernist principles of the international style. The other (on the corner of Lower Hall Lane and Upper Hall Lane expresses its floor plate more honestly in the brutalist tradition.</p>	
<p>Connections and urban grain:</p> <p>The dominance of the gyratory system that runs along Mountrath Street has resulted in the loss of the majority of built form up to Caldmore Road, Lower Hall Lane and Upper Hall Lane junction. Beyond the junction (north side) the three 20th century buildings are sat within their sites and not at back of pavement. They benefit from soft and hard landscaping and in the case of the structure on the east side of Lower Hall Lane, nestles into the rising topography of the base of Church Hill.</p> <p>The large area to the west side of George Street comprises wasteland following the loss of the former mill building.</p>	
<p>Uses:</p> <p>The majority of buildings in the area are used as offices or are vacant and this extends to the vacant land around this northern end of the site which is laid to waste following a fire.</p> <p>The southern end of the site is cleared and uses as car parking.</p>	

<p>Predominant materials:</p> <p>The earliest of the three buildings is constructed in brick and dressed in a constituted stone, whilst the other two are reinforced concrete frames with texture finished concrete cladding panels. Windows are timber set in frames with spandrel panels.</p> <p>The most dominant material in the area is tarmacadam which surfaces a significant part of the southern swath of this character area.</p>	
<p>Positive characteristics:</p> <p>The 1930's brick neo-Georgian revival building offers a strong marker to the corner of Caldmore Road and Lower Hall Lane and although not set at back of pavement, relates to the junction with its chamfered plan.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The dominance of the gyratory system isolates a key section of the town centre by circling the area now ringed by Mountrath Street, Upper Hall Lane, Dudley Street and Vicarage Place.</p> <p>The dominance of car parking in this area has resulted in Mountrath Street not being enclosed by buildings and the area being devoid of any townscape structure.</p> <p>The post war concrete framed buildings, whilst not poor quality buildings, are buildings that lack street presence and interaction and have poor quality joinery detailing.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The evolved modern day town town has retained Bradford Street as the main pedestrian and bus arrival point into the town from the south but has reorder Mountrath Street into the main arrival point into the town by car.</p> <p>The area forms part of the modern day inner relief road route around the southern side of the town and links Caldmore to Lower Rushall Street and Broadway (Arboretum) beyond.</p>	<p>Map 1977</p> 
<p>Sensitivity: 5</p> <p>The area has been devastated by 20th century clearance and is dominated by a gyratory road system that segregates Caldmore from the town centre proper.</p>	







Capacity for change: There is significant capacity to develop the area with buildings that enclose the street and reintroduce a lost urban grain. Building towards the south could be up to three-storeys in height, whilst those in George Street could be up to five-storeys in height.

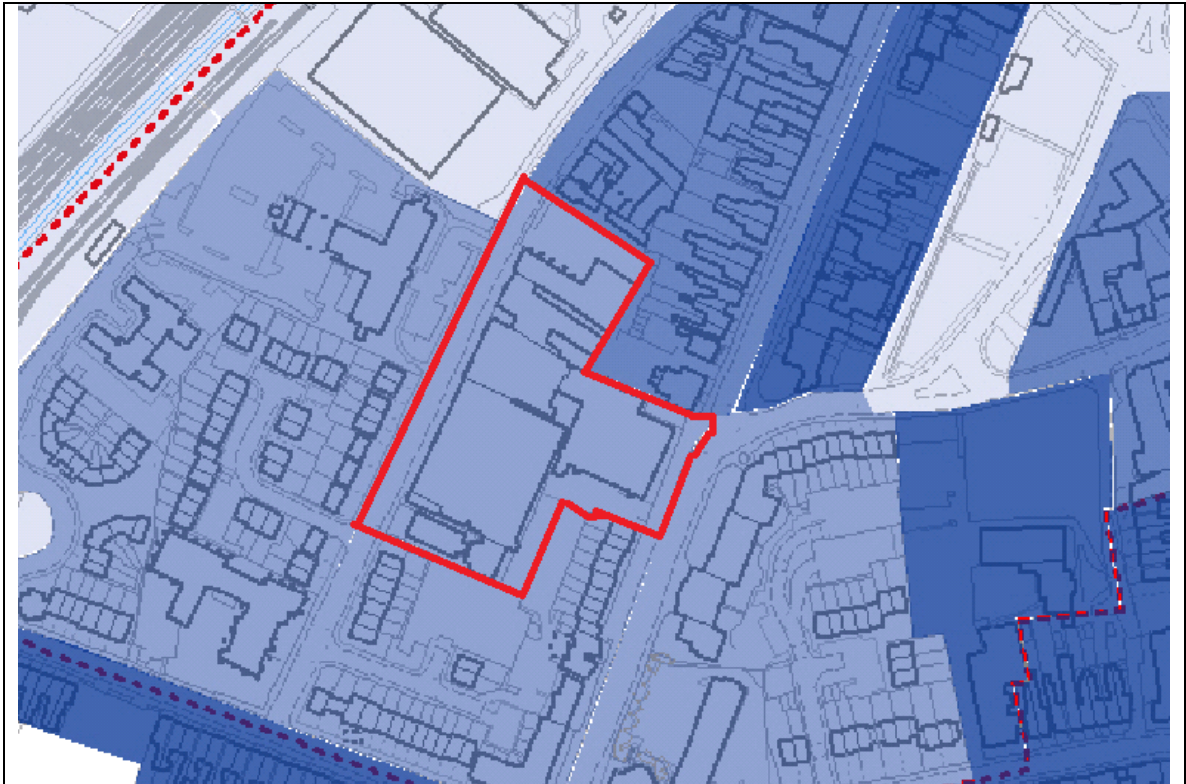


Opportunities: There are opportunities to redevelop all around the junction in the middle of the area, but particularly along George Street on the former Shannon's Mill site.

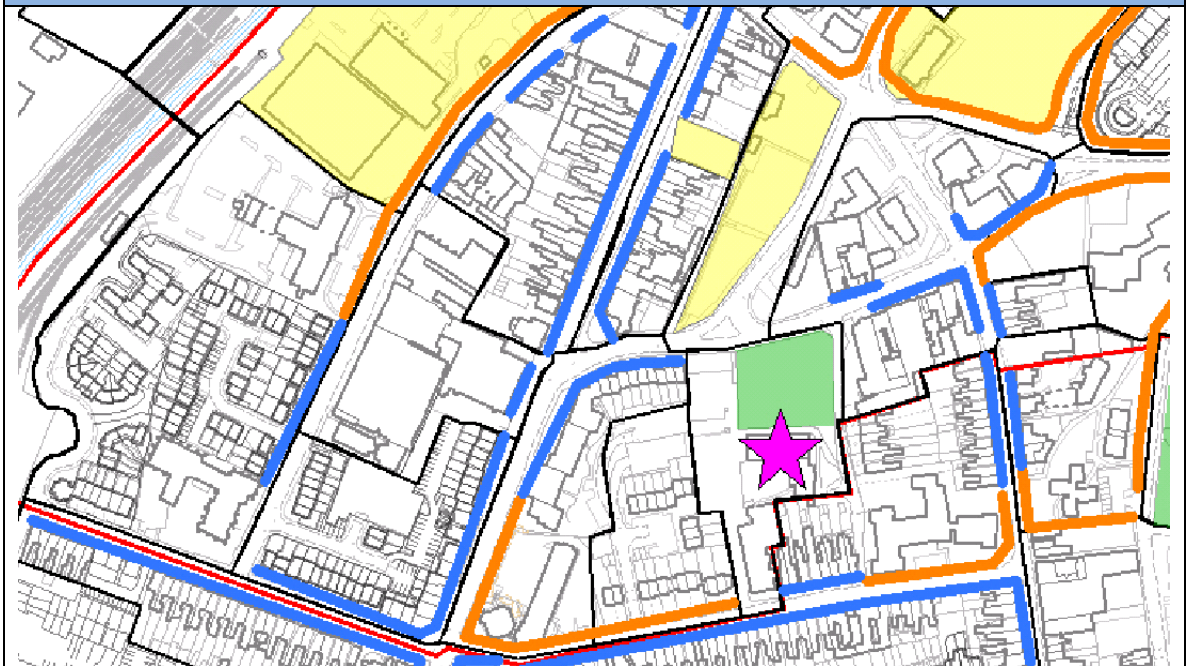
4.2.6.7 Wednesbury Road (North)

<p>Character area: Bradford Street – Wednesbury Road (North)</p>	<p>Sub character area ref: BS7</p>
<p>HUCA: IN3</p>	<p>Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>An area of industrial warehouse and workshop development, largely dating to the turn of the 20th century and constructed following the development of the west side of Bradford Street, following the closure of the racecourse, development of the railway and growth of industrial activity around the railway sidings.</p> <p>The area is now divorced from the railway itself by modern retail and housing development and is effectively a discrete area of light industry.</p>	
<p>Building types:</p> <p>The majority of buildings fall into two periods of development along the Midland Road frontage (1) the start of the 20th century, and (2) the 1960's, and date to the close of the 20th century on the Wednesbury Road frontage.</p> <p>The workshops along Midland Road bear strong characteristics of the Arts and Crafts movement and display the simplified form and motifs of the Edwardian age. Heavy massing of structural elements carrying windows that span bays of the buildings are decorated with chequerboard and diamond motifs</p>	
<p>Connections and urban grain:</p> <p>The area form the central part of a long wide urban block positioned between the principal Wednesbury Road – Bradford Street corridor and the secondary route of Midland Road.</p> <p>The buildings along Midland Road are mostly sat at back of pavement and are built abutting one another, with the exception of the chapel which is set within its plot.</p> <p>The warehouse on Wednesbury Road is set back into the site behind high level security railing in a service yard, facing away from the road with a largely blank elevation.</p>	
<p>Uses:</p> <p>The area is predominantly used for light industrial activity with ancillary office use.</p> <p>Some buildings are now disused, whilst others appear not to be fully utilised.</p> <p>A nonconformist chapel also appears to continue to operate along Midland Road and is contemporary in date to the first phase of industrial development in the area.</p>	

<p>Predominant materials:</p> <p>Buildings are all constructed in red or purple brick with a semi-hard fire-skin, typical to this period of development. Concrete is often used as a substitute to stone in both exposed structural elements as well as decorative finishes. Elements of the early 20th century buildings have now been rendered.</p> <p>The post war structures typically use a common brick (brown or yellow) and detailed with expressed concrete frames.</p>	
<p>Positive characteristics:</p> <p>The survival of a number of good examples of early 20th century industrial architecture that depict the Arts and Crafts movement but also the early flowering of the Art Deco designs in architecture.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The area is suffering from a degree of vacancy and visible economic decline that has resulted in buildings becoming ruinous/derelict.</p> <p>Alterations to fine early 20th century buildings has resulted in damage to detailing, but also overall composition, particularly through the use of render.</p> <p>The warehouse on Wednesbury Road damages the otherwise attractive and vibrant frontage along this road at an important junction with Vicarage Place (now a critical part of the towns road network).</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The area is the last surviving portion of the early industrial development that developed along the eastern side of the railway line following the closure of the racecourse and the development of the west side of Bradford Street.</p>	<p>Map 1977</p> 
<p>Sensitivity: 3</p> <p>The area comprises a collection of good quality early 20th century industrial buildings which are not identified formally as designated heritage, but are of value should redevelopment present itself. They relate well to the railway lands to the west and site politely behind the principal thoroughfare into the town.</p>	

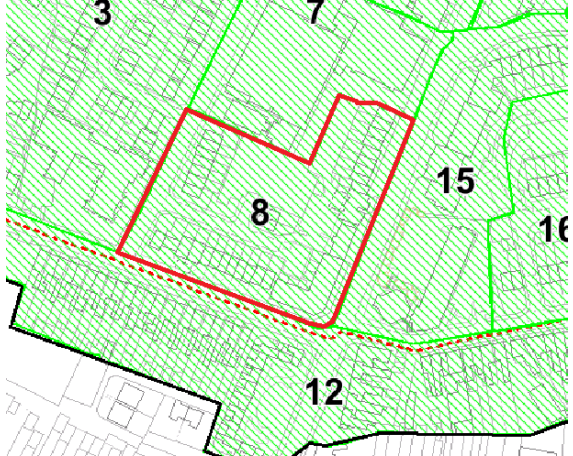







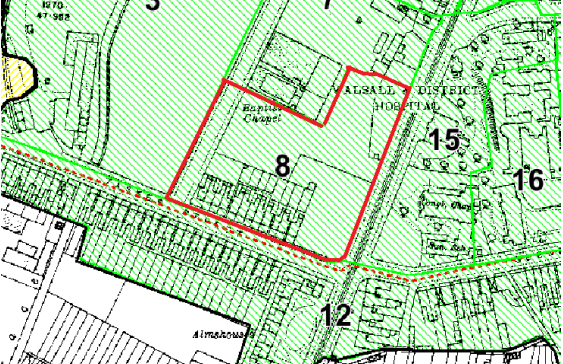

Capacity for change: There is a capacity for change, but this is dependent on retaining the elements of architecture that date to the early 20th century, albeit if this is through 'façadism'.

