

Smethwick Summit, Galton Valley, Conservation Area.

Appraisal and Boundary
Review 2003.



Foreword

It is a welcome task to introduce this document for public consideration and debate. The Smethwick Summit Galton Valley Conservation Area was designated some twenty years ago and has greatly contributed to the protection of this unique canal and industrial environment. It is time to review that designation and the policies applied to it.

To this end a detailed study of the history, architecture, canals and industrial archaeology has been produced for the Council by Anne Upson MA, Dip.Arch. This document is a condensed version of that study which is to form the basis for public consultation to seek the views on what the boundaries of the Conservation Area should be and what policies should be carried forward into the Council's statutory plan (UDP Review) as Supplementary Planning Guidance (SPG).

I hope that the document will bring about a positive and helpful debate which contributes to the conservation and restoration of the area, shaping Council policy to reflect the public's wishes and aspirations for this unique area.



Bob Badham
Cabinet Member for Urban Form



1 Introduction

- 1.1 Smethwick Summit Conservation area was designated in 1984. It is a narrow canal corridor along the Birmingham Canal from Smethwick Junction to Bromford Stop. It contains the two parallel canals crossing Smethwick Summit. The original Brindley Canal of 1768-9 known as the Old Main Line (OML) was lowered under a scheme (attributed to John Smeaton) in 1790. In 1829-30 a parallel and deeper canal was cut, Telford's New Main Line (NML).
- 1.2 The Conservation Area contains a wealth of surviving buildings and structures of great interest and value to canal and industrial history. The Council have commissioned a Conservation Area Appraisal to assess the existing conservation area, define the special architectural or historic interest of the area and carry out an audit of the heritage assets.
- 1.3 Based on that report, the Council have authorised the publication of this document for public comment. It is an abbreviated version of the full report, which has also been made available in limited numbers and for reference in Libraries and Council offices.
- 1.4 It is the Council's intention based on the study and the outcome of public debate to review the boundaries of the Conservation Area and formulate policies and proposals for the area as Supplementary Planning Guidance. It is intended to subsequently make a bid to English Heritage for a Heritage Economic Regeneration Scheme (HERS) scheme and perhaps a Townscape Heritage Initiative (THI) scheme.
- 1.5 Sections 2, 3 and 4 below with associated figures, are taken from the Smethwick Summit, Galton Valley, Smethwick Conservation Area Appraisal (Upson, Kirkham, Cox and Potter 2002). The Schedules of Heritage Assets and associated figures are taken from this Conservation Area Appraisal and from Soho Technology Park, Smethwick Historic Landscape Appraisal (Upson, Kirkham and Potter 2002).



New Main Line - Rail Bridge with Galton Bridge behind



2 Summary of Special Character and Interest of the Conservation Area

2.1 Canals and Associated Structures

2.1.1 This is an unusually complex stretch of canal landscape, and one which has been studied in some detail. The various phases of canal construction and alteration are relatively well documented which adds considerably to their historic interest. The phases of construction are shown in Figures 1a, 1b and 1c.

2.1.2 This special interest, though manifesting itself today in some of the most important man-made landscape in the region, results directly from a feature of the natural topography of the area, the Smethwick summit.

evidence of the two main types of canal – the ‘contour’ canal and the ‘direct line’ canal – the loss of the major loops in Brindley’s canal between Smethwick junction and Birmingham boundary has dissipated this comparison.

2.1.3 Of further considerable historic significance is the involvement of three of the major canal engineers of the late 18th and early 19th centuries in the various schemes of canal construction and modification. Although it is now clear that John Smeaton’s involvement in the alterations to the Old Main Line in the late 1780’s has previously been overstated (Andrew, 1995), the scope of James Brindley’s input into the survey and design of the Old Main Line in the 1760’s, and Thomas Telford’s into the design and construction of the New Main Line and many of its associated structures in the 1820’s is in little doubt.



View from Brass House Lane Bridge 2003



Similar view - 1954



L to R - Brindley, Smeaton, Telford

The consecutive engineering solutions adopted to solve the problems presented by the high ground of the summit serve both as a concise history of the developments in canal building, and provide the area with a historically significant and aesthetically interesting network of waterways, locks and associated structures. While the two canals run side by side for some of their length, providing easily comparable



Galton Bridge circa 1935.

- 2.1.4 The enormous man-made landscape features created by the cutting of the canals into and through the natural topography, make a fundamental contribution to the special character and interest of the conservation area. The planted and natural vegetation which has colonised these banks has softened the appearance of the cuttings which, even in the 1920's appear to have still been relatively bare, and they now have significant nature conservation value.
- 2.1.5 The early brick bridges, though reduced in numbers and mostly much altered, are important to the re-creation of a sense of the canal landscape before the cutting of the NML. The narrow blocked arches show the problems of traffic congestion caused by the narrowing of the canal to a single boat width, and the signs of wear from the tow ropes in the fabric of their sides also adds to the understanding of the early practices of canal transport.
- 2.1.6 A very significant contribution to the aesthetic character and appearance of the conservation area is made by the two main phases of cast iron towpath and roving bridges associated with the construction and subsequent upgrading of the New Main Line. The earlier phase of 1828 & 1829, with their white painted spandrels, their attractive bands of quatrefoils below the handrails, and their moulded cover plates over the junctions between their two castings are particularly fine. The simpler 1848 bridges, also painted black and white make a similarly important contribution to the character and appearance of the conservation area. Their use elsewhere along the Birmingham Canal Navigations lends an air of uniformity, tying together stretches of canal of very different landscape character.

Their group value, combined with their having been mostly produced at the nearby Horseley Iron Works in Tipton further enhances their local and regional significance.

- 2.1.7 Despite being of less aesthetic merit, the blocked openings in perimeter walls adjacent to certain stretches of the OML - which mark the locations of former private works basins, the potential for which was the very reason that many industries located here - are considered to make a positive contribution to the special historic interest and character of the conservation area. In some ways, these ephemeral relics are more evocative of the past use of the canal as a busy transport route, essential to the industries along its bank and therefore to the economic prosperity of the area, than the more 'polite' and picturesque cast iron roving bridges which look wholly in keeping with the new use of the canal network as a leisure amenity.
- 2.1.8 There are a large number of nationally important structures along the canals within the Galton Valley, though many appear to have been listed for their contribution to a group value. Of those which have considerable intrinsic architectural and/or historic merit, the most notable are Smeaton's Summit Bridge, which is a scheduled ancient monument, Telford's Galton Bridge, a grade I listed structure, and Telford's Engine Arm Aqueduct, which is also a scheduled ancient monument.



Engine Arm Aqueduct

2.1.9 Whilst these are of significant national importance as individual structures, and of great architectural and historic significance, their contribution to what is considered to be the essential special character and appearance of the conservation area is in some ways less positive than that made by the more mundane structures which are more evocative of the former atmosphere of life on the canals.

2.1.10 Further historic significance is derived from the fact that most of the materials used in the construction and function of the canal system were produced locally. The cast iron roving bridges from the Horseley Iron Works in Tipton, the Smethwick engine supplied by Boulton and Watt's Soho Foundry, and the hydraulic cranes of the Smethwick boat indexing station supplied by Tangye's all add to the regional significance of the system as a whole.

2.2 Landscape Character and Views

2.2.1 Although of a fundamentally man-made nature, the landscape of the conservation area is becoming increasingly naturalised, with nationally important wildlife habitats developing along its banks.

2.2.2 The character of the landscape changes considerably along the length of the conservation area, providing a variety of appearance and atmosphere, from the open, semi-rural feel of the canal corridor close to the Birmingham boundary; through the industrial hinterlands to the north of Smethwick town centre; the vegetated embankments of the deep cuttings through the summit; the wooded former gardens of Galton House; the highly structured and urban channel of Chance's glassworks site; beneath the brooding flyover of the M5 and again out in the more open rural feel of the junction at Bromford Stop.

2.2.3 While making it difficult to identify a single 'essential' landscape character of the conservation area, they provide a wealth of variety, most of which makes its own important contribution to one aspect of the special character of the area.

Smethwick Middle and Top Lock



Galton Tunnel



2.2.4 There are considered to be four locations within the conservation area which are of prime significance to its special interest, character and appearance; all where a number of significant structures and features occur within close proximity, the group value of which cannot be overestimated. These will be considered from west to east. (Figs. 2a, 2b & 2c).

2.2.5 The first is Bromford Stop in Zone 1, where the remains of the toll island and two phases of roving bridge set the backdrop for the flight of locks beyond.

2.2.6 The second is the vicinity of the Steward Aqueduct in Zone 2, where four stages in the history of the transport infrastructure of Britain can be seen in direct coincidence; the 'direct line' NML canal, the aqueduct carrying the earlier Wolverhampton level 'contour' canal over the cut of the NML, the bridge carrying the railway over the aqueduct, and the deck of the M5 motorway flying over the top, supported on huge concrete 'barrels' set into the canal.

2.2.7 The third is the area of Zone 5 where the Engine Arm Aqueduct over the NML, its junction with the OML, Smethwick locks and indexing station, and an early brick roving bridge all occur within a short distance of one another. The reconstruction of an octagonal toll office in this location, though without strict historic precedent, adds significantly to the special character and interest of this central, and most publicly accessible section of the conservation area.

2.2.8 The last area, in Zone 7 is Smethwick junction where the OML and NML rejoin, with cast iron roving bridges, entrances to works basins, and the survivors of 19th century works buildings and perimeter walls, evoking the historic atmosphere of this section of the canal corridor.

2.2.9 In addition to these areas of significant historic landscape value, particularly good views can be gained in both directions from Brasshouse Lane Bridge, from which one can see two stretches of canal corridor of distinctly different, but equally significant landscape character.



Bromford Stop Island



Engine Arm Aqueduct, Smethwick Locks and Toll Office



Smethwick Junction



'Crossing' 2 Canals, Steward Aqueduct, Intercity Mainline and M5 Motorway

2.3 Summary of Significance

2.3.1 The Smethwick Summit Conservation Area comprises a linear industrial landscape of considerable national, and potentially international importance. It is understood that consideration was relatively recently given to an application being made for World Heritage status for the entire Birmingham Canal Navigations network (Crowe, 2002, pers comm.). Due primarily to the fact that the major phases of its construction spanned such an extremely long period, from virtually the beginning of the history of canal building, to the end, the BCN network is considered to be unique nationally, and possibly internationally.

2.3.2 The section of the BCN network which is included within the conservation area is one of the most complex, well-researched and interesting stretches of the network, including all major phases of the BCN development, thereby itself spanning almost the entire major period of canal building in this country, and involving three of its most prominent exponents.

2.3.3 The 1984 conservation area designation acknowledged the most significant elements of the canal system in this locality, yet whilst the conservation area contains a large body of structures considered to be of national importance, and the variety of landscape features and built structures discussed above are considered to make a very positive contribution to the special character and appearance of the conservation area as it is now, there is little surviving evidence which manages to convey a real sense of the former atmosphere of the canals; of the harshness of

life on the canal boats; of the volume of traffic and resulting frustration with congestion at the locks which occasionally broke out into fights; of the everyday use of the canal by adjacent industry, into which the canal flowed via private arms and basins.

2.3.4 Interestingly, this is not an uncommon problem.

There are c.500 miles of canal network now lying within designated conservation areas, yet it is understood that along much of this length the area of designation is drawn tight to the canal corridor, and excludes the industrial hinterland that the canals were constructed to serve (Crowe, 2002, pers comm.).

It is likely that elsewhere, as along the Galton Valley, re-development, subsequent disuse and dereliction followed by further re-development has gradually degraded the industrial hinterland to a degree where it no longer satisfies the criteria necessary to merit designation as an 'area of special architectural or

historic interest', such that only the tight canal corridor, where redevelopment is not physically possible, is able to meet those criteria.

2.3.5 The present relative tranquillity of the canal corridor through this densely urban industrial area appears slightly incongruous, with only small signs, such as the deep grooves cut into the fabric of the bridges by the tow ropes, and the evidence of blocked canal basins to suggest a former, busier atmosphere. While it is acknowledged that the life of the canals as a fundamental feature of the transport infrastructure of this industrial heartland can never be restored, it is considered imperative that new life is brought to the canal network such that it not only survives as one of the foremost industrial landscapes in Britain, but can again play a significant role in the daily life of Smethwick.



The Deep Cutting

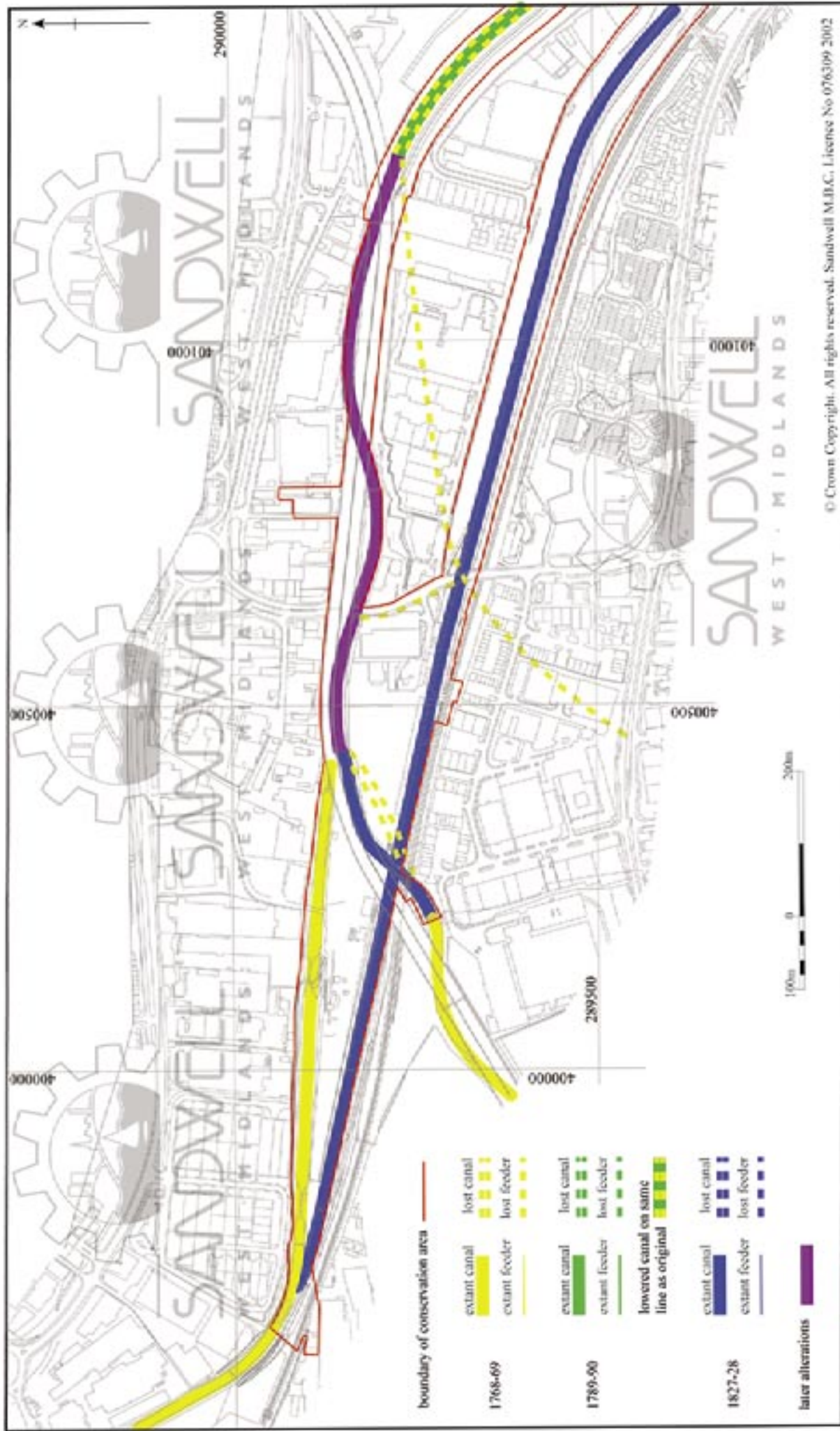


Figure 1a: Principal Phases of Canal Construction (Western Section)

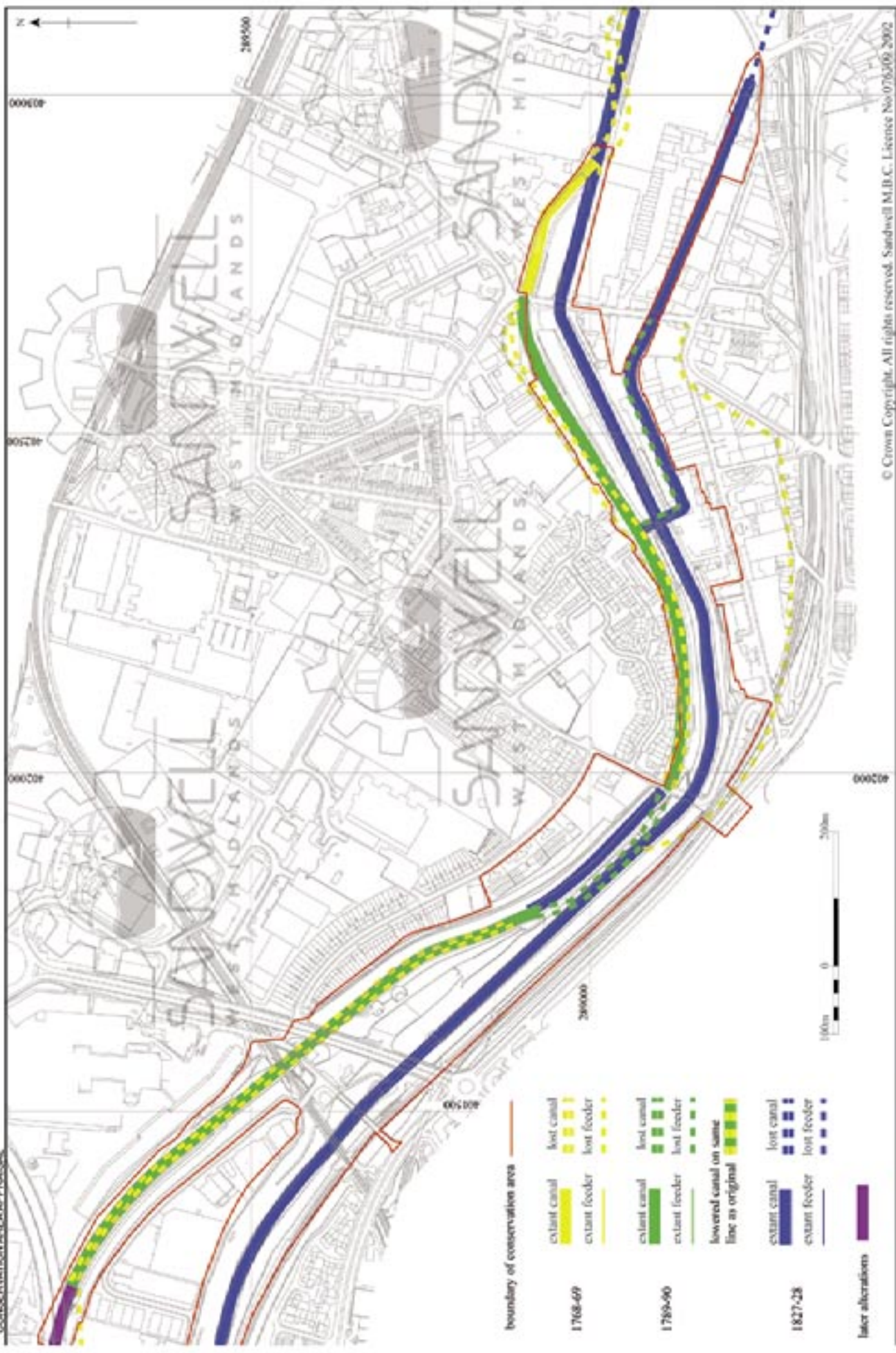
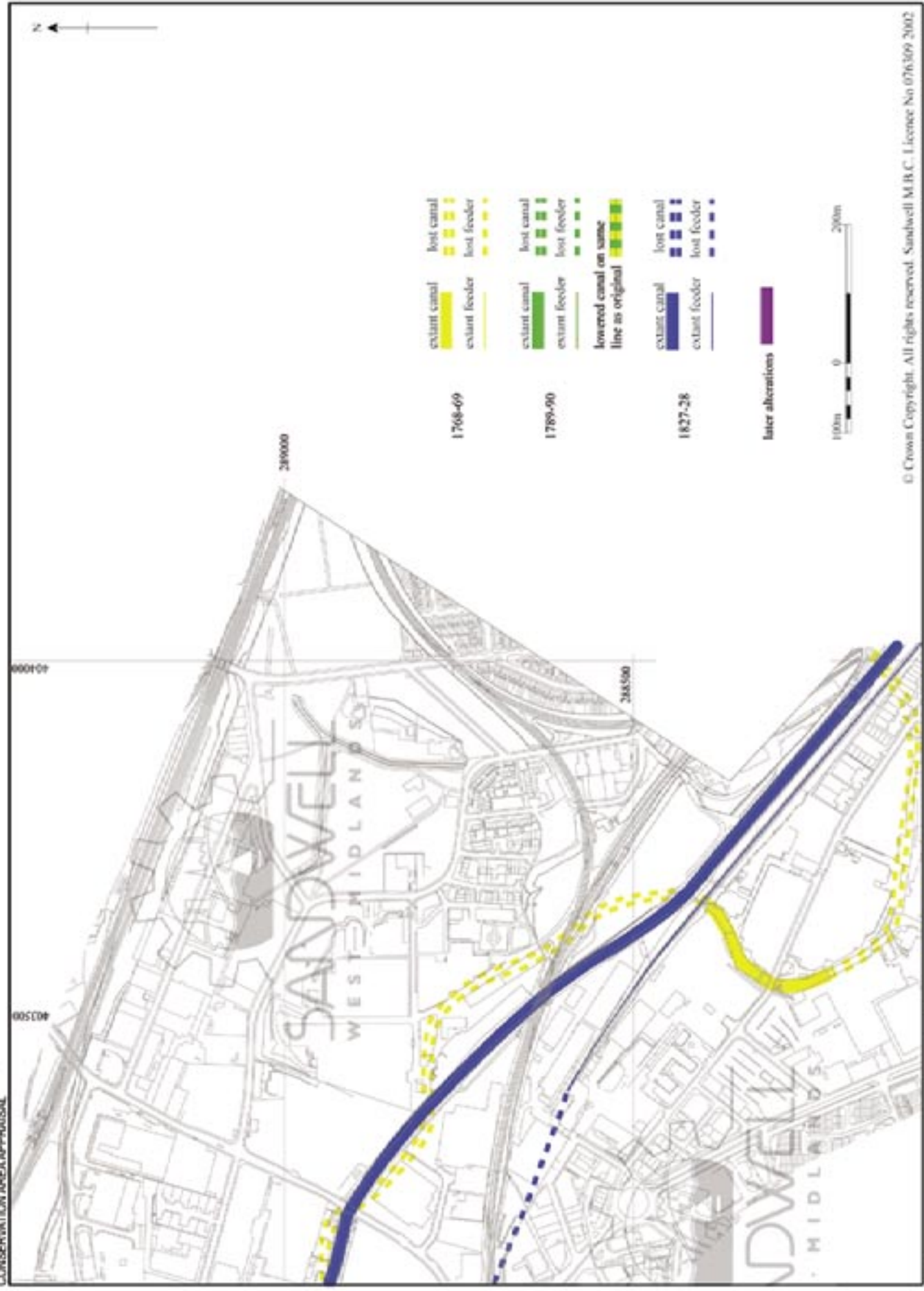