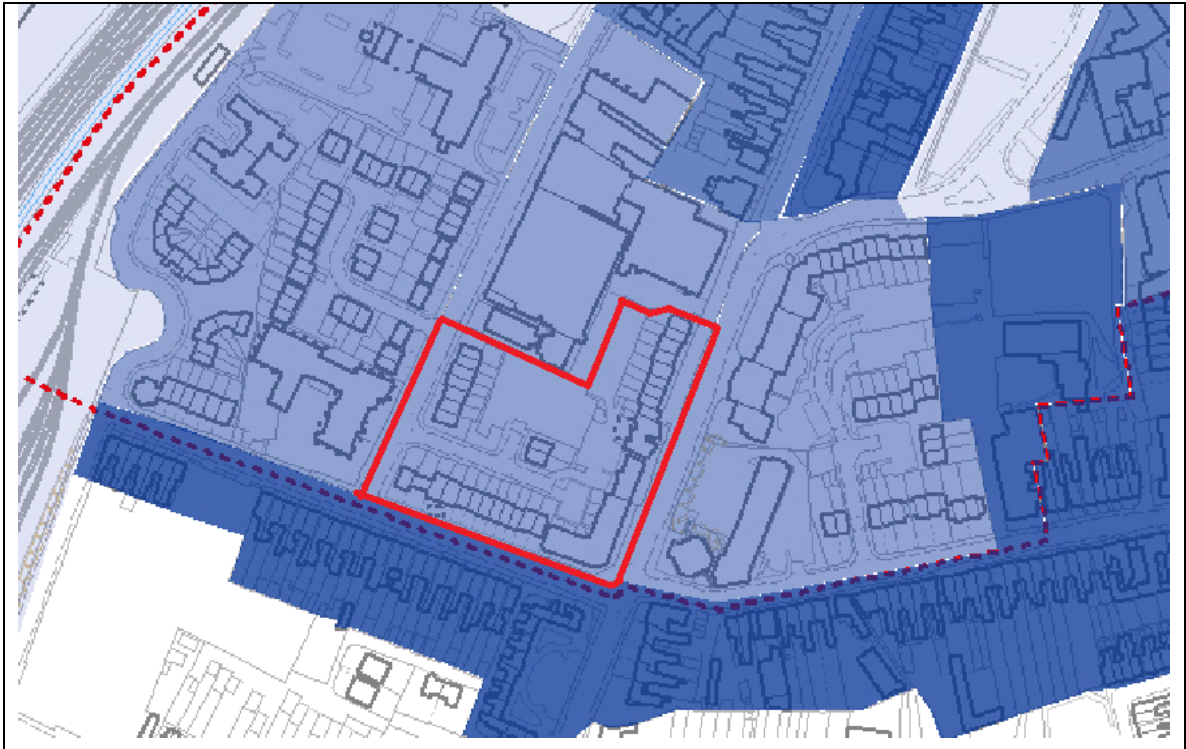


Opportunities: There are opportunities to redevelop, particularly along the Wednesbury Road frontage.

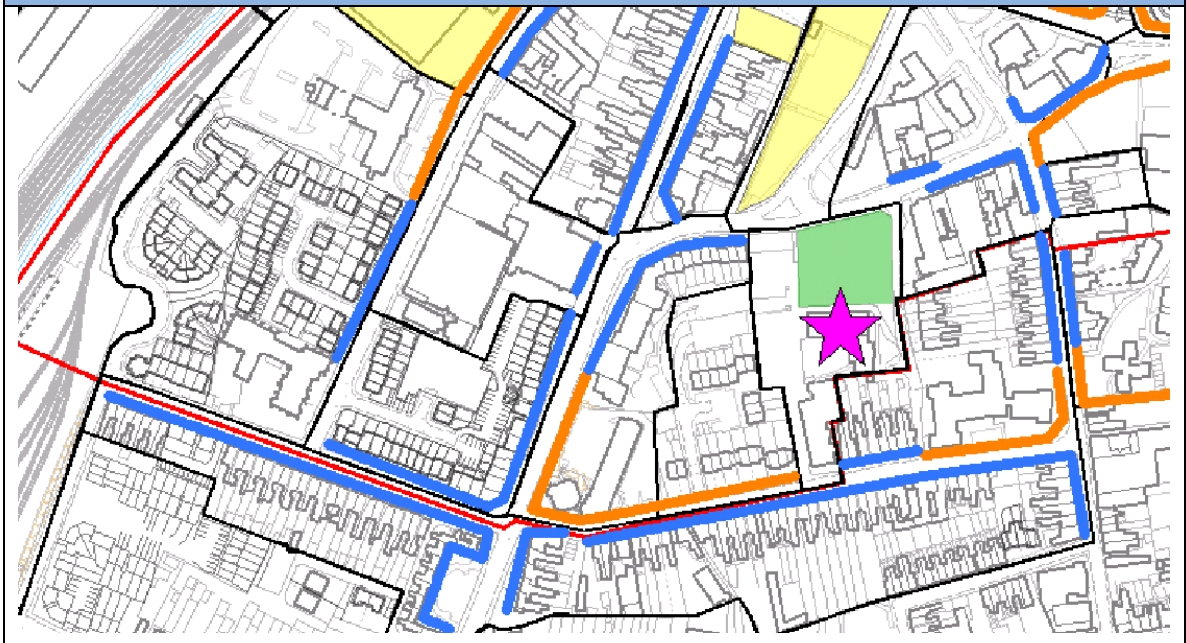
4.2.6.8 Wednesbury Road (South)

<p>Character area: Bradford Street – Wednesbury Road (South)</p>	<p>Sub character area ref: BS8</p>
<p>HUCA: RS10</p>	<p>Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>An area of redeveloped townscape that successfully retains a number of attractive historic buildings and redeveloped the surrounding land to create a diverse and sustainable mix of uses.</p> <p>Fronting onto the Wednesbury Road, this commercial frontage relates well to the wider activity of this major thoroughfare, whilst integrating new residential development, which extends through to the rear part of the site and the wider established residential neighbourhoods along Glebe Street and that recently developed towards the railway.</p>	
<p>Building types:</p> <p>There are two phases of development (1) the 1920's and 30's stripped classical buildings along Wednesbury Road, and (2) modern housing across the wider site.</p> <p>The historic structures comprise two buildings. The first (on the corner of Tasker Street and Wednesbury Road) is neo-Georgian with a series of ground floor round arched windows and a entrance under a full pediment. The adjacent building is earlier and has a stripped classical design based on wide giant order pilasters carrying a deep entablature and parapet. The new housing makes reference to Georgian architecture through the use of rustication and flat arches with key stones.</p>	
<p>Connections and urban grain:</p> <p>The area is defined by the southern end of the large urban block formed by Wednesbury Road, Tasker Street and Midland Road.</p> <p>The early 20th century buildings are linked and sit parallel to the street, although set back from the pavement behind a apron of land surrounded by railings. The new buildings broadly pick up on this alignment (slightly set back) and continue strong building lines along all street frontages, although relaxing the boundary treatment on Tasker Street (where front parking is provided) and Midland Road.</p>	
<p>Uses:</p> <p>The historic buildings have been converted into residential use in conjunction with the wider residential development. The area comprises a mix of housing type and tenure and include a small percentage of apartments.</p>	

<p>Predominant materials:</p> <p>The 1920's stripped classical building is constructed in a dark red/purple brick with a Flemish bond and has a rendered parapet. The roof is not evident from the street.</p> <p>The 1930's neo-Georgian building is constructed in a red clay brick with an English bond. The roof is not evident from the street.</p> <p>The modern housing is constructed in a red/orange brick with selective areas of rendered rustication. The roofs are clad in a grey concrete tile.</p>	
<p>Positive characteristics:</p> <p>The retention of two high quality pieces of early 20th century commercial architecture in good condition with intact detailing along with their sensitive conversion into residential use.</p> <p>The strong composition and layout of buildings across the wider housing area, which locates much of the parking into a rear parking area and aligns buildings close to the street.</p> <p>The retention of a mature tree along the Wednesbury Road frontage that retains the mature tree lined approach into the upper end of Bradford Street.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The rapid deterioration of the new housing with the construction of unsightly new structures such as car ports (Tasker Street frontage).</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>An important street frontage leading into Bradford Street and thereby forming part of a significant route into the town centre from the south and hosting fine early 20th century buildings.</p>	<p>Map 1977</p> 
<p>Sensitivity: 3</p> <p>The area is sensitive due to its retention of the two early-mid 20th century buildings, but also its proximity to the former hospital site. The new housing development surrounding these buildings is of a lesser quality and is less sensitive to change.</p>	







Capacity for change: There is capacity for change subject to the early-mid 20th century structures being retained.

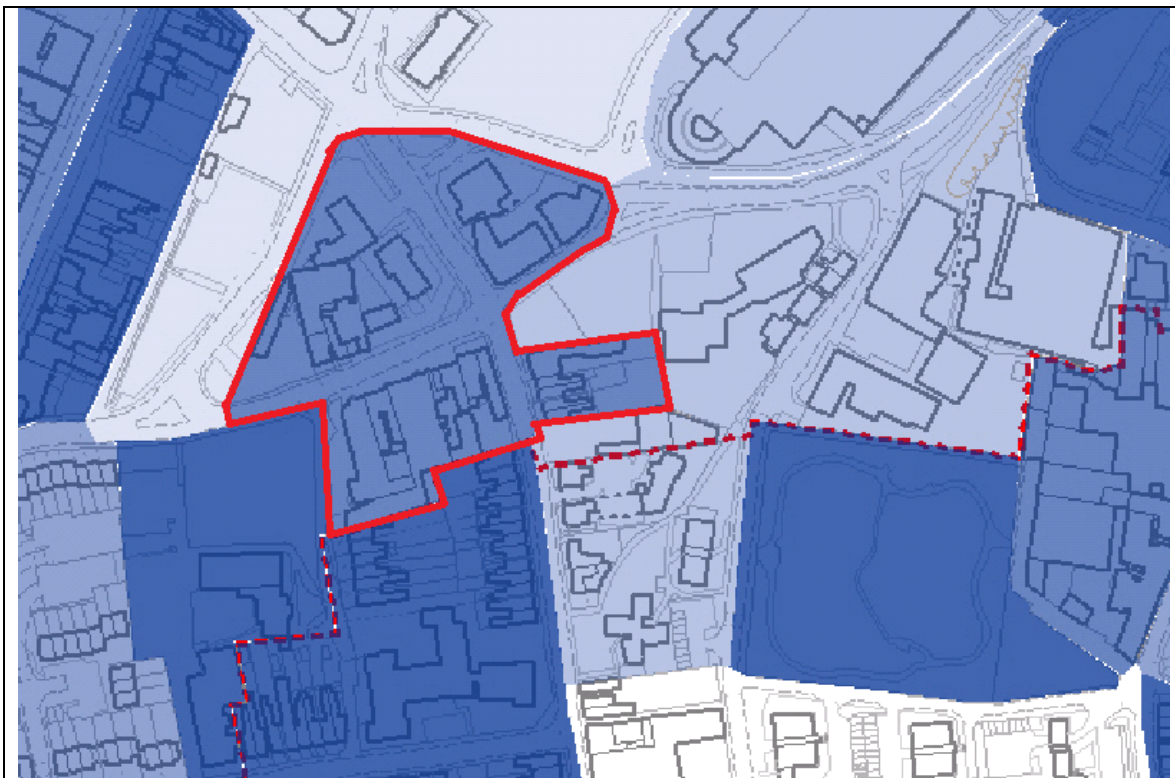


Opportunities: There are no opportunities within this area.

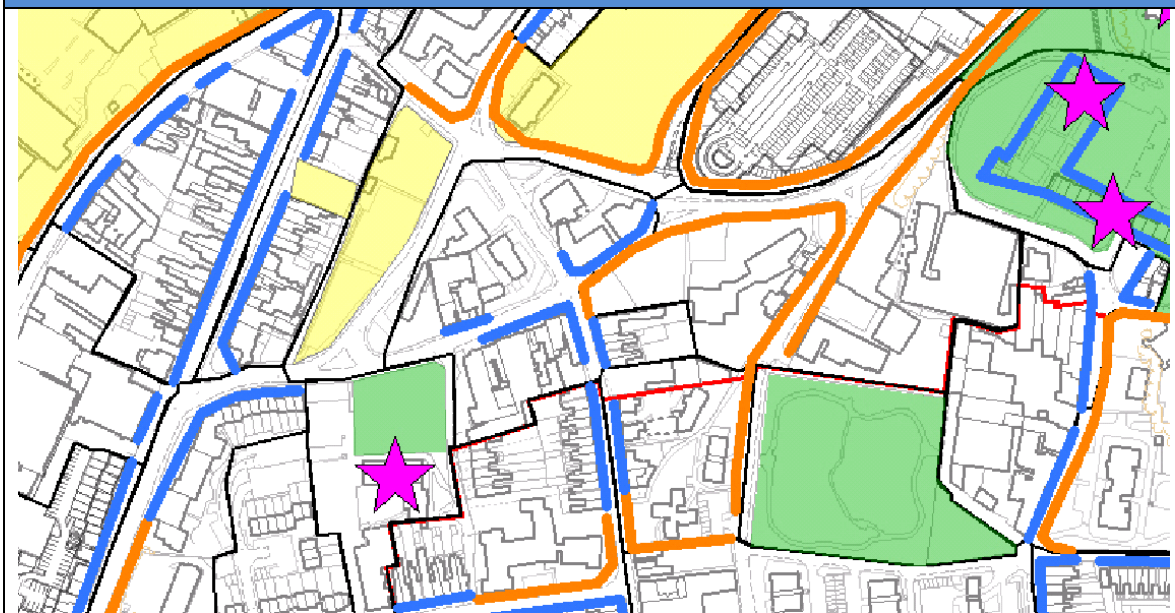
4.2.6.9 Vicarage Place

<p>Character area: Bradford Street – Vicarage Place HUCA: RE2</p>	<p>Sub character area ref: BS9 Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>The area comprises the southern side of the gyratory road system that carries traffic south from Dudley Street into Vicarage Place around the southern side of the town centre. The north bound traffic runs to the northern side of the site (Mountrath Street and Upper Hall Lane) and effectively forms a island of buildings encircled by busy roads.</p> <p>A piecemeal group of buildings, which extends south of Vicarage place and have strong characteristics of 19th century Black Country architecture inter-dispersed with post war redevelopment.</p>	
<p>Building types:</p> <p>There are three clear phases of development (1) early-mid 19th century, (2) later 19th century, and (3) post war development. The early-mid 19th century buildings include double fronted, classically ordered housing (similar to that found in Lower Hall Lane) and of some pedigree, as is the large linear three-storey high workshop building fronting Mountrath Street. The later 19th century buildings sit to the south of Vicarage Place and contain more elevated gothic influenced commercial buildings and workshops, along with typical terracing.</p> <p>The post war structures are diverse including references to Jellicoe's work on Church Hill and 1970's brutalism.</p>	
<p>Connections and urban grain:</p> <p>The area retains historic street arrangements, however, these have been reordered to facilitate a one way road gyratory that now dominate the way in which this part of the town functions and the level of traffic it carries.</p> <p>Other than the large workshop building, historic structures are all set at back of pavement and enclose streets to form tight urban corridors. The post war structures resist the historic urban grain and are positioned within their plots and form more abstract organisation of space.</p>	
<p>Uses:</p> <p>The area contains a diverse mix of commercial offices, places of worship, trade counters, small-to-medium retail premises and restaurants.</p> <p>To the south of Vicarage Place there is also terrace housing linking it to the predominantly residential neighbourhoods south of here.</p>	

<p>Predominant materials:</p> <p>The area plays host to a wide range of brick structures. There is greater consistency between the earlier buildings, where the pallet is concentrated to red clay brickwork. With the early 19th century structures, this is supplemented with plaster, stone, timber and iron, and with later 19th century this is supplemented with moulded brick. Roofs largely retain their Welsh slate cladding.</p> <p>Post war buildings use more industrious brown and yellow wire cut and sand faced brickwork in conjunction with exposed concrete framing.</p>	
<p>Positive characteristics:</p> <p>The prominence and position of the large three-storey workshop overlooking Mountrath Street, along with the double fronted early 19th century houses on the north side of Vicarage Place are an important surviving part of the early industrialisation of the town and have strong Black Country traits in the detailing and composition of their architecture.</p> <p>The area sustains a vibrant mix of businesses that sustain activity throughout and day time and high time economy.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The dominance of the gyratory road system detracts the viewer from the quality of the built form or the degree of activity sustained in this area. The area forms part of a relief road rather than a destination.</p> <p>Some of the post war architecture (such as the church) is bland and most of it is set back from the street to facilitate parking and servicing areas.</p> <p>Signage and peripheral alterations have lead to the area becoming untidy and act as a detraction from architectural quality.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The early 19th century houses on the north side of Vicarage Place are an important surviving part of the early industrialisation of the town and have strong Black Country traits in the detailing and composition of their architecture. They reflect other areas of Walsall's expansion at that time, including Station Street and Lower Hall Lane.</p>	<p>Map 1977</p> 
<p>Sensitivity: 2</p> <p>The area retains a number of houses and workshops that are quintessentially related to the mid 19th century development of the Black Country. It is significant to the setting of the Grade II listed St. Mary's Mount Roman Catholic Church.</p>	




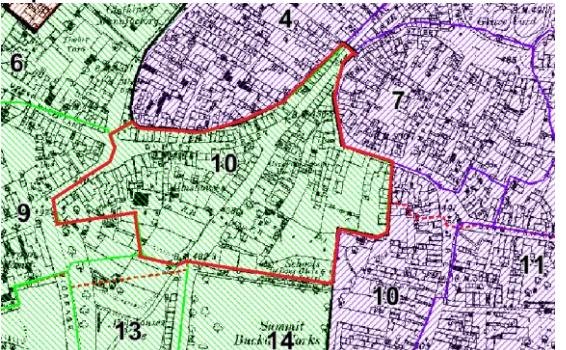
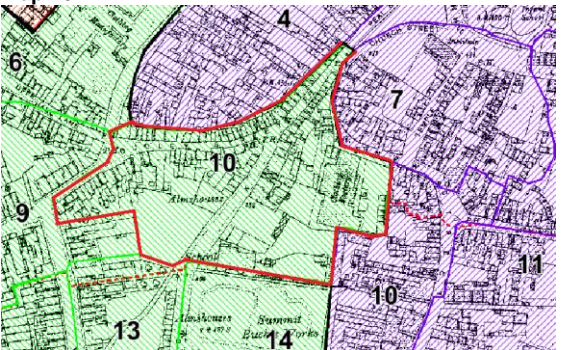
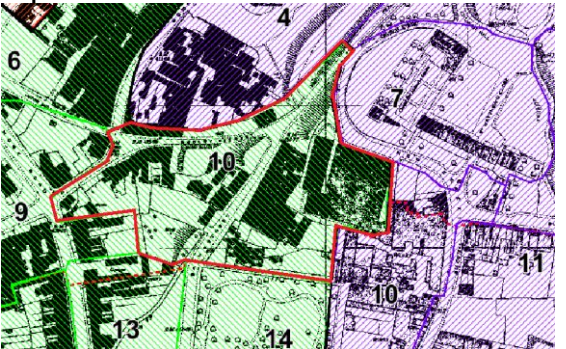
Capacity for change: Whilst most of the buildings (save the post war structures) would be sensitive to change, there is a need to reduce the impact of the gyratory road network that loops round this site and is harmful to the areas character and connectivity.

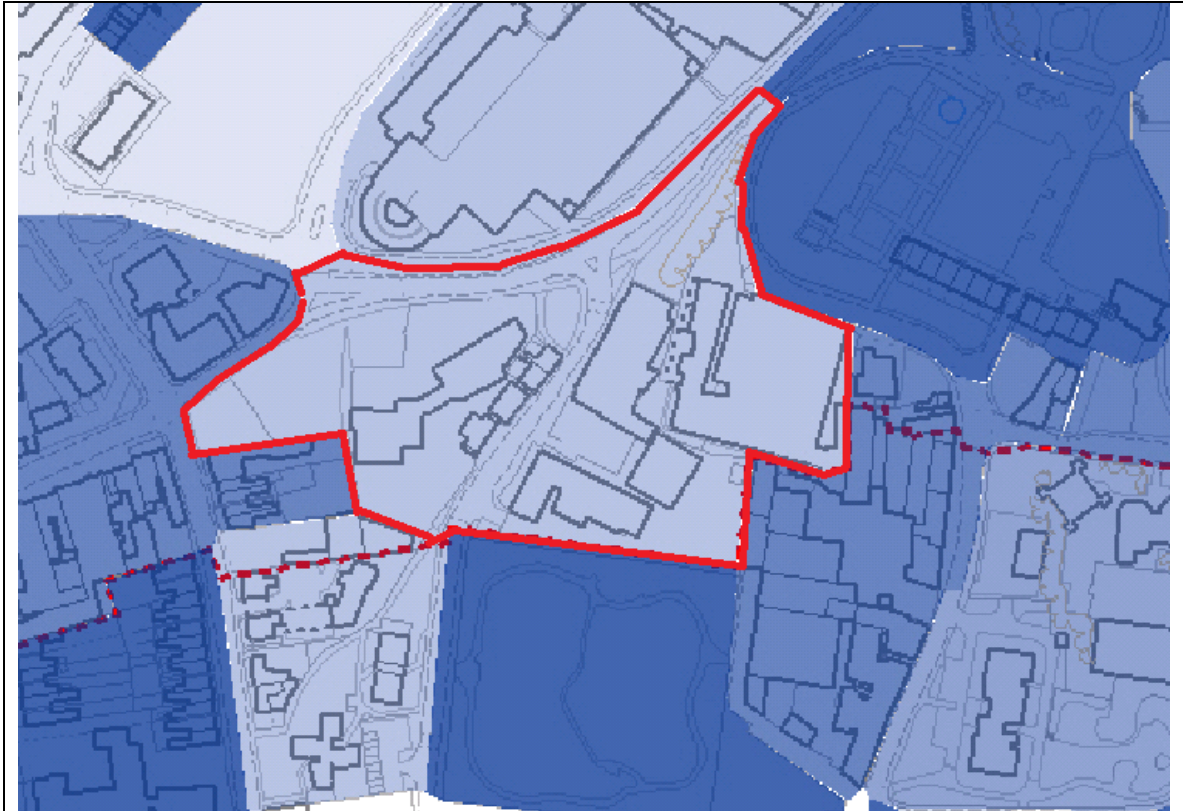


Opportunities: There are no obvious opportunities for development beyond the post war buildings.

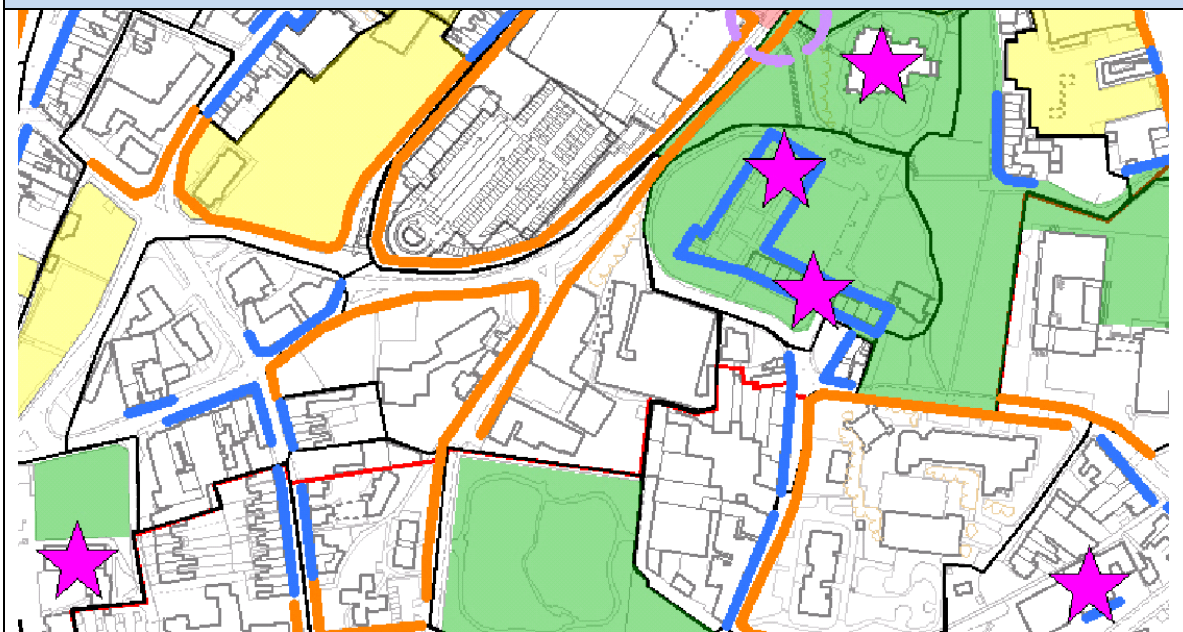
4.2.6.10 Dudley Street

<p>Character area: Bradford Street – Dudley Street</p>	<p>Sub character area ref: BS10</p>
<p>HUCA: C3</p>	<p>Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>An area comprising a busy section of relief road connecting the southern side of the town with Ablewell Street and Lower Rushall Street (to the north and east).</p> <p>The area forms the lower reaches of Church Hill and is dominated by the steep topography of the area, where the buildings on Bath Street sit entirely above the buildings on Dudley Street.</p> <p>Other than a small 19th century lodge, all buildings post date 1960 and sit confidently in the townscape and are not subservient to the topography, using the cut and fill method of construction and large single floor slabs.</p>	
<p>Building types:</p> <p>A small, single-storey, 19th century lodge has survived on the west side of Bath Street and is the only original building in this area.</p> <p>Large orthogonal frame built buildings on large slabs are constructed on the east side of Bath Street and constitute some of the largest commercial buildings on the south side of the town centre. Whilst the 1960's building is more robust in its architecture, with a strong cubic form with a flat roof and projecting sequence of panelled windows, the 1980's building has a pitched roof and conventional window openings. The car showroom is little more than an exposed frame industrial shed.</p>	
<p>Connections and urban grain:</p> <p>The area forms the lower reaches of Church Hill and the Bath Street and Dudley Street follow the contours of the hill. The large buildings utilise the cut and fill method of construction which further accentuate the scale of the hill through the use of stepped retaining structures and walling in conjunction with steeper graded grass landscaping.</p> <p>The buildings follow no particular pattern with regards to positioning, but all sit within large aprons of forecourt or have large levelled parking areas which space buildings apart and create a loose urban grain.</p>	
<p>Uses:</p> <p>Most buildings along Bath Street are offices or professional works buildings, whilst the unit on Dudley Street is a car show room.</p>	