Figure 1b: Principal Phases of Canal Construction (Central Section)



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Figure 1c: Principal Phases of Canal Construction (Eastern Section)

APRIL 2002

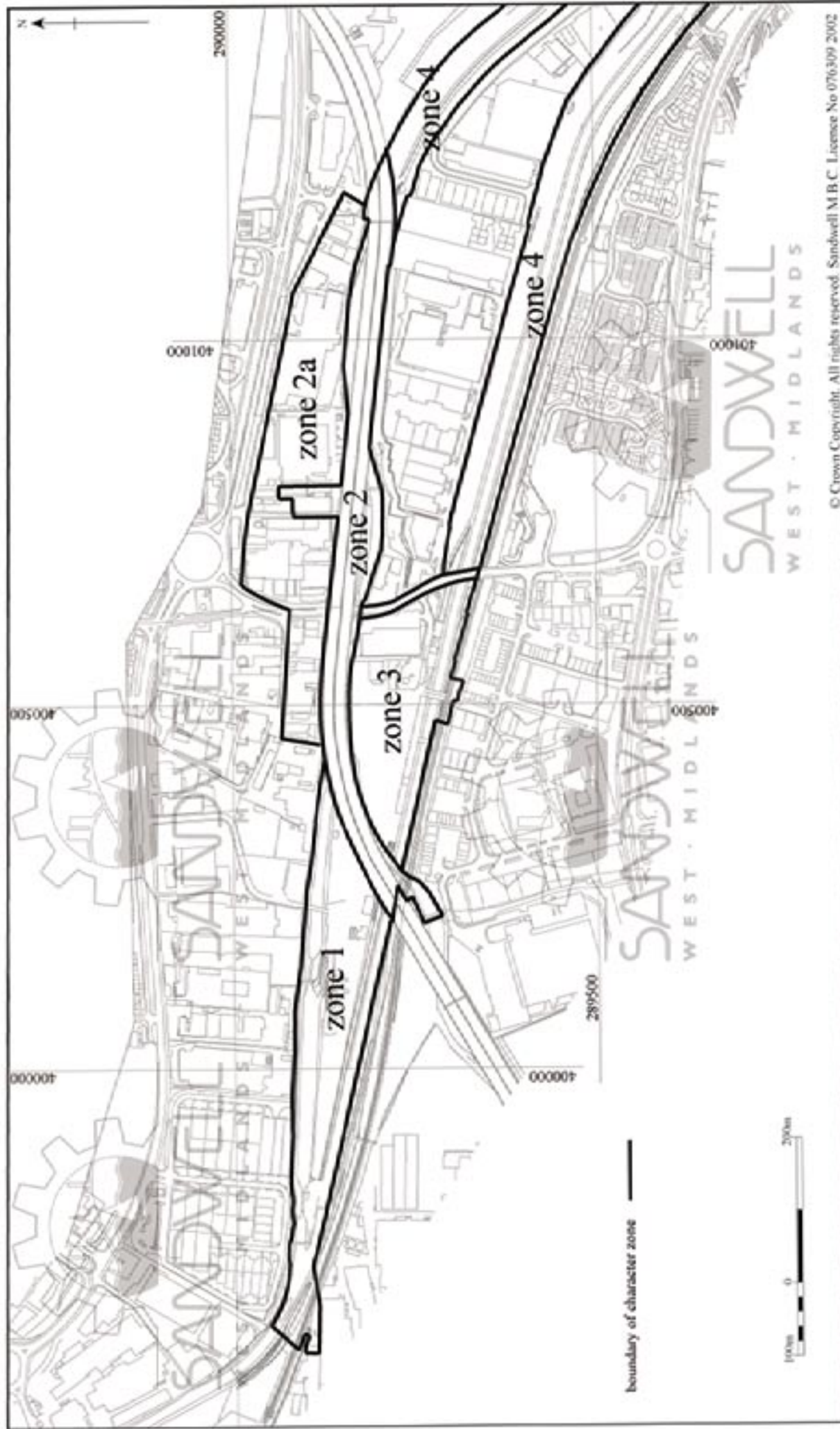


Figure 2a: Landscape Character Zones (Western Section)

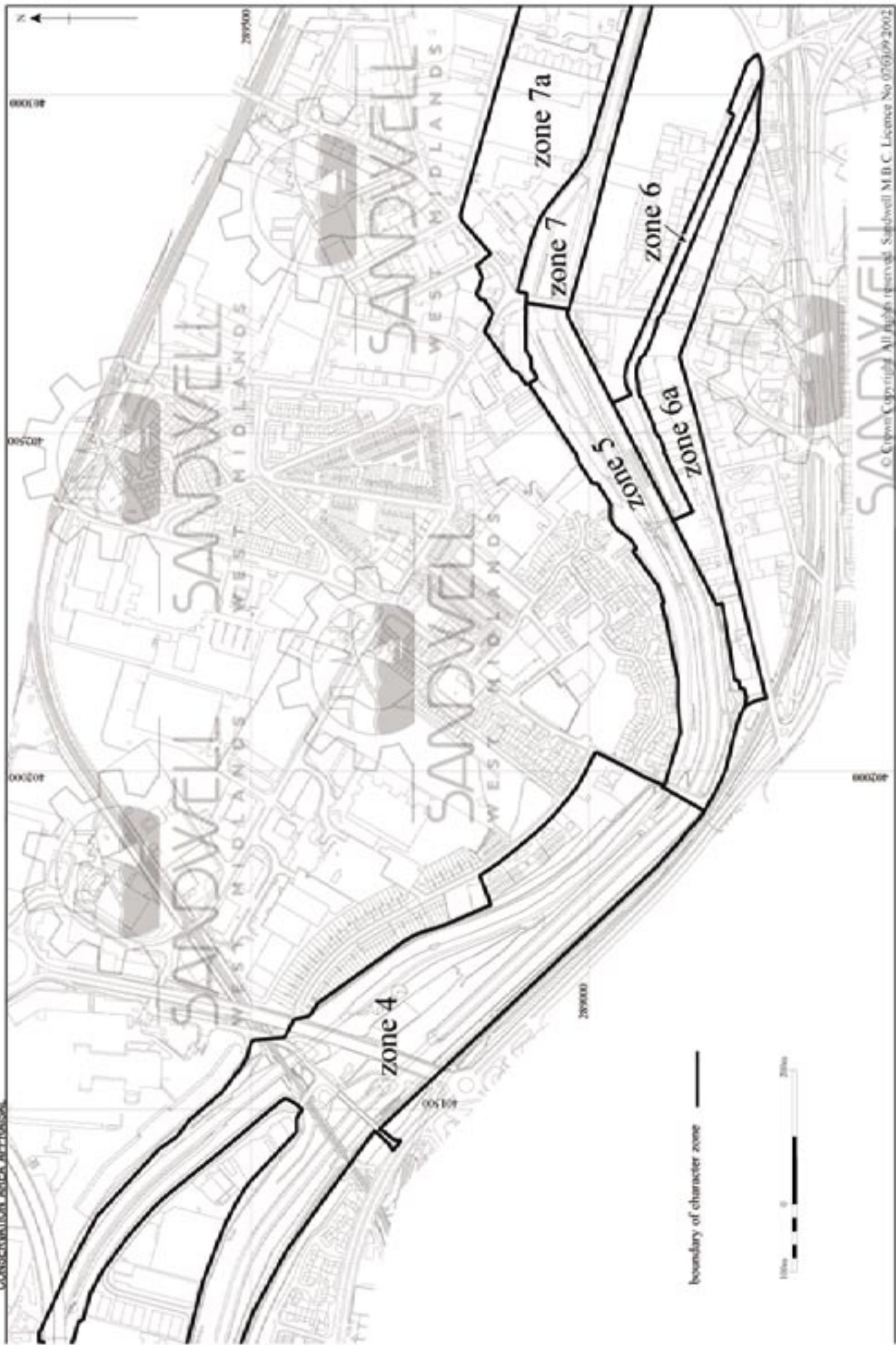


Figure 2b: Landscape Character Zones (Central Section)

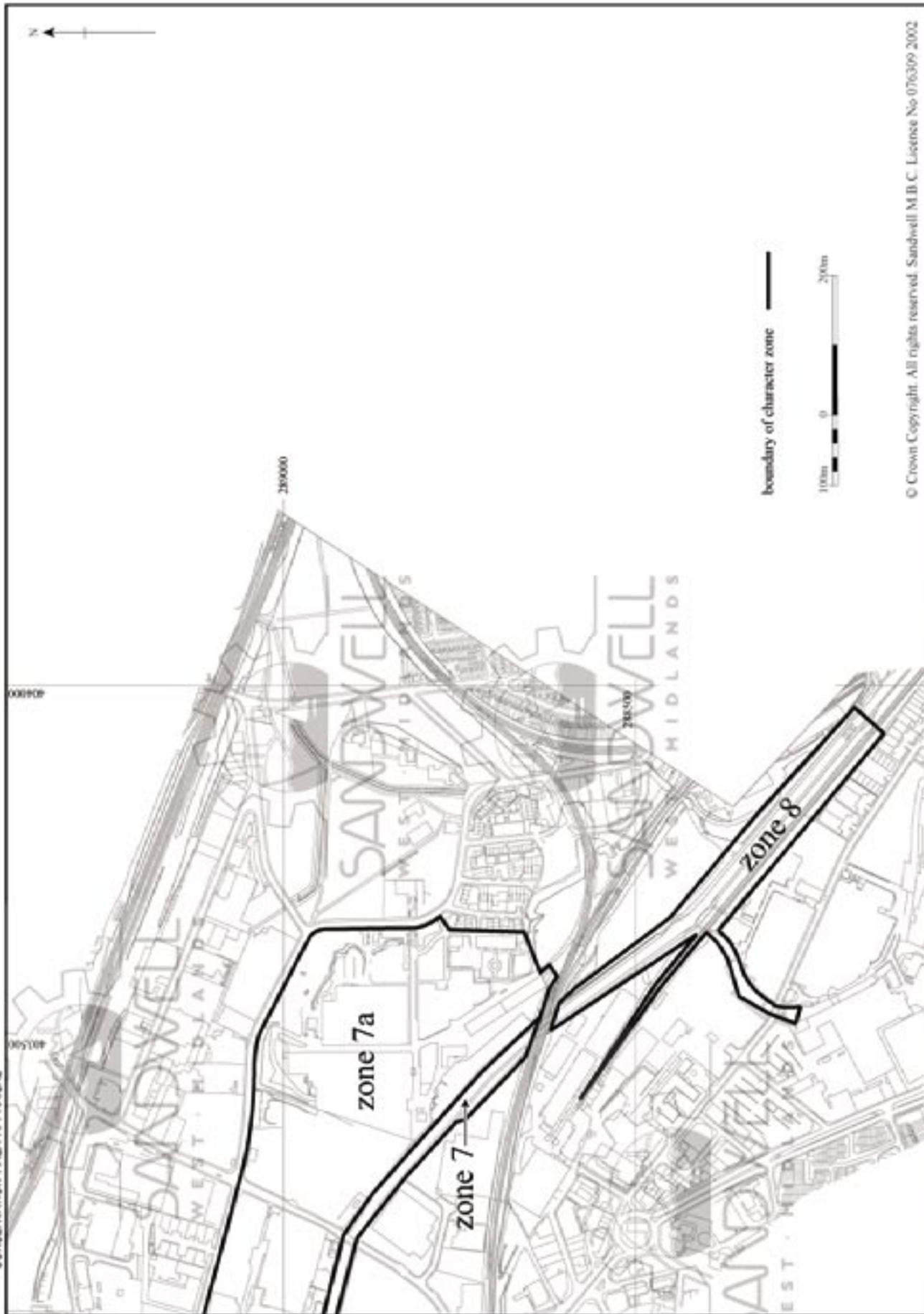


Figure 2c: Landscape Character Zones (Eastern Section)

3. Proposed Changes to Conservation Area Boundary

3.1 Section 5.0 of the Conservation Area Appraisal report, (the full document refers), identifies the special architectural and historic interest, and the character of the individual zones of the conservation area, while section 6.0 sets out the more general special interest of the conservation as a whole. These provide a set of parameters against which the appropriateness of the existing conservation area boundary can be assessed, and the case made for any proposed changes to the designated area.

3.2 Section 1.3 of the Conservation Area Appraisal report identified a number of locations at which the conservation area boundary offsets from the canal corridor to include individual buildings of historic interest. However, both PPG 15 and English Heritage guidance stress that *“it is the quality and interest of areas rather than that of individual buildings which should be the prime consideration in identifying conservation areas”* (PPG 15, para. 4.2), and it is necessary to identify whether they individually make a positive contribution to the special character and interest of the zone of the conservation area in which they lie. Each proposed amendment to the boundary of the area will be discussed in order from west to east.

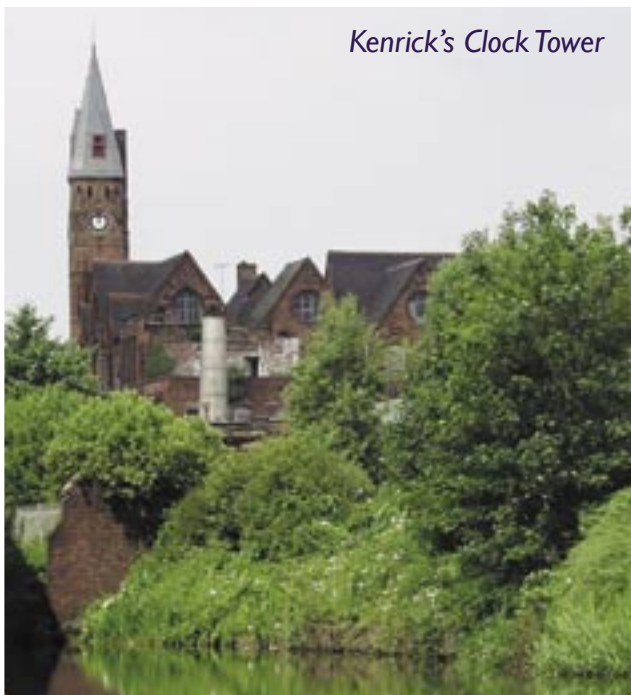
3.3 An initial assessment from documentary sources identified that Zone 2a was of potential significance due to its historically prime location adjacent to the canal, and to the location of early industry here. A number of late 19th century buildings survive in this area, including, most significantly, the listed offices and works of Archibald Kenrick, and the office of the former Spon Lane works, which are currently included in the designated area, and the former buildings of the Stour Valley Works.

3.4 The few surviving buildings of the Stour Valley Works and Spon Lane Foundry to the west of Spon Lane were originally served by three canal basins. However, survival is poor, and their relationship with the canal severely impacted by the construction of the M5, and it is not considered that these buildings would make a positive contribution to the conservation area. It is therefore not proposed to recommend inclusion of the area of Zone 2a within the designated area.

3.5 While the buildings of the Kenrick and Spon Lane works are of architectural interest, and make a significant contribution to the townscape of their vicinity, their lack of relationship with the canal makes their inclusion within an essentially canal-based conservation area inappropriate, and it is not considered that they make a positive contribution to the identified character of Zone 2. As the Kenrick offices are listed, they enjoy the level of protection implicit in that designation, and it is therefore recommended that they be excluded from the conservation area.

3.6 The former toll house on the Birmingham to Dudley turnpike, on the north side of the High Street, is related neither in function or appearance to those features which give the conservation area its special interest, and due to its divorced location, separated from the rest of the conservation area by the dual carriageway of Tollhouse Way and the railway line, it is

Kenrick's Clock Tower



The Toll House, High St.

unable to make a positive contribution to its special character or appearance. It is therefore recommended that it is not included within the designated area. As it is a listed building it does not need the additional level of development control afforded by inclusion within the conservation area.

- 3.7 The Canal Heritage Centre on Brasshouse Lane together with the community gardens to its west are currently included in the designated area. However, the former public house in which the heritage centre is located considerably post-dates the main period of canal transport in this area, was not directly associated with the canal, and has no visual relationship with it. The community gardens are situated at the very top of the embankment of the OML, and similarly have no direct relationship with the canal. It is therefore considered that neither of these features make a positive contribution to the conservation area, and should be omitted from it.

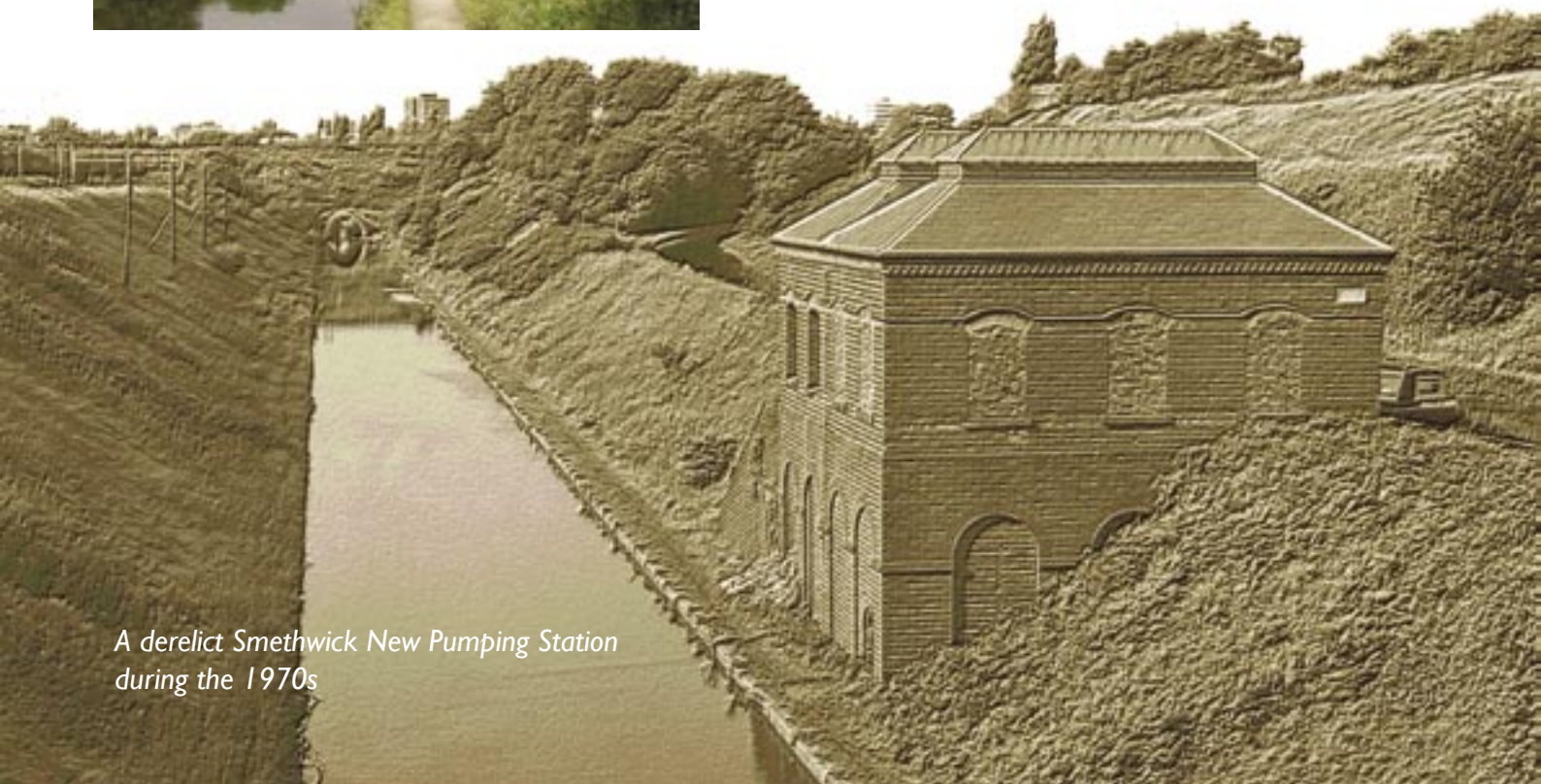


Winson Green Stop Island

- 3.8 The conservation area currently includes four sites in Zone 6a; the former corporation depot, now the Smethwick Enterprise centre, the site of the Smethwick Engine, Lime Wharf and the malthouse at the eastern end of the Engine Arm. Limited site investigation has indicated that not only do a number of early industrial buildings survive to the east of the Enterprise Centre, but that their canal elevations are fundamental to creating the special character and interest of this part of the conservation area. The study has also indicated that Zones 6 & 6a combine to form one of the very few areas surviving within the conservation area where a real sense of the authentic character of the canal system through this urban area can still be appreciated, and for this reason it is recommended that the section of Zone 6a between the Enterprise Centre and Lime Wharf is added to the designated area.



New Pumping Station 2003



A derelict Smethwick New Pumping Station during the 1970s

3.9 It is also recommended that the eastern end of the Sandwell section of the Birmingham Canal, from Smethwick junction at the eastern end of the conservation area as currently designated, to the Birmingham boundary, is included within the Conservation Area. The landscape analysis identified two zones of differing character within this stretch of canal; Zone 7, flanked by large-scale old and modern industry, and the more open, semi-rural Zone 8, with its well-vegetated feeder embankment and distant views to Birmingham.



Former Soapworks Basin Bridge



Engine Arm Aqueduct and Smethwick Enterprise Centre

3.10 This section of historic landscape is considered to be of a similar level of interest and character as other zones currently within the designated area. Both zones contain many of those landscape features and structures which are considered to contribute most significantly to the special character and interest of the conservation area, including vegetated embankments, towpath bridges, cast iron roving bridges, and relict canal loops such as the Cape Arm and the special character of Winson Green stop, with its bridges and toll island is an echo of Bromford stop which marks the western end of the conservation area.

3.11 It is also recommended that the extant section of the Cape Arm is included within the designated area due to its special character and interest, similar to that of Zone 6a, and the contribution that this would make to the special interest of the conservation area as a whole.