<p>Predominant materials:</p> <p>The Bath Street area follows the typical pattern of brick building in the town with the older structure being constructed in red clay brick (dressed in moulded brick and blue brick). The post war structures form a break with the past and utilise yellow, brown and buff brickwork with a wire cut or sand faced finish.</p> <p>The retail shed on Dudley Street comprises an exposed steel frame with glass and metal cladding.</p>	
<p>Positive characteristics:</p> <p>The survival of the single-storey brick lodge is of a typical traditional late 19th century building of modest decoration that reflect the character of Walsall in the 1870's/80's.</p> <p>The trees and landscaping are fundamental in mitigating the scale of the post war development and soften the built form of Bath Street.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The 1960's building utilises poor cladding materials that have resulted in the building appearing in stark contrast to the historic evolution of the town and not contributing positively to the legacy of high quality post war architecture in the town. The 1980's building is the result of the poor handling of post modernism, and is a token gesture of a reaction to modernism. The result is a large building of watered down architecture, designed with no confidence delivered with a poor brick choice.</p> <p>The retail shed on Dudley Street is set back from the road and fails to enclose the street.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>A busy section of the towns southern relief road round the town centre proper. It comprises an important part of the setting to St, Matthew's church, Church Hill and the Jellicoe memorial gardens up on its escarpment (currently screened by vegetation).</p>	<p>Map 1977</p> 
<p>Sensitivity: 4</p> <p>The area has been aggressively redeveloped during the post war period by buildings that fail to relate to the areas steep topography. It is this topography and relationship to the adjacent Church Hill Conservation Area that retains a degree of sensitivity.</p>	



Capacity for change: There is substantial capacity for change which could be of a scale larger than is typically found in the town centre proper so as to absorb the hill and enclose Peel Street property.



Opportunities: There are no obvious opportunities, however sites are large and are attractive to development.

4.2.6.11 St. Mary's The Mount

Area Action Plan – Characterisation: Bradford Street

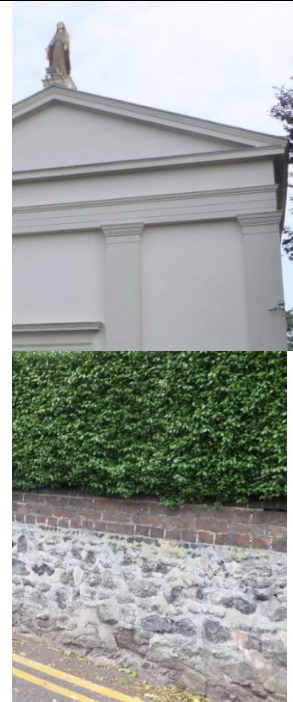
<p>Character area: Bradford Street – St. Mary's The Mount HUCA: MX1</p>	<p>Sub character area ref: BS11 Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>The area occupies the crown of the hill rising up towards Caldmore and mirrors the elevated status of the Anglican parish church (St. Matthew's) on Church Hill.</p> <p>The combination of the church's elevated position, the heavy treed environment running up to it and the bold temple architecture gives the site the characteristics of a basilica surmounting an Italian hill town.</p> <p>The narrow accesses down to Vicarage Place give the site seclusion from the town centre proper as does the access and alleyway segregate it from the residential neighbourhood of Glebe Street.</p>	
<p>Building types:</p> <p>The two main building groups are (1) the church, vestry and priest house, and (2) the church hall.</p> <p>The church is designed along the lines of a Roman temple and as a catholic church is strongly reminiscent of the church of Rome. The elevations are composed of austere line of giant order Tuscan pilasters carrying a simple entablature with plain freeze and bold pediment.</p> <p>The church hall has the appearance of a small school built under the template of a turn of the century board school designed in the Arts and Crafts tradition, with elevated parapet gables and stylised motifs.</p>	
<p>Connections and urban grain:</p> <p>The area is elevated up a steep hill from Vicarage Place and is either accessed through the church yards gated access or up the steep incline of Vicarage Walk, which narrows into steps that form a ginnel passageway through to Glebe Street.</p> <p>The church hall also shares a vehicular access with the church from Glebe Street, which are both served by a large area of car parking.</p> <p>Access around and through the site is dominated by tree sheltered paths and walkways.</p>	
<p>Uses:</p> <p>The principle use of the site is ecclesiastical. This comprises the towns Roman Catholic church, vestry and priests house.</p> <p>A church hall located towards Glebe street.</p>	

Predominant materials:

The church follows in the tradition of stucco render (as seen in slightly earlier development along Bradford street and Lichfield Street) and was a contemporary way of delivering classical architecture in the early to mid 19th century.

The church walling employs the local tradition of rubble slag or limestone, dressed in brick coursing, quoins and coping.

The church hall is constructed in a dense red industrially produced late 19th century brick dressed in buff sandstone.



Positive characteristics:

The design of the church is of the highest quality classical architecture in the town and is well maintained and largely unaltered from its original design.

The church stands in stark contrast to the wider town and sits within a site that offers a green and tranquil environment that is at odds with the standard urban characteristics of the Black Country. The grouping of mature trees on the incline screens the building from the surrounding streets and create an environment that opens up as one enters it, revealing it slowly in a way few other sites in the town as discovered.

Map 1876



Negative characteristics:

The extensive area of car parking on the west side of the church is formed from tarmacadam and does not offer the setting a building of this quality deserves.

Map 1914



Statement of significance:

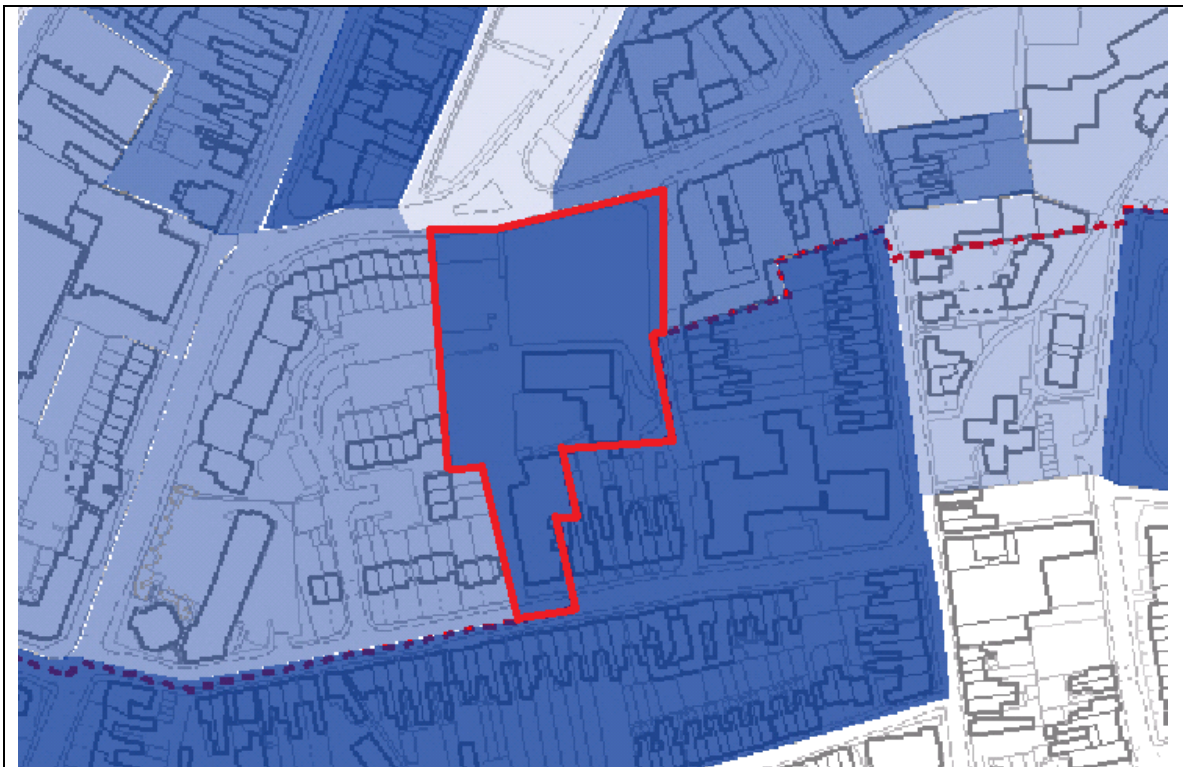
The church is an exemplary catholic church building, illustrating the independence of the Roman Church from the Anglican Church following the restoration of the faith in England during the 19th century. St. Mary's the Mount is a pocket of truly southern European architecture, not just constructed in a Black Country street, surrounded by industry and housing, but given a setting and aspect that reflect the characteristics of its native Italy.

Map 1977

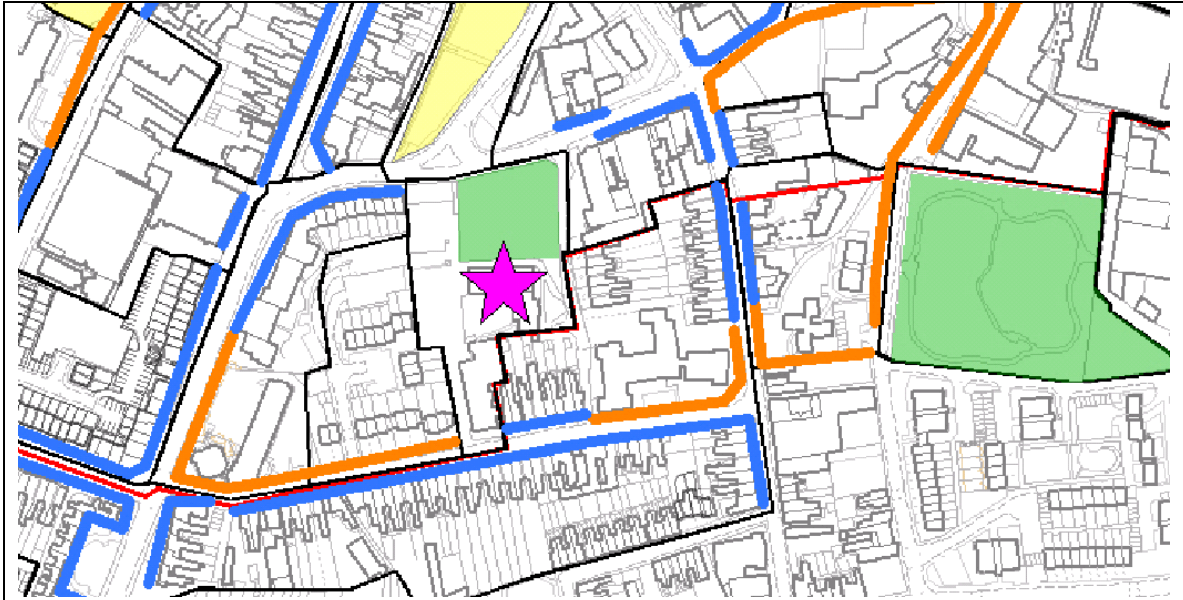


Sensitivity: 1

The area contains the Grade II listed Roman Catholic Church of St. Mary's The Mount. Considering the scale and unique character of this Roman style temple, elevated on this escarpment above the town, it has the same dramatic relationship with the town as St. Matthew's does further round Peel Street.






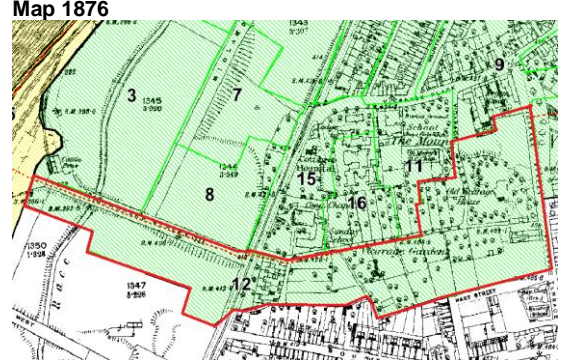
Capacity for change: There is no capacity for change.