3.12 Consideration was also given to the inclusion of all or part of Zone 7a. In the light of concerns about the relative absence of areas of industrial hinterland to the canals from designated conservation areas (see 2.3.4 above), this zone appeared to represent a real opportunity to

address this problem. Being beyond the high ground of the Smethwick Summit, this area provided prime development land adjacent to the canal, and was therefore one of the first areas to be developed in the late 18th century by the industries which went on to occupy the majority of available building land by the mid 19th century. Significant buildings and remains survive of some of these early industries, most notably at the Soho Foundry, and provide a rapidly disappearing example of the former historic character of the wider area. Additionally, this zone includes the site of Brindley's original bottom lock, and the Old Navigation, a public house shown on the c.1828 map and an integral part of canal life around the Smethwick locks.

3.13 Although the area to the east of the Ruck of Stones junction is historically significant, and contains some significant buildings including the Tramway Generating Station and offices, the internationally important Soho Foundry, and a number of in-filled canal basins, the general quality of this area has been considerably degraded by large industrial sheds and unsympathetic uses, and it is considered that its wholesale inclusion within the conservation area would be difficult to support on appeal. However, consideration might be given to the creation of a small conservation area specific to the Soho Foundry site.

3.14 As the currently designated area includes Brindley's middle and top locks, it is recommended that the site of the bottom lock is also included as it survives *in-situ*, albeit in a buried context. It is also considered appropriate that the Old Navigation P.H. is included, due to its close association with life on the canal.

4.0 Recommendations for Future Management

4.1 Opportunities for Enhancement

- 4.1.1 Increased use of the canal corridors would improve the present isolated and sometimes hostile atmosphere along some stretches, and all proposals for increased visitor use, and developments which would result in increased use of the canal frontage should be encouraged.
- 4.1.2 Circular walking and cycle routes from the town centre, railway stations and nearby car parks should be created, and on-site interpretation of the more significant heritage assets should be undertaken.
- 4.1.3 Wherever possible, existing historically significant frontages to the canal should be restored, and new boundary treatments using traditional materials should be encouraged.
- 4.1.4 Existing significant views of principal historic assets should be opened up; for example the view from the tow path access off Galton Bridge to the eastern elevation of Galton Bridge should be improved through selective tree and shrub thinning.

Engine Arm Aqueduct



- 4.1.5 Wherever possible, land uses such as landfill and scrap yards, which are incompatible with the area's conservation area status, and materially affect the setting of significant listed buildings and ancient monuments, should be re-located.
- 4.1.6 The historical character of Galton House gardens could be strengthened through appropriate construction of paths, management and maintenance of extant landscape features and sympathetic new planting.
- 4.1.7 Areas of vegetation could be managed to protect and enhance nature conservation value, encourage tree and shrub screening of intrusive elements, maintain a green corridor through Zones 1, 4, 5 and 8.



Galton Bridge,
Grade I Listed Building

4.2 Recommendations re. Planning Policy and Guidance

4.2.1 Unlike many conservation areas where there is a considerable threat from new development within the designated area, and therefore a need to identify appropriate building styles, massing and materials, this is not the case here, where the tight boundaries of the conservation area result in there being few opportunities for re-development within the area, but where development on sites adjacent to some zones of the designated area would have a significant impact on its character and appearance.

4.2.2 The Conservation Area Appraisal should form the basis of assessment of all development proposals within the Conservation Area and along the boundaries of the Conservation Area. Special regard should be given to the individual characteristics of the historic landscape zones.

4.2.3 An Environmental Impact Assessment should be considered as a requirement for any significant developments which might affect historic assets of the Conservation Area or its character. All significant developments should be subject to an Environmental Scoping Report and scoping decision by Sandwell Borough Council.

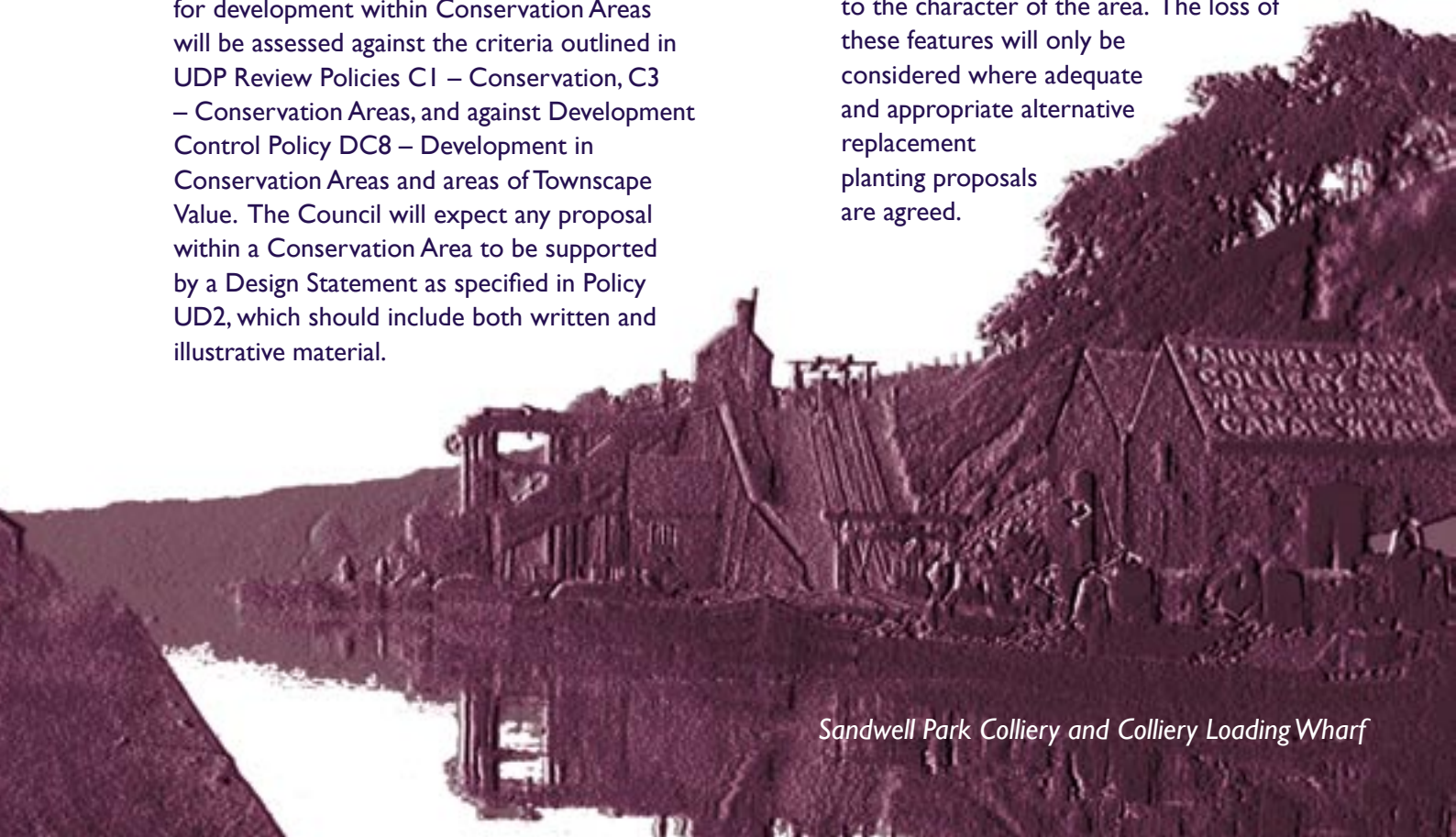
4.2.4 In order to assess the potential impact of future development proposals on both the character and setting of the Conservation Area, proposals for development within Conservation Areas will be assessed against the criteria outlined in UDP Review Policies C1 – Conservation, C3 – Conservation Areas, and against Development Control Policy DC8 – Development in Conservation Areas and areas of Townscape Value. The Council will expect any proposal within a Conservation Area to be supported by a Design Statement as specified in Policy UD2, which should include both written and illustrative material.

4.2.5 Development should assist in recreating a dynamic relationship between the canal frontage and adjoining built form, and should respect, maintain and recreate historic development patterns within the Conservation Area and adjoining townscape setting, as supported by Policy C7 – Canals, and the criteria outlined in Policy DC4 – Canals.

4.2.6 Additional views of the Conservation Area should be opened up to increase intervisibility with the surrounding townscape and increase public awareness of the canal and its Conservation Area.



4.2.7 Open green areas should be managed primarily to protect and enhance their nature conservation value. Significant tree and woodland groups identified in the Conservation Area Appraisal are to be protected and managed to ensure their continued contribution to the character of the area. The loss of these features will only be considered where adequate and appropriate alternative replacement planting proposals are agreed.



4.2.8 Any development which may affect the nature conservation value of the conservation area should pay particular regard to the criteria contained in Policy NCI – Nature Conservation and New Development. Any landscape works along the canal banks should follow the suggested management proposals agreed between the Urban Wildlife Trust and officers of Sandwell MBC to protect important habitats, particularly acid grassland and heath, and emerging marginal wetland. Hedgerow layering should continue and the open embankments maintained as a mosaic of grassland, tall herb and scrub by selective cutting. Works within the woodland of Galton House gardens should take account of breeding birds.

4.2.9 Proposed open spaces along the canal or leading off the canal should be designed to ensure the conservation or re-creation of traditional historic patterns and form. Landscape proposals should be designed to reflect and reinforce the historic landscape character. New public and private access arrangements for vehicles, pedestrians and cyclists should be of a high standard and in keeping with the historic and landscape character of the Conservation Area.

4.2.10 The Council should take into account the cumulative effect of developments on the character and setting of the Conservation Area on a five year cycle.



Colliery Loading Wharf. Loading Shutes from 1930s.

Colliery Loading Staithes



4.3 Recommendations re. Restoration and Repairs

4.3.1 All historic structures identified as being of more than one phase of construction should be archaeologically recorded as a first stage of any proposed programme of repairs to ensure that their chronological development is fully understood, and in order to inform the method and materials of repair.

4.3.2 Wherever possible, materials used in the restoration of identified heritage assets should closely match the original, however, where this is not possible, through prohibitive cost or lack of availability, appropriate alternatives should be identified by a suitably qualified conservation architect.

4.3.3 Restoration of the towpath, ramps, canal bridges, and other traditional hard landscape features should be planned in a co-ordinated way and in consultation with all relevant stakeholders. A palette of materials and specification of acceptable construction methods should be agreed and provided as design guidance.

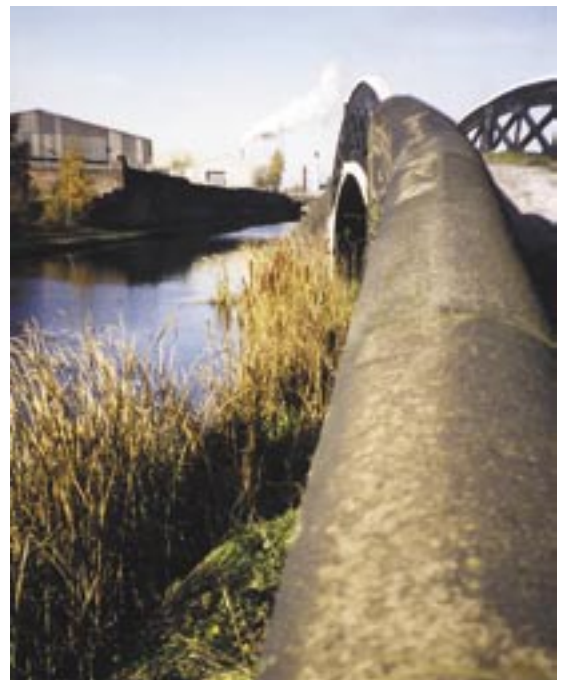
4.3.4 Consideration should be given to the improvement and management of Galton House gardens to provide a focal point for walks within Zone 4 and enable views down to the Pump House and beyond.

4.3.5 Before works are carried out on any of the buildings, a survey for black redstarts should be carried out, and mitigation measures taken if present. Specific landscaping for this species should avoid the provision of trees and scrub to avoid competition from robins etc. and allow for the retention or creation of an open, hard-surface landscape with rock features, grass patches and sedums.

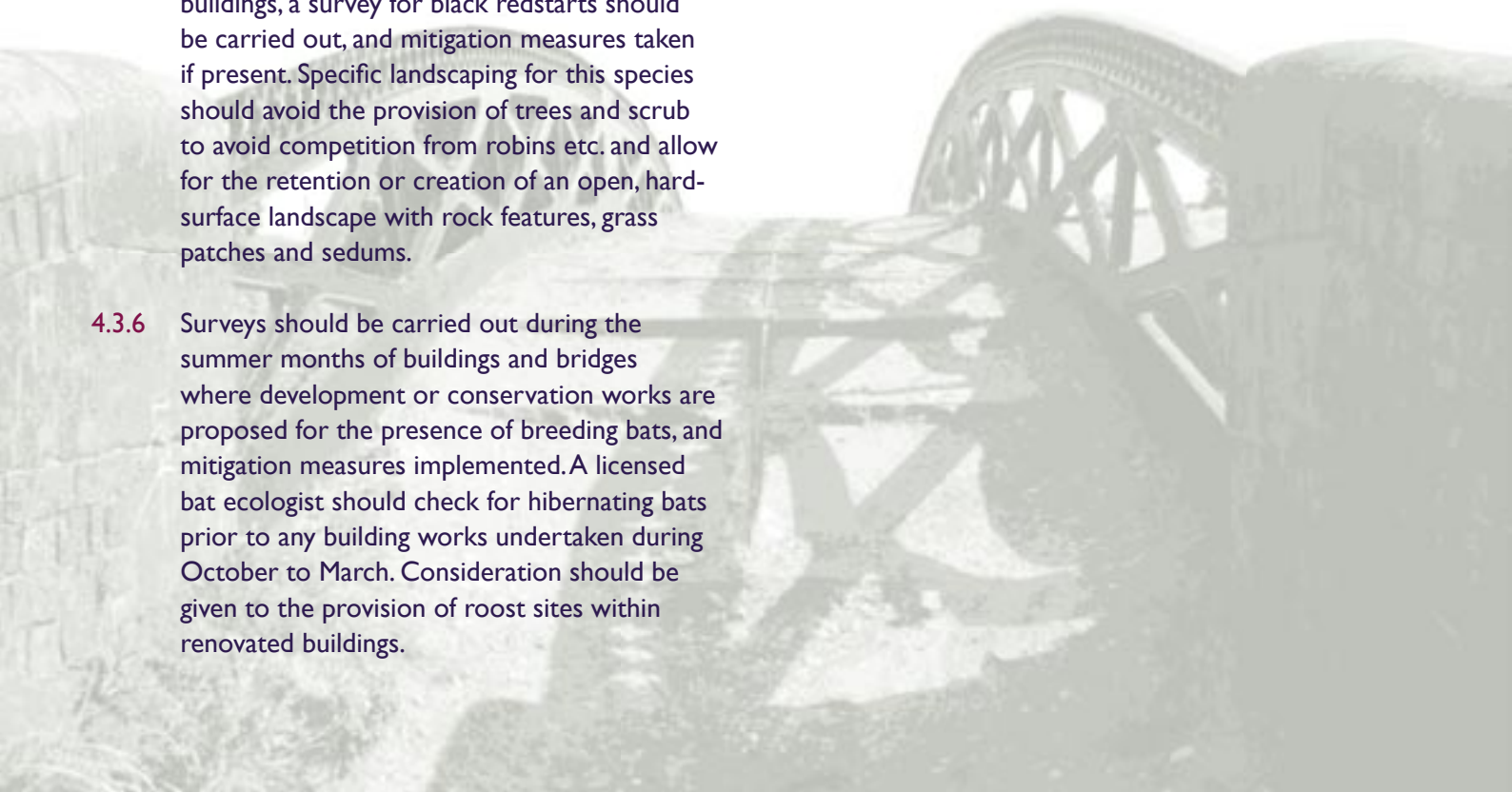
4.3.6 Surveys should be carried out during the summer months of buildings and bridges where development or conservation works are proposed for the presence of breeding bats, and mitigation measures implemented. A licensed bat ecologist should check for hibernating bats prior to any building works undertaken during October to March. Consideration should be given to the provision of roost sites within renovated buildings.



Spon Lane South Bridge, 1829. Widened 1927.



Former Soapworks Basin Bridge



5.0 Summary

- 5.1 The Appraisal deals with the historic, architectural, archaeological and landscape assets of Galton Valley/Smethwick Summit. It also puts forward recommendations for boundary changes, most significantly to extend the boundary to include the section of canal from Smethwick Junction to the Borough boundary with Birmingham. This recommendation is fully supported.
- 5.2 On more detailed boundaries there are a number of issues: (Preferred Boundary Option Figures 3a, 3b and 3c refer).
- 5.2.1 **Houghton Street/Hall Street South.**
The Appraisal recommends that this area be omitted due to the severance from the Canal by the motorway. However, the preferred option retains the Kenrick's site and the Houghton Street frontage within the Conservation Area due to the merits of the buildings and their historic links to the canal.
- 5.2.2 The Appraisal recommends that the **Galton Valley Heritage Centre** and adjoining open area be omitted due to lack of architectural/historic merit. The preferred option is to retain the Centre within the designated area as a focus for visitor activity.
- 5.2.3 The Appraisal recommends that an area near **Bridge Street** be added to the designated area based closely on the boundary of Brindley Bottom Lock, Navigation PH and surrounding buildings and structures. The preferred option extends this area to include Brindley II and the adjoining industrial buildings, to give greater control over this key area where change is anticipated and which the Appraisal identifies as a focus.
- 5.2.4 The Appraisal recommends extending the Conservation Area boundary from **Engine Arm to Rolfe Street**. The preferred option accepts this but adds some small building groups on the opposite side of Rolfe Street to give control over identified older buildings on the south side which would otherwise be isolated and vulnerable.

- 5.2.5 The preferred option proposes other minor changes:

Bromford Stop - boundary moved slightly westwards to include an unlisted cast iron roving bridge.

Galton Bridge Station boundary extended southwards to Oldbury Road to include the new station, the whole of Galton Bridge and its setting.

Brindley Village - The original boundary related to the canal and the then derelict industrial site. The new preferred option relates to the present canal-side structures following residential redevelopment.

- 5.3 Proposed recommendations in respect of planning policy and guidance are given in section 4 above.
- 5.4 The consultation process seeks a response to these issues and comment on them.



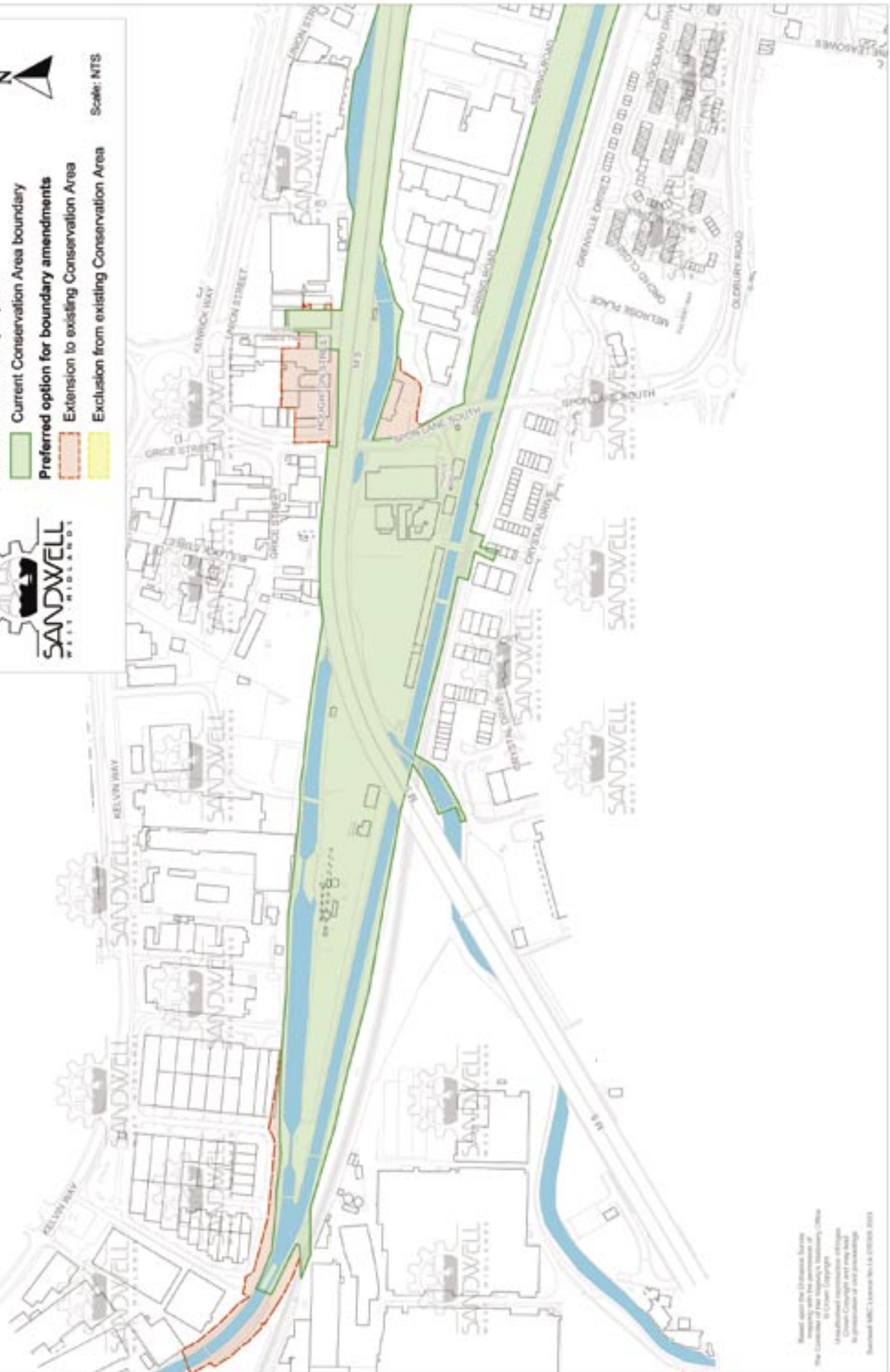
The New Navigation Inn

Smethwick Summit Conservation Area Review
Plan 3a



Scale: NTS

- Preferred Boundary Option**
- Current Conservation Area boundary
 - Preferred option for boundary amendments
 - Extension to existing Conservation Area
 - Exclusion from existing Conservation Area