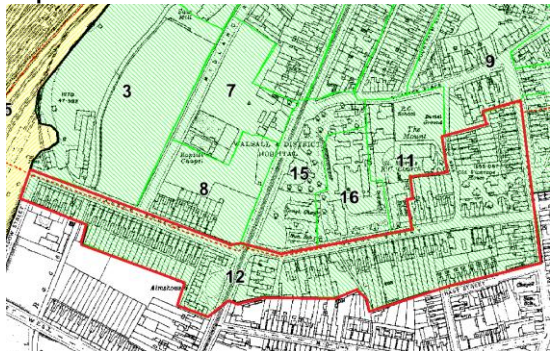
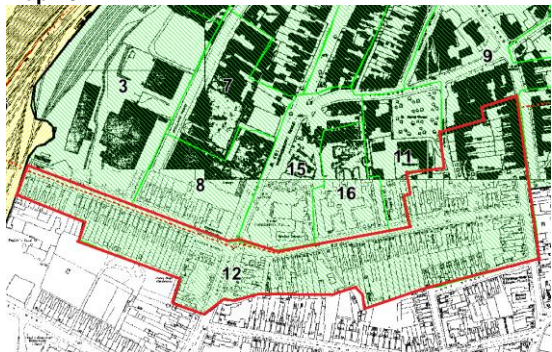


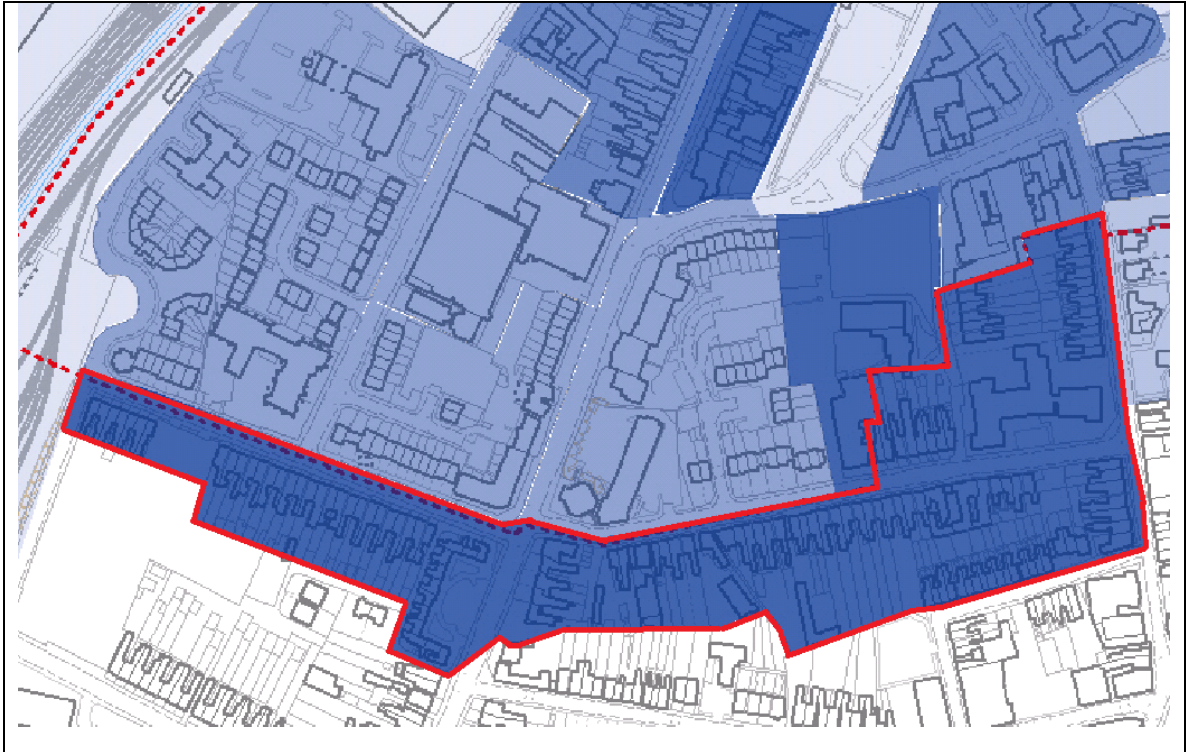
Opportunities: There are no opportunities to develop in this area.

4.2.6.12 Glebe Street

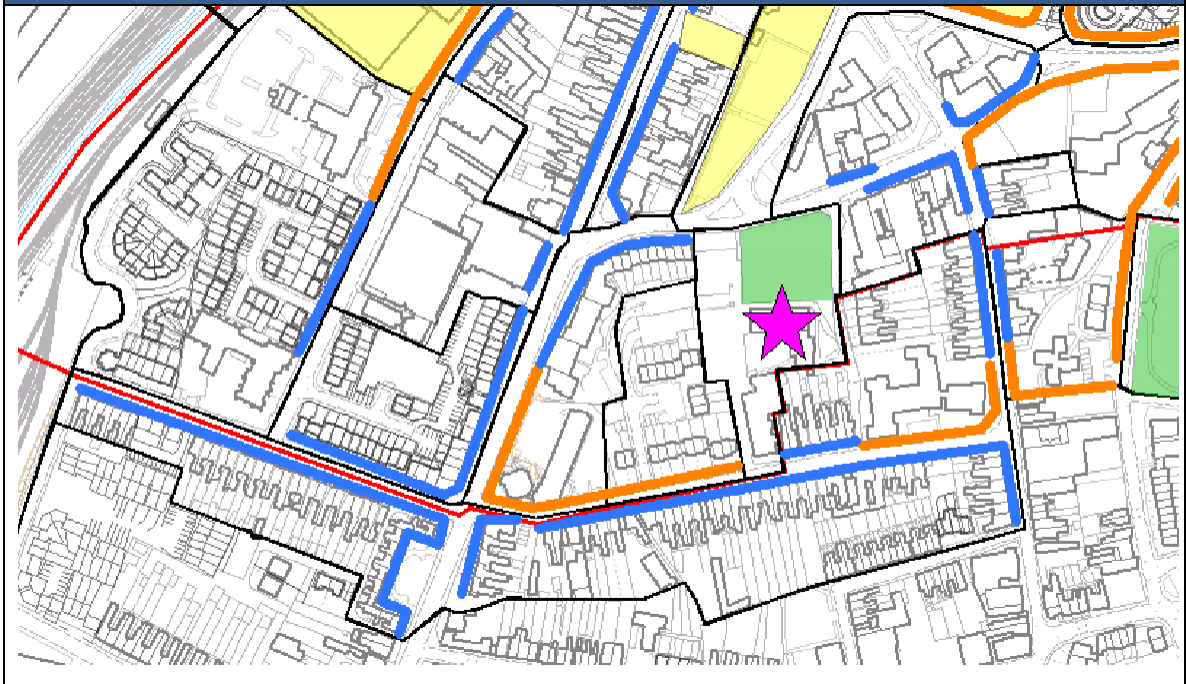
Character area: Bradford Street – Glebe Street	Sub character area ref: BS12
HUCA: RS2	Survey date: 11 th July 2014
<p>Overview and relationship to adjacent sub areas:</p> <p>Comprising not only the full length of Glebe Street, but also the full length of Tasker Street, this area is predominantly a 19th century inner suburban neighbourhood of terrace housing, surrounding the town centre.</p> <p>Much in the way the residential streets of Chuckery and Highgate were developed as middle class neighbourhoods accessible to the town centre, Glebe Street is the working class equivalent.</p> <p>The area is characterised by the steep hill leading up into Caldmore and the standard format of the terrace house unit stepping its way up the incline.</p>	
<p>Building types:</p> <p>The format of terrace housing that extends the length of these streets comprises smaller sections of individually developed housing. These speculative ribbons of development follow different models including those with coach arch entrances, Arts and Crafts inspired housing and housing with ornate canted bays carrying oriel windows at first floor.</p> <p>An almshouse is located on the Wednesbury Road and are designed in the late Victorian eclectic style of fused architectural styles, although have strong Queen Anne origins. Opposite this are early 19th century workers housing.</p>	

<p>Connections and urban grain:</p> <p>The linear formation of terrace housing is all of a high standard and is set back behind small walled front gardens. Those with the coach entrance passageways, lead through to yards with workshops and form semi-public industrial spaces that continue the rear of house workshops established in the Black Country in the 18th century.</p> <p>The almshouses follow the national template of forming small duplicated cottages around an open sided court fronting the street, but separated from it by high level decorative security railings and walling.</p>	
<p>Uses:</p> <p>The entire area is used for residential purposes and caters for a variety of family housing as well as traditional housing for the elderly and infirm (in the almshouses).</p>	
<p>Predominant materials:</p> <p>The main building material in all properties is brick and the commonest brick used in a relatively well fired red clay brick. Some of the housing is decorated using matching moulded brickwork in string courses, corncicing and window arches. Other houses are dressed in stone or reconstituted stone. Some of the Arts and Crafts inspired housing in Tasker Street have planted timber in the neo-vernacular tradition.</p> <p>Majority of roofs are clad in slate, whilst those on the almshouses are roofed in Drednought clay tiles with bands of fish scale tiling.</p>	
<p>Positive characteristics:</p> <p>A complete townscape of period housing that has a consistence in its townscape merits.</p> <p>The terraces respond to the topography, by stepping up the hill and expressing their individual modular unit through a series of canted bays and gated boundary walling.</p> <p>The mature appearance of the Wednesbury Road section of the character area, where the large established trees partly screen the almshouses and workers cottages opposite.</p>	<p>Map 1876</p> 

<p>Negative characteristics:</p> <p>The replacement of a number of original features (mainly windows and entrances) and the rendering over of brickwork.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>Of greatest significance is the lower section of housing in Glebe Street which contains a number of coach arches along the terrace. These area format unique to working class terrace housing in the Black Country as they lead to rear courts where workshops were located.</p> <p>The alms housing is the only example of this type of philanthropic development to house the elderly within Walsall.</p>	<p>Map 1977</p> 
<p>Sensitivity: 1</p> <p>The area comprises late 19th century housing, much of which is typical to the Black Country, with cart entrances at intervals to the rear passages. Whilst small elements have been redeveloped during the 20th century, this still holds together as a sound piece of residential townscape.</p>	



Capacity for change: There is no capacity for change.



Opportunities: There are no opportunities in this area.


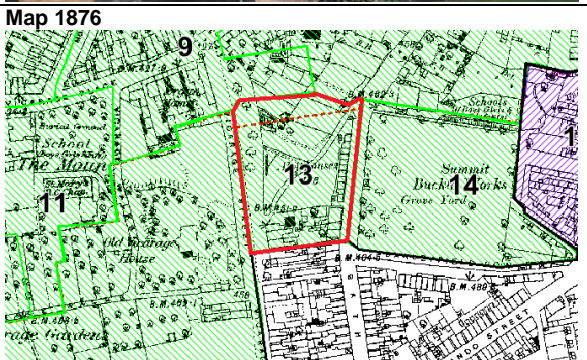
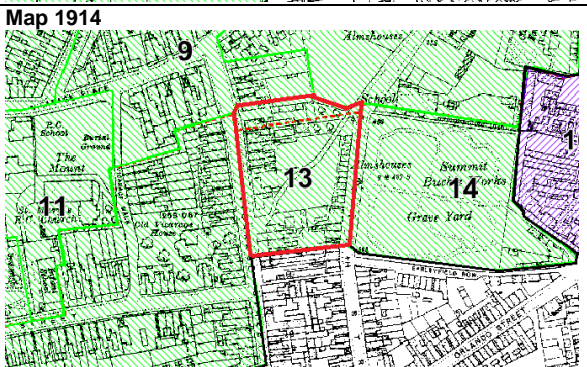

4.2.6.13 Earls Court

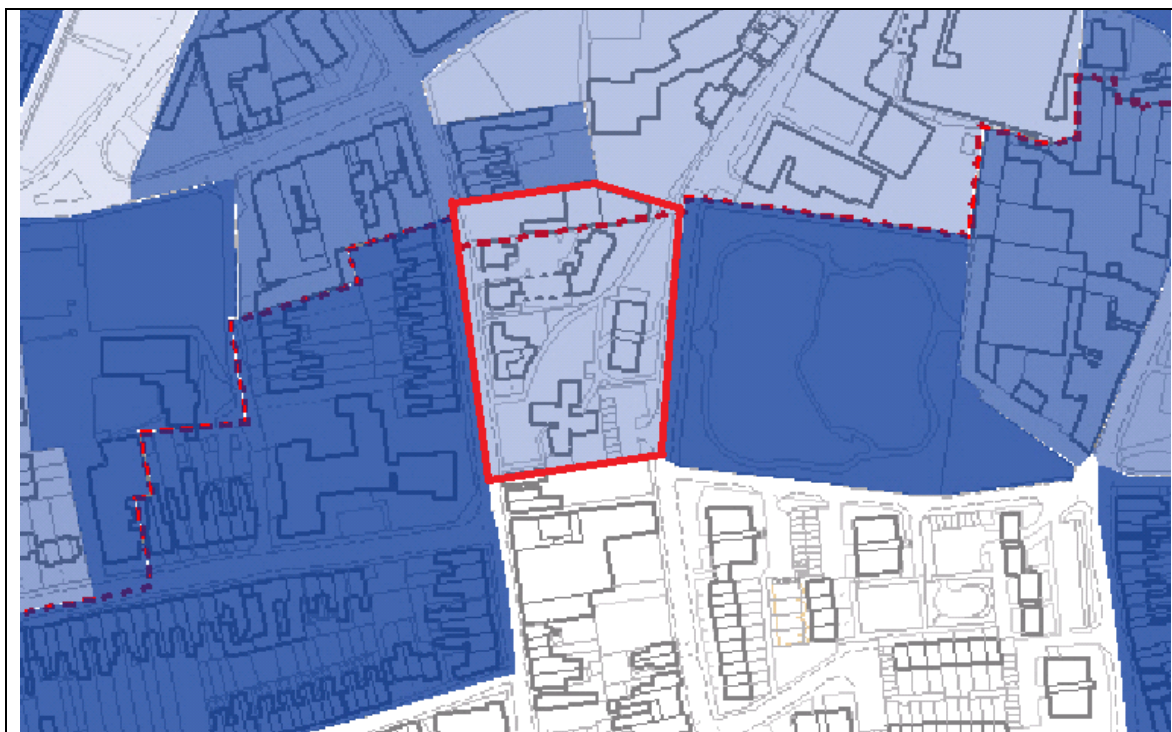
Character area: Bradford Street – Earls Court