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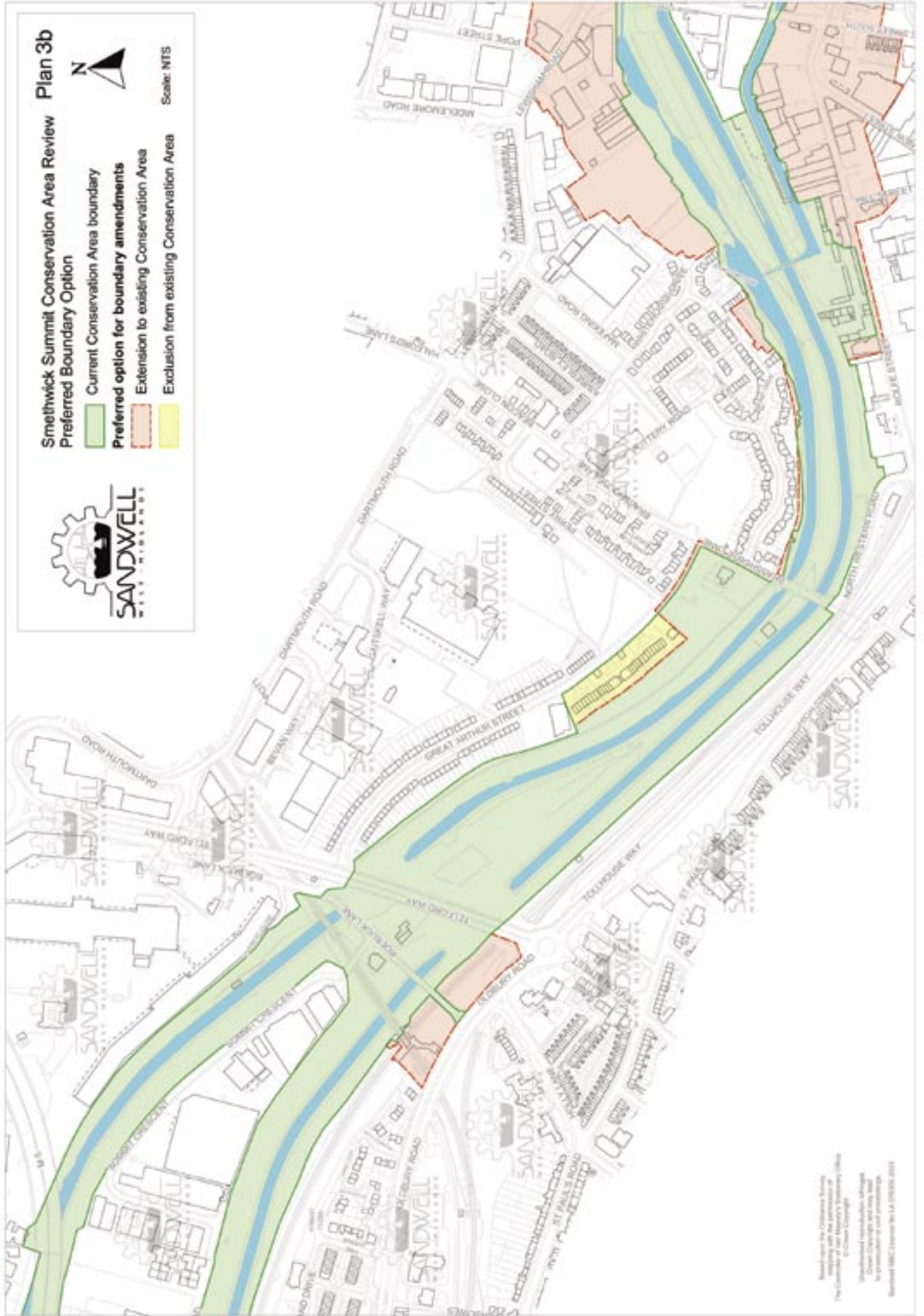
Plan 3b

Smethwick Summit Conservation Area Review Preferred Boundary Option

- Current Conservation Area boundary
- Preferred option for boundary amendments
- Extension to existing Conservation Area
- Exclusion from existing Conservation Area



Scale: NTS



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Plan 3c

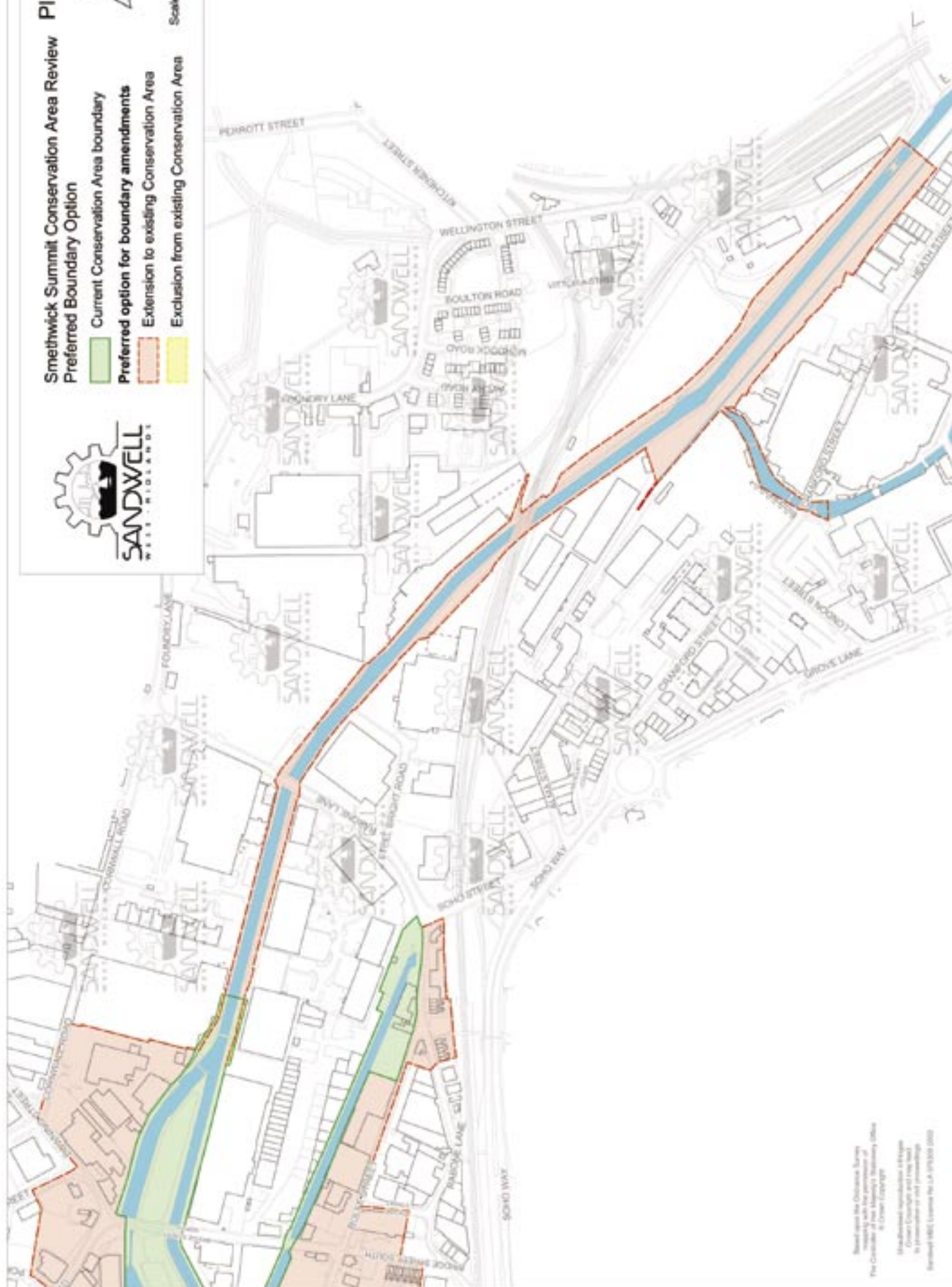


Scale: NTS

Smethwick Summit Conservation Area Review

Preferred Boundary Option

-  Current Conservation Area boundary
-  Preferred option for boundary amendments
-  Extension to existing Conservation Area
-  Exclusion from existing Conservation Area



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6.0 Schedule of Extant Heritage Assets identified in Smethwick Summit Conservation Area Appraisal and Boundary Review

Adapted from Smethwick Summit Galton Valley, Smethwick Conservation Area Appraisal.

(Upson, Kirkham, Cox and Potter 2002)

and Soho Technology Park, Smethwick, Historic Landscape Appraisal.

(Upson, Kirkham and Potter 2002).



| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Assessment of Significance | |
|--------------------|-----------------------------------|---|-----------------------|--|---|
| | | | | | |
| 001 | Bromford Stop Toll Island | Toll Island formerly had octagonal toll house, still extant 1910, platform survives. Retains some original features. | | An interesting feature of the canal network though degraded by loss of toll office. | 4 |
| 002 | Bromford Stop Footbridge over OML | Roving bridge over Old Main Line, 1829 Shallow elliptical form of two cast iron sections with spandrels, and brick abutments. Relatively unusual due to band of quatrefoils under handrail. Ramps grassy and deck in poor condition. | LB - I I RCHME - A | One of a group of decorative early cast iron bridges from Horseley Iron Works having both architectural interest and considerable group value. | 3 |
| 003 | Bromford Stop Footbridge over NML | Cast iron roving bridge 1848. Simpler form than 002. New brick-paving ramps and concrete deck. | LB - I I RCHME - A | One of a later group of bridges cast at Horseley, of less architectural interest. | 4 |
| 004 | Spon Lane Bottom Lock | Westernmost lock of an original flight of 6 dating to 1768-9 raising OML Birmingham Level to summit level. If unaltered in 1790 scheme, which reduced locks to 3, they remain the oldest working locks in the country. | LB - I I RCHME - B | One of the fundamental features of the Old Main Line and having group value. | 2 |
| 005 | Lock-keeper's 'Hovel' | Small square brick building, presumably a former lock office/'hovel'. | | Relatively rare survivor of these simple structures. | 6 |
| 006 | Spon Lane Middle Lock | Central lock in flight of 3 (see 004 above). | LB - I I RCHME - B | As 004 | 2 |
| 007 | Spon Lane Top Lock | Eastern lock in flight of 3, with split footbridge across west end (see 004 above). | LB - I I RCHME - B | As 004 | 2 |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Assessment of Significance |
|---|---|---|----------------------|--|
| 008 | New Main Line Canal | Telford's New main Line canal constructed between 1826-1830. | | Fundamental to forming the special character of the conservation area. |
| 009 | Birmingham Canal - Wolverhampton Level | Wolverhampton level of the Old Main Line canal. | | |
| 010 | Steward Aqueduct | Aqueduct constructed 1828 to carry Wolverhampton level over New Main Line. Cast iron trough set on two brick elliptical skew arches with stone dressings. | LB - II RCHME - A | Of intrinsic architectural interest and a rare example within the study area. |
| Items 011 - 020 are all part of Chance's glassworks | | | | |
| 011 | Hartley Bridge | Private bridge formerly connecting Chance's North and South Works over New Main Line canal. Buff sandstone with pecked rustication of the voussoirs similar to 040. Appears to be c. 1828-30. | LB - II RCHME - A | Significant stone structures rare in the area. Detail of stonework same as 040, though one private. |
| 012 | Canal Bridge | Private bridge between North and South Works c.1845 blue brick with stone dressings and iron railings. | LB - II | Substantial and of some architectural interest. |
| 013 | Warehouse at west end of canal frontage | Double range of red brick warehouse forming revetment to NML north towpath. c 1843-52. | LB - II | These buildings, though of some architectural and structural interest derive much of their significance from being survivors of a group of roughly contemporary buildings within a single works complex. |
| 014 | Warehouse to west of Hartley Bridge | | LB - II | |
| 015 | Warehouse between Hartley and Canal bridges | c. 1843-52. Two-storey red brick warehouse | LB - II | |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Assessment of Significance |
|--------------------|---|--|--------------------|---|
| 016 | 7- storey warehouse and offices | Constructed 1847. L-shaped 7-storey brick warehouse with bellcote, and 3-storey office building attached at SW. | LB - II | A significant landmark building deriving further group value from associated warehouses. 3 |
| 017 | Warehouse to east Canal bridge | c. 1853 pair of brick warehouses linked by low wall. Blocked openings of former loading bays on south elevation of 017. | LB - II | As 013. 3 |
| 018 | Warehouse at east end of canal frontage | | LB - II | As 013. 3 |
| 019 | Railway Bridge | c. 1840-45 brick and cast iron bridge carrying Birmingham and Wolverhampton Railway. Spans 012. | LB - II | Significant as one of four 'strata' at this point in the conservation area depicting the history of transport. 4 |
| 020 | North wall of North Works | Surviving brick wall of northern boundary of Chance's North Works, retaining evidence of former canal basin entrances. | | This wall retains evidence of buildings and basins suggesting former layout of north side of works. 6 |
| 021 | Spon Lane Bridge | Originally single span brick road bridge, became double-span with roving bridge attached to west side and eventually widened. | RCHME - B | Much altered though retains evidence of its early history. 4 |
| 022 | Spon Lane South Bridge | Blue brick single span bridge constructed 1829 to carry Spon Lane over NML. Widened 1929 with reinforced concrete carriageway. | | Much altered, but visually prominent and unusual within area. 6 |
| 023 | Deep cutting of New Main Line canal | Telford's massive engineering undertaking, up to 150ft wide and 70 ft deep, excavated 1826-1828 to by-pass the six remaining locks carrying the OML over the Smethwick Summit. | | Historically significant engineering feat and fundamental to the character of the central part of the conservation area. 2 |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Assessment of Significance |
|--------------------|--|--|----------------------|--|
| 024 | Galton Bridge | Telford's engineering masterpiece. When constructed in 1829 this shallow segmental cast iron structure was the longest single-span iron bridge in the world. Extended southwards to carry Roebuck Lane over the North-Western Railway. | LB - I RCHME - A | Both architecturally important and extremely significant in the history of 19th century engineering. |
| 025 | Sandwell Colliery Loading Stathies | Established 1875 to Sandwell Colliery, the present structures date to c. 1930. | | Of some historic significance, though visually dominated by 1930's structure. |
| 026 | Canalside Shelter | Remains of ruined brick structure opposite the loading stathies, probably a simple shelter. | | Of some significance due to the relatively rare survival of these modest structures. |
| 027 | Summit Bridge | Smeaton's 1790 bridge carrying Roebuck Lane over the OML canal. Of substantial brick construction, the east side is now obscured by the Telford Way embankment. | SAM | Most important structure associated with the OML in study area. |
| 028 | GWR (Stourbridge Extension) Railway Bridge | Blue brick bridge built 1867 to carry railway over OML. | LB - II RCHME - B | 6 |
| 029 | Site of Galton House | House existed by 1790 and the layout of buildings and gardens is clearly shown on a plan of 1857. Part of the main house lies under Telford Way, though there may be some buried survival to the east. | | One of few early grand houses in the area, making potential survival of buried remains of some significance. |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Assessment of Significance |
|--------------------|---|---|----------------------|--|
| 030 | Arch in grounds of Galton House | Rusticated masonry arch surviving in scrap yard used to be the entrance into the service courtyard of Galton House. | | Only extant survival of 029 but clearly positions house. 6 |
| 031 | Former Gardens/pleasure grounds to Galton House | The layout of the gardens and pleasure grounds is clearly shown on a plan of 1857. Some landscape features survive. | | Detailed plans of garden layout would allow its re-creation. 7 |
| 032 | Remains of Pumping Station Worker's Cottage | Cottage now demolished though floors and lower walls survive. Original form shown in 1932 photo. | | Structural remains together with photos would allow some interpretation. 6 |
| 033 | Smethwick New Pumping Station | Constructed in 1892 to pump water from the NML into OML to provide water to Smethwick Locks. Major refurbishment programme carried out. | LB - 11 RCHME - B | Although relatively late, it is unique within the study area and provides an important part of the functional history of the canal network. 2 |
| 034 | Brasshouse Lane Bridge over OML | Constructed in 1790 as part of Smeaton's major scheme to lower the OML over Smethwick Summit. The original span is of red brown brick shown clearly on OS 1st edition but has been widened. | RCHME - B | Much altered but retains evidence of its early manifestation. 4 |
| 035 | Brasshouse Lane Bridge over NML | Built 1826 over NML and widened in blue brick 1890's together with massive retaining wall to North Western Road. | | The widened structure is substantial but architecturally uninspired. 6 |
| 036 | Ramp from Brasshouse Lane | Long brick ramp to towpath, recently re-paved. | | 6 |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Assessment of Significance |
|--------------------|---------------------------------------|--|-----------------------------|--|
| 037 | Site of Canalside Inn and Cottages | Footprint of canalside P.H. has been retained in recent landscaping. | | Of historic interest as part of canal life, though insufficient survival to convey meaning. 7 |
| 038 | Engine Arm Canal | Also known as Birmingham Canal Feeder Arm, bringing water from the Rotton Park Reservoir to the summit level above Smethwick locks. Improved by Telford in 1830 to bring coal to the Smethwick engine. | | Its association with the scheduled site of the Smethwick Engine and Telford's scheduled Engine Arm Aqueduct, makes this a very significant feature. 2 |
| 039 | Engine Arm Aqueduct | Designed by Telford in 1825 to carry the Engine Arm Canal over the New Main Line Canal to continue supply to the Smethwick locks. Cast iron trough disguised by decorative cast iron Gothic arcading. Restored 1985. | SAM | Of great architectural, historic and engineering significance. 1 |
| 040 | Towpath Bridge over Engine Arm at NML | Brick towpath bridge carrying the OML towpath over the north end of the Engine Arm Aqueduct, therefore 1825. Stone quoins have same pecked rustication as Hartley Bridge (011). | Included in scheduled area. | Early masonry bridge with unusual tooling of stonework relating it to Hartley bridge within Chance's glassworks. 2 |
| 041 | Smethwick Top Lock | Top lock in a flight of 3 bringing the OML down from Smethwick summit. Constructed as part of 1790 lowering of summit. | LB - 11 | Of intrinsic interest and important group value within flight of 3 locks. 2 |
| 042 | Lock-keeper's Lobby | This is a recent reconstruction of an octagonal toll house located on the site of a former small, square lock office/ 'lobby' shown in a 1930's photo. | | The re-creation of this style of toll house, more commonly found on toll islands, here in the former location of a square office, is misleading. 6 |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Assessment of Significance |
|--------------------|--|--|--------------------|---|
| 043 | Footbridge over Smethwick Top Lock | Part of the 1790 scheme. Brick footbridge over lower end of lock chamber, giving access to lock office and Brindley's original three parallel locks, now lost. Elliptical arch with stone capped wing walls. | LB - II | A relatively little altered survivor of the brick bridges once common to the OML and evocatively bearing the signs of wear. |
| 044 | Smethwick Middle Lock | Part of the 1790 scheme to improve congestion by the addition of three locks parallel to Brindley's lower 3. | LB - II | As 041 |
| 045 | Smethwick Bottom Lock | As above. | LB - II | As 041 |
| 046 | Pope's Bridge | Original bridge carried Bridge St. over Brindley's Bottom Lock. Modified to accommodate parallel lock of 1790, with roving bridge attached to west side, and again to allow road widening. | | Retains evidence of Brindley's bottom lock within much altered fabric which documents its history. |
| 047 | Remains of Brindley's Bottom Lock | The entrance to the original bottom lock can be traced in the evidence of the blocked northern arch of Pope's Bridge. | | Potentially very significant, though relative to buried survival. |
| 048 | Remains of Brindley's Smethwick Lock No. 3 | Stone copings of the top lock which survived the 1790 scheme remain, and the shape of the lock entrance can be seen on the ground. Infilled 1960's. | | As 047. |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Assessment of Significance |
|--------------------|--------------------------------------|--|--------------------|--|
| 049 | Smethwick Gauging Station | Gauging and indexing station on New Main Line. Unlike toll islands at Bromford and Winson Green, the two 'prows' are dissimilar. 1857 survey shows a footbridge crossing above the islands, the 1890 OS shows a long building extending the length of the structure. | | An interesting feature of the canal system though surviving remains unable to convey original form or function unaided. 4 |
| 050 | Rolfe Bridge | Originally constructed to carry Bridge St. over the NML c. 1829, the widened bridge has been recently rebuilt, though wing wall at south-east corner survives. | | Little survival of original structure. Replacement bridge of little merit. 7 |
| 051 | Engine Bridge | Bridge carrying Bridge Street over Engine Arm Canal. Original span of red brick, subject to later widening. | | 4 |
| 052 | Site of Smethwick Engine | Site of the oldest surviving example of Watt's first type of steam engine which began work here in 1779. Site excavated in 1984. | SAM | Of enormous historic significance despite the loss of superstructure. 1 |
| 053 | Cast Iron Sluice Gear at SP 257 892 | Standard BCN cast iron gearing operating sluice on north side Wolverhampton level canal. | | Of little intrinsic significance, though gearing is of standard BCN design and contributes to group value. 7 |
| 054 | Towpath Bridge at Smethwick Junction | Brick towpath bridge formerly spanning basin to Woodford Ironworks, with 5 smaller arches of sluice to the west. Recently re-paved. | | Of some architectural interest. 5 |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Assessment of Significance |
|--------------------|---|--|--------------------|--|
| 055 | Footbridge over OML at Smethwick Junction | Shallow elliptical cast iron footbridge comprising two castings with coverplate at junction. Saltire cross design with, unusually, large quatrefoils at outer end of each casting and narrow band of small quatrefoils beneath handrail. 1828. | LB - I I | Part of early decorative group of Horseley footbridges together with 002 and 056. |
| 056 | Footbridge at Smethwick Junction | As above | LB - I I | As above |
| 057 | Towpath Bridge over Soho Foundry Basin | Substantial brick abutments with stone copings and quoins and narrow cast iron span of single casting in simple saltire cross design. Entrance now gated. | LB - I I | A 'variation on a theme' using standard components tying it collectively to other towpath and footbridges. |
| 058 | Towpath Bridge over Former Soap Works Basin | Cast iron bridge in saltire cross design. Newly-paved brick ramps with brick walls and stone copings. | LB - I I | Similar to other towpath bridges. |
| 059 | Towpath 'bridge' over tunnels to Cape Arm & Basin | Continuous brick wall and parapet retaining towpath and forming entrance portals for two tunnels through embankment to Cape Arm and canal basin in the former Imperial Mills site. | | Sinuous brick parapet wall contributes significantly to the appearance and character of the conservation area. |
| 060 | Cape Arm of OML | One of the former loops of the original OML. | | Within private site beyond embankment, therefore unable to make a visual contribution to character of the CA. |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Assessment of Significance |
|--------------------|---|--|--------------------|---|
| 061 | Canal Feeder | Narrow brick-edged feeder channel along crest of embankment to south of canal. | | Running along top of embankment and therefore hidden from towpath, preventing it from making a contribution to the CA. 7 |
| 062 | Footbridge at Winson Green Junction | 1848 standard Horseley cast iron footbridge design with brick wing walls and new brick paving of deck and approach ramps. | LB - I I | One of the less decorative, later group of Horseley