Sub character area ref: BS13

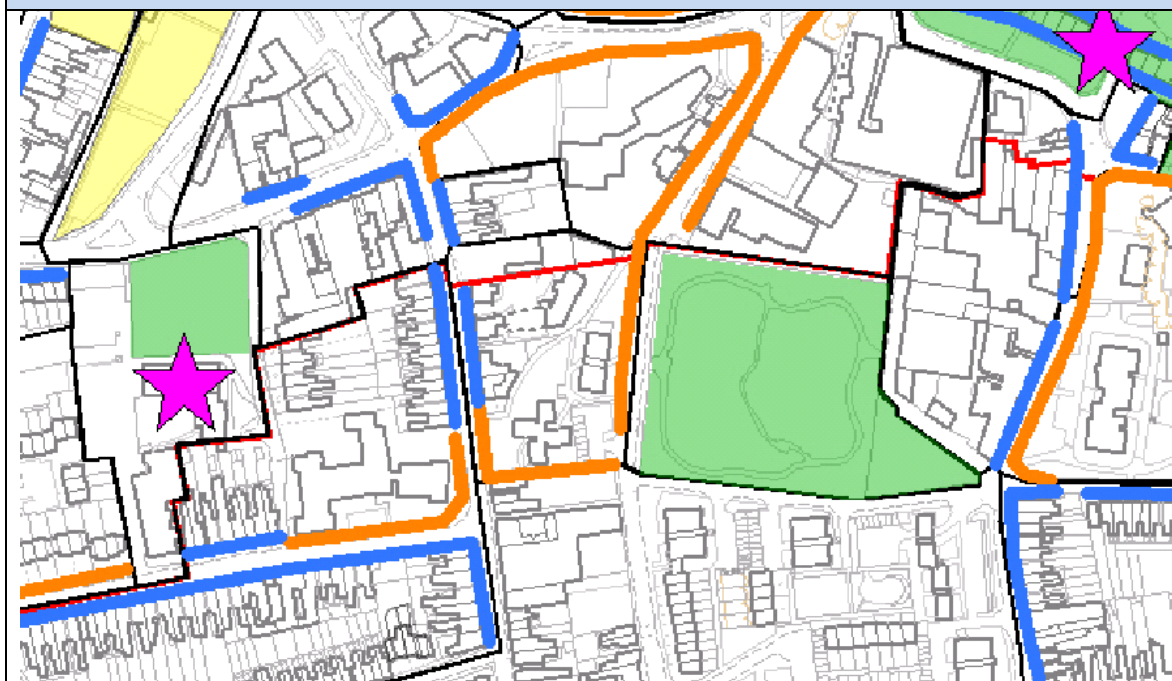
Area Action Plan – Characterisation: Bradford Street

<p>HUCA: RS9</p> <p>Survey date: 11th July 2014</p> <p>Overview and relationship to adjacent sub areas:</p> <p>The area comprises a small (largely inwards looking) court of post war housing, in the form of flats. Although the Caldmore Road frontage includes a pair of significantly remodelled 19th century housing and a modern pseudo Victorian apartment block, the post war plan is the most significant intervention in the area.</p> <p>The flats sit within a Radburn layout and are a sharp contrast to the surrounding streets of terrace housing sat at back of pavement.</p> <p>The rising topography of Church Hill also forms a landscape of building sat within a parkland.</p>	
<p>Building types:</p> <p>Early 1970's utilitarian design following a national model of replicated abstract form. The three-storey tenement block adopts the leading post war high-rise models of the major cities, with wings fed from a central vertical circulation core. The lower two-storey blocks are linear structures with a similar circulation core concept, but using more suburban housing architecture of the time, comprising brick envelopes with ship-lap cladding.</p> <p>The 19th century housing on Caldmore Road has been entirely remodelled and the new apartments adjacent are a pseudo Victorian composition with canted bays.</p>	
<p>Connections and urban grain:</p> <p>Other than the Caldmore Road frontage, the area is entirely inward looking, over an area of landscaping that is contemporary to the areas redevelopment. A pedestrian route runs diagonally through the site linking Caldmore Road to Bath Street (and the recreational area) however, follows an alignment that separates the courted modern development from the 1970 open planned concept.</p> <p>The modern apartments on Caldmore Road replicate the 19th century tradition of introducing carriage passageways through the building, which accesses a rear range, sat at right much in the way former workshops did to the principal building.</p>	
<p>Uses:</p> <p>Other than a small taxi office on the Caldmore Road frontage, the area is entirely residential. Whilst the offer is almost exclusively in the form of apartments and flats, there is a diversity in the tenure.</p>	

<p>Predominant materials:</p> <p>Brick is the predominant building material, and as is typical with post war development (reacting to the consistency of 19th century design) different bricks are used. A pink sand-faced brick is used on the three-storey structure and a yellow wire-cut brick on the two-storey structures.</p> <p>The modern apartment development is constructed in a mix of red and brown brick dressed in reconstituted art stone.</p> <p>The surviving 19th century housing has been rendered and decorated in artificial stone.</p>	
<p>Positive characteristics:</p> <p>The Caldmore Road frontage has secured new development close to the back of pavement and has introduced a greater mix of tenure in the area.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The post war housing fails to successfully enclose either Bath Street or Caldmore Road. Its scale, materials and design reflects little of the local area or introduces quality design from the era of its construction.</p> <p>The 19th century housing on Caldmore Road has been harmfully remodelled, removing all its original features and replacing them with poor quality cladding.</p> <p>The new apartment building uses a poor pastiche design that is overly complicated in its use of materials resulting in an unconvincing piece of faux design.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>An area of inner suburb illustrating the interface of radical post war intervention, where a 19th century grid iron plan is disrupted by the introduction of a Radburn layout.</p>	<p>Map 1977</p> 
<p>Sensitivity: 4</p> <p>The area has a sound townscape frontage to the west, but deteriorates rapidly to the east with internal routes that have poor surveillance and are of poor quality architecture.</p>	

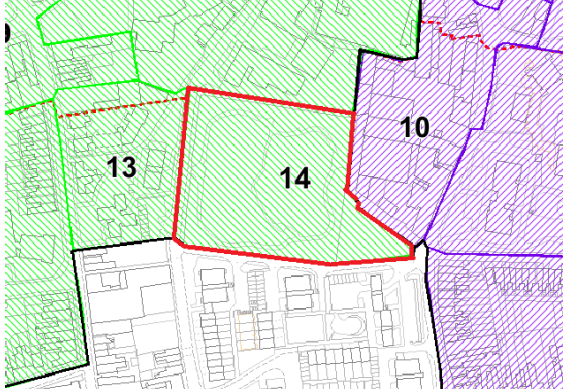






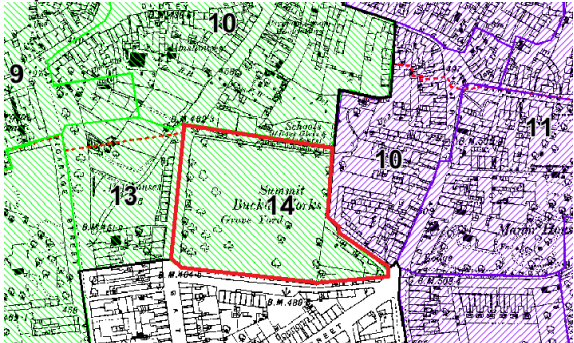
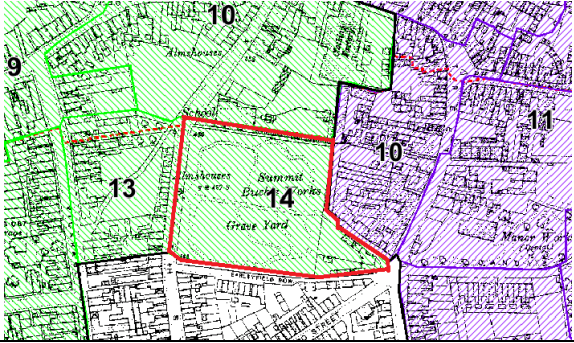
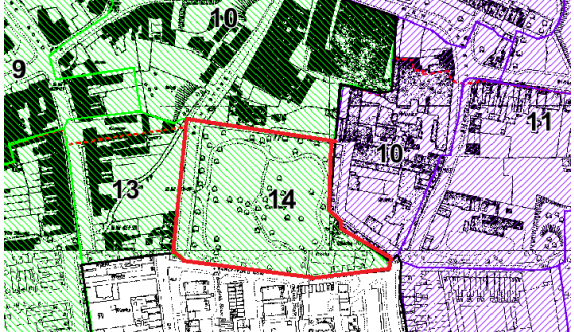
Capacity for change: There is substantial capacity for change which is comprehensive and would secure three-storey development with good street frontage.

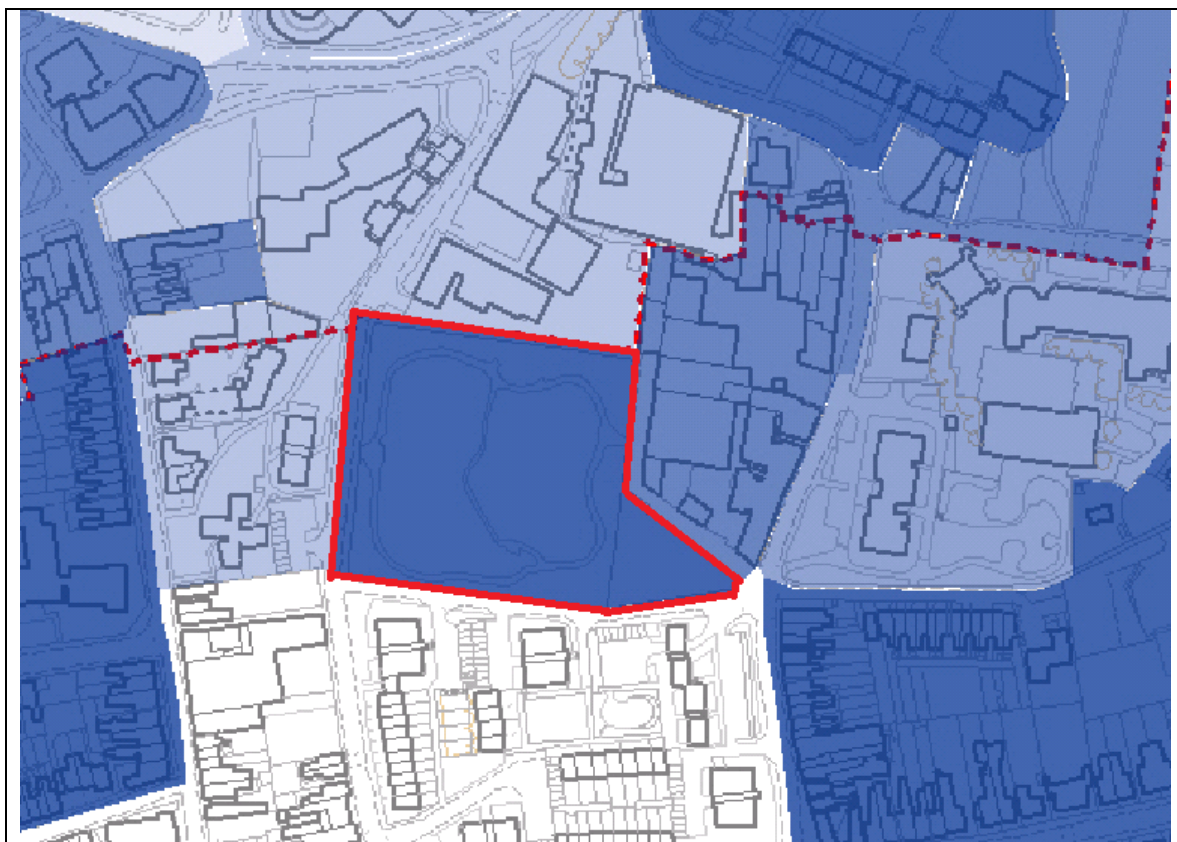


Opportunities: There is limited opportunity although much of the area is controlled by a single social landlord.

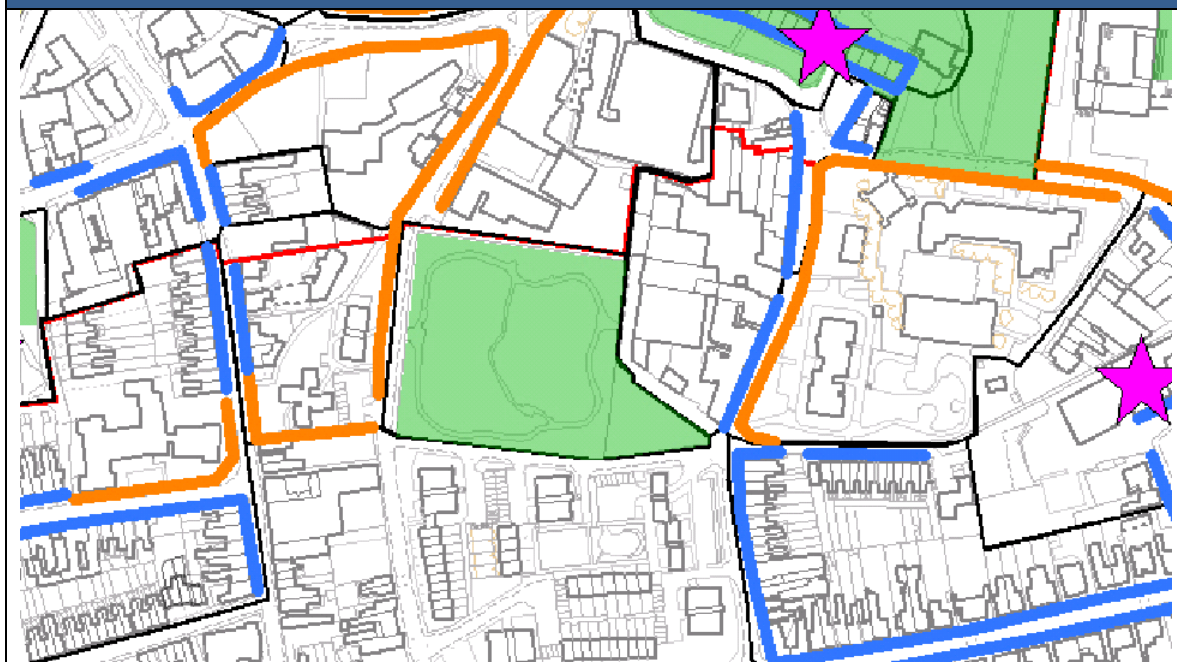
4.2.6.14 Bath Street Gardens

<p>Character area: Bradford Street – Bath Street Gardens HUCA: OS2</p>	<p>Sub character area ref: BS14 Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>The area comprises an historic urban park typical of 19th century urban improvements implemented as part of public health reforms in urban areas across the country.</p> <p>Surrounded by low walling that allows views into the park, so that it contributes to the character of the surrounding streets, Bath Street gardens forms a central part of the surrounding townscape, rather than an enclosed formal parkland (like the Arboretum).</p> <p>Whilst surrounding areas have been redeveloped unsuccessfully, the gardens main feature is the steep topography and mature trees in a informal landscape.</p>	
<p>Building types:</p> <p>The gardens have no buildings, but are surrounded by walling.</p>	
<p>Connections and urban grain:</p> <p>The gardens have a strong rectilinear form with streets on two sides (western and southern). A further triangular wedge is located on the eastern side (facilitating a children’s playground) along which a service road is positioned accessing the rear of the historic warehouse buildings along New Street.</p> <p>Buildings along the northern aspect and eastern aspect effectively face away from the gardens.</p> <p>Within the gardens, a number of paths circle the parkland and cut through it, linking to a number of seating areas and landscape features.</p>	
<p>Uses:</p> <p>The area is used entirely for recreational purposes and has areas designated specifically for play and seating, as well as informal use.</p>	

<p>Predominant materials:</p> <p>The walls are constructed from traditional red clay brick walling (in a common bond with Flemish headers) and capped by terracotta coping.</p> <p>Modern steel gate piers and archways have been erected to help mark out the entrances.</p>	
<p>Positive characteristics:</p> <p>The gardens contain a number of attractive hard landscaping features and retain the original historic brick walling.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>Whilst open and visible from Bath Street and Barleyfields Road (west and south side), the gardens are not located in such a way as to attract through movement effectively. The commercial premises to the north and east (and their associated service roads) do not allow for cross movement through the park, reducing the level of activity towards these sides of the gardens along with surveillance significantly.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The area comprises an historic urban park typical of 19th century urban improvements implemented as part of public health reforms in urban areas across the country. Bath Street Gardens reflects similar parks in other dense 19th century residential areas where properties enjoyed only small yards and limited private amenity space. Its formal rectangular plan relates to the 19th century aspiration to organise towns and allow parks to be accommodated economically into the ordered street arrangements that surround them.</p>	<p>Map 1977</p> 
<p>Sensitivity: 1</p> <p>The area comprises historic gardens that are well used by the local community and function as a destination in the immediate neighbourhood.</p>	




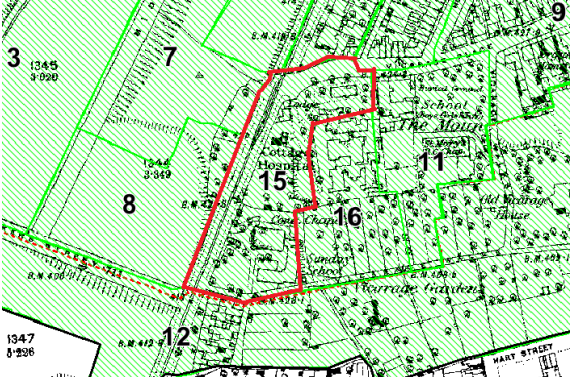
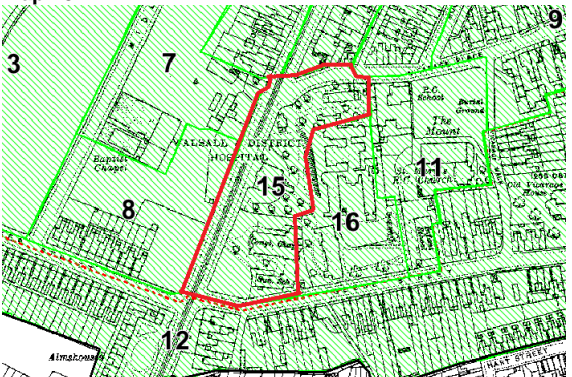
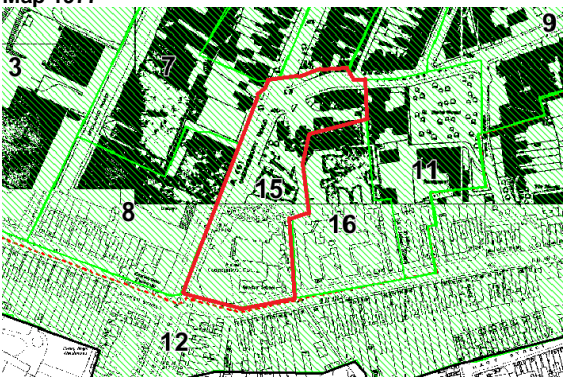
Capacity for change: There is limited capacity for change, other than improvements to landscaping.

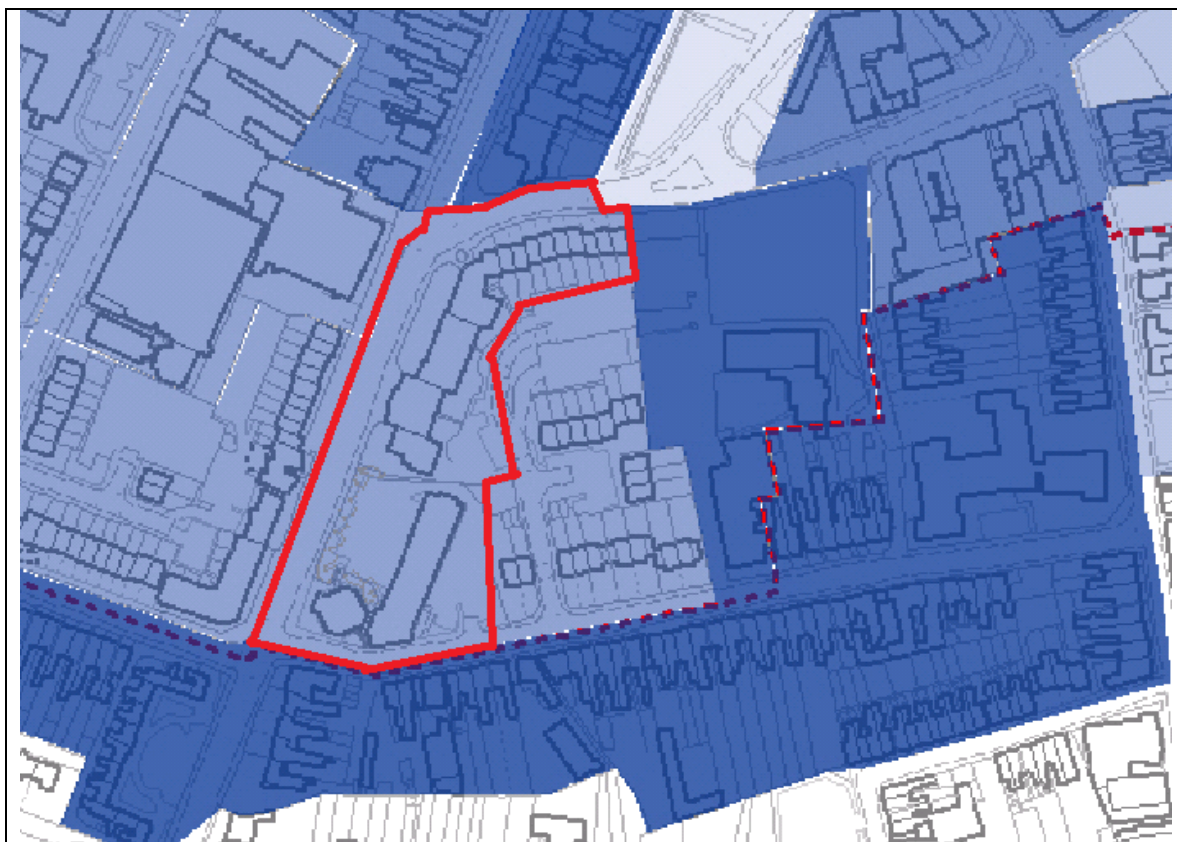


Opportunities: There are no obvious opportunities within this area.

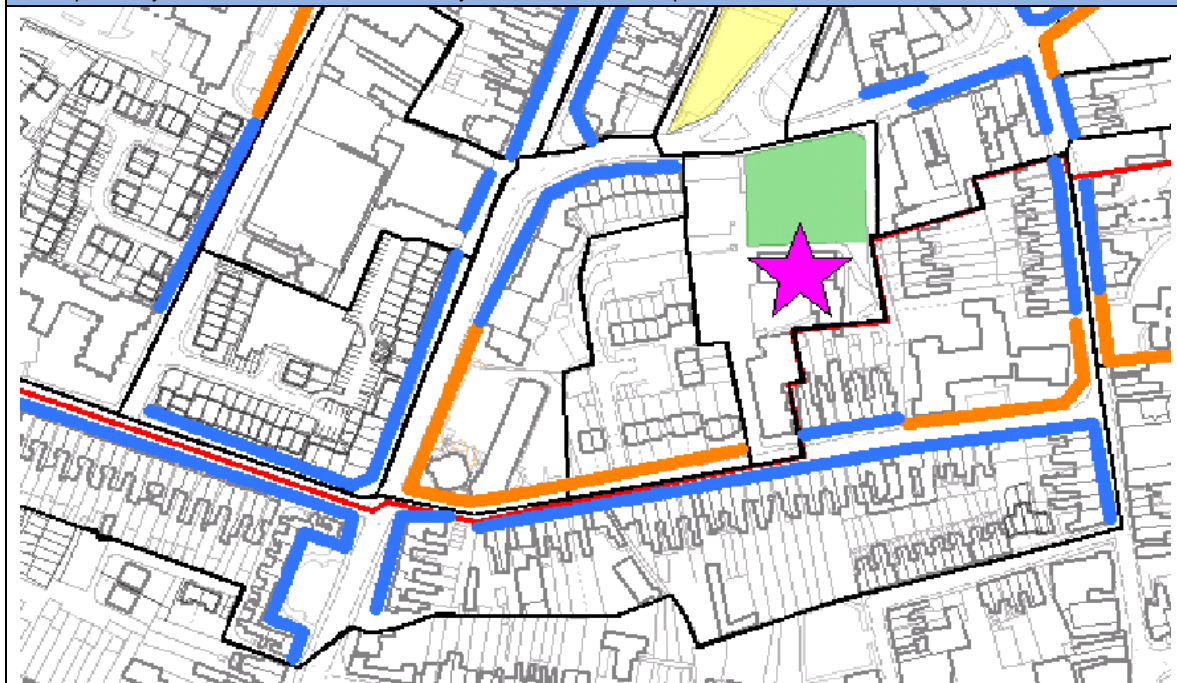
4.2.6.15 Wednesbury Road (South)

<p>Character area: Bradford Street – Wednesbury Road (South)</p>	<p>Sub character area ref: BS15</p>
<p>HUCA: MX1</p>	<p>Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>The area developed over three distinct periods (1) the Walsall District Hospital at the turn of the 20th century, (2) The United Reformed Church and Glebe House in the 1970's, and (3) the housing scheme across the hospital site in the 1990's.</p> <p>An area of true urban scale, found rarely across other areas of the town centre and reflects the prominence of this route into Walsall as a gateway arrival point in a way that is successful along other approaches. In many ways, these buildings reflect that of a city centre, both in terms of their scale and quality.</p>	
<p>Building types:</p> <p>The Walsall District Hospital is a turn of the 20th century building inspired by the Jacobethan mix of early 17th century Elizabethan calendar house architecture, fusing panicles and turrets with Roman pediments, columns and dentil cornices.</p> <p>The United Reformed Church and Glebe House date to the 1970's and promote the radical architecture of the time reflecting the new world of ecclesiastical architecture displayed at Coventry and Liverpool's RC cathedrals.</p> <p>The housing scheme across the hospital site dates to the 1990's and reflects elements of the retained administration building.</p>	
<p>Connections and urban grain:</p> <p>The topography of this area is complex, with the site rising gradually north up Wednesbury Road, and falling as it progresses down Vicarage Place and rising again up Glebe Street. As such, retaining walls to the street and gradiated steps and floor levels are an important feature along the street frontage. The retained hospital administration building is set at back of pavement, whilst the flanking residential wings are set back behind a strip of soft landscaping and the original boundary railing, retaining the historic building as the key building of significance in the street.</p> <p>The 1970's development has a more abstract relationship with the street, set back with a forward set chapel.</p>	
<p>Uses:</p> <p>The retained hospital administration building has been converted to residential use at the time of the new residential development. This comprises both apartments and housing.</p> <p>A sizable portion of the site is used for offices and a small chapel to replace the larger one demolished in the 1960's.</p>	

<p>Predominant materials:</p> <p>The historic hospital administration building is constructed in pink brick with detailed architectural elements dressed in red clad brick. The entrance portal, coping and finials are made in terracotta, whilst the roof is formed in clay Drednoughts. The residential extension also uses a base brick dressed in a feature brick (blue on brown) with a terracotta feature cladding to the gables and art-stone to lintels.</p> <p>Glebe House and the United Reformed Church are constructed from a robust reinforced concrete frame clad in brown wire-cut brick with panels of white render.</p>	
<p>Positive characteristics:</p> <p>The hospital administration building is an exceptional example of Jacobethan revival architecture of a significant urban scale and quality. Similarly the United Reformed Church is a prized example of post war architecture, comprising a bold piece of engineering comprising cantilevered first floor-plates and ziggurat lantern.</p> <p>The mature trees surrounding the sit are important in delivering an established landscape setting for the buildings, in particular Glebe House and the United Reformed Church.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The modern housing development lacks architectural clarity and is a poor quality example of faux post modern design.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>An important street frontage leading into Bradford Street and thereby forming part of a significant route into the town centre from the south and hosting a fine example of buildings of a civic scale and quality.</p>	<p>Map 1977</p> 
<p>Sensitivity: 3</p> <p>The area contains the elevated façade of the former hospital building with its imposing Victorian eclectic architecture flanked by 1970's commercial building and modern apartments at a similar scale. The Victorian structures are sensitive to change whilst the later development is not, although is not in itself harmful to local character.</p>	

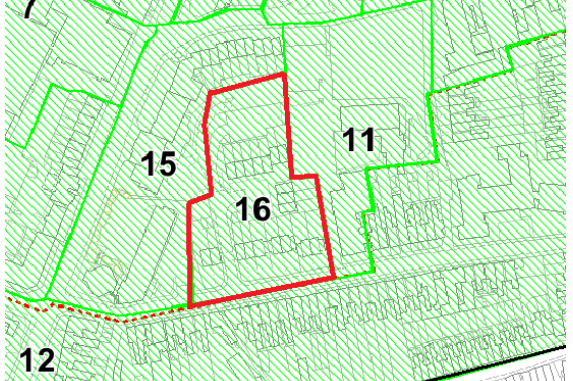






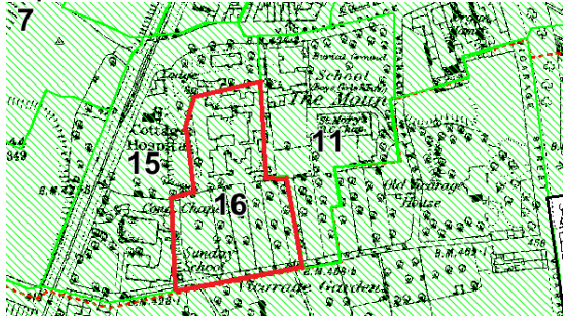


Capacity for change: There is capacity for change, particularly to the 1970's commercial building which could contribute more positively to the enclosure of Wednesbury Road and the arrival point into the town centre.

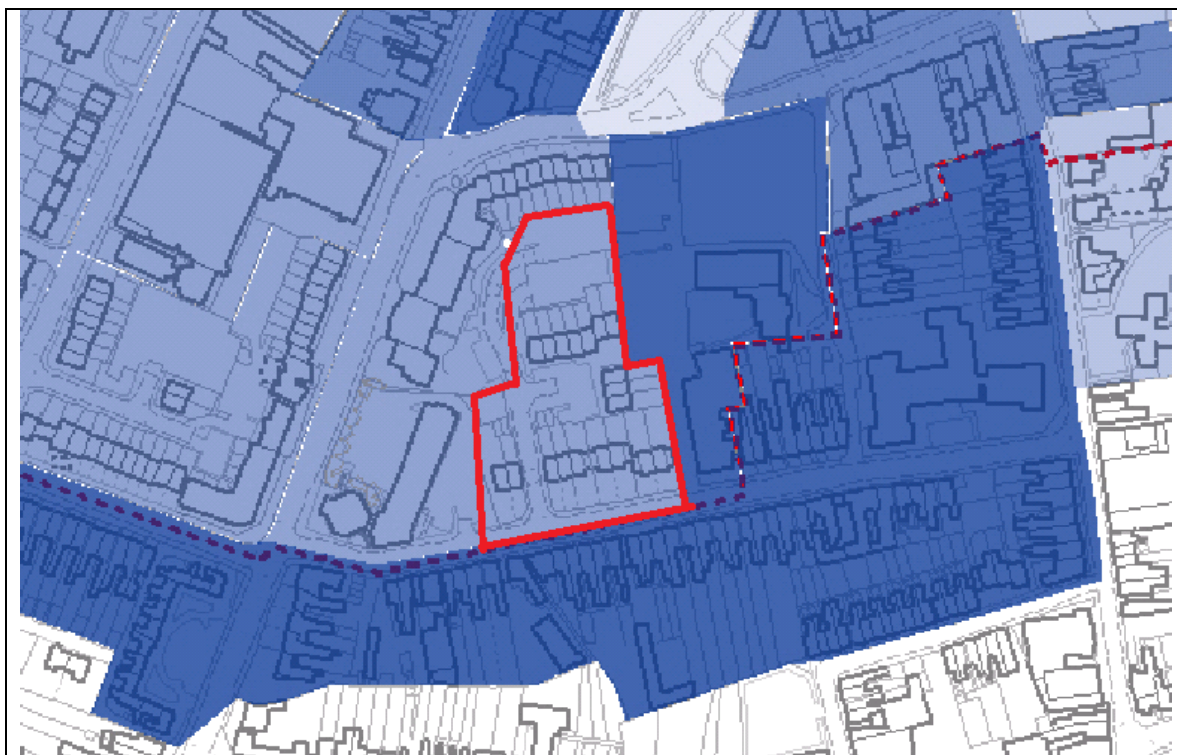


Opportunities: There is an opportunity to develop the 1970's commercial building with a building of similar scale, set forwards towards the street.

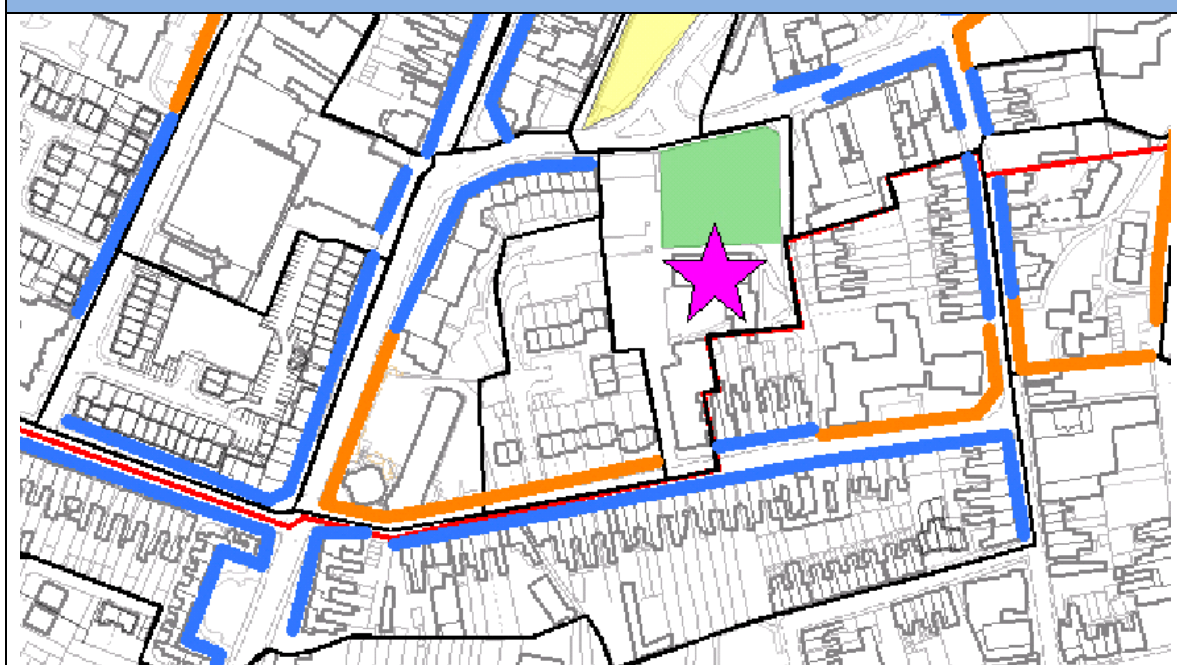
4.2.6.16 Sister Dora Gardens

<p>Character area: Bradford Street – Sister Dora Gardens</p>	<p>Sub character area ref: BS16</p>
<p>HUCA: RS10</p>	<p>Survey date: 11th July 2014</p>
<p>Overview and relationship to adjacent sub areas:</p> <p>The area comprises a cul-du-sac of modern housing and a street frontage to Glebe street. The development is part of the wider redevelopment of the hospital (fronting onto Wednesbury Road) but due to its aspect and relationship to Glebe Street, has a closer affinity with this residential area.</p> <p>The houses vary in size, but they adopt two architectural solutions that are generic in modern housing estate architecture.</p>	
<p>Building types:</p> <p>There are two styles of housing. One that marries with the new residential development on Wednesbury Road and the other which is a more generic house builders style.</p> <p>The element of housing that reflects the Wednesbury Road housing is located in the corner of the cul-du-sac and reflects elements of the retained administration building.</p> <p>The other housing is simpler and other than gablets with half timbering over the brickwork, canted bays and cantilevered porch roofs, are simple structures.</p>	
<p>Connections and urban grain:</p> <p>The cul-du-sac economises on the internal aspect of the wider development site, however all properties, including those on Glebe Street are set back from the front boundary in order to facilitate parking in the front garden. Whilst along Glebe Street this is mitigated with front boundary walling carrying railing above, in the cul-du-sac this has resulted in building to building hard standing.</p>	
<p>Uses:</p> <p>The entire areas is used as residential, with both housing and apartments comprising the development.</p>	

<p>Predominant materials:</p> <p>All buildings are constructed in brick, using a mix of red clay bricks as the base material with blue brick being used to pick out soldier courses and cills to most of the housing.</p> <p>Roof are clad in grey concrete tiles.</p>	
<p>Positive characteristics:</p> <p>The development completes the lower end of Glebe Street following the loss of the hospital and steps up in scale at the lower end to gradiate the height difference between the scale of standard housing along the road and the mass of Glebe House further down the hill.</p> <p>The housing is in good condition and is of a reasonable quality in terms of materials and has resisted harmful ad hoc alterations.</p>	<p>Map 1876</p> 
<p>Negative characteristics:</p> <p>The housing comprises a development that lacks architectural clarity and is a poor quality example of faux post modern design.</p>	<p>Map 1914</p> 
<p>Statement of significance:</p> <p>The housing is a modern infill development within a traditional terrace street.</p>	<p>Map 1977</p> 
<p>Sensitivity: 3</p> <p>The area comprises modern housing that links to surrounding areas of housing but is both inoffensive in its appearance, but lacking in quality and imagination. It is therefore of neutral sensitivity as it does at the very least knit together an established residential area (to the south) with larger scale development (to the north and west).</p>	



Capacity for change: There is no real capacity for change, although this would not be resisted.



Opportunities: There are no opportunities for development in this area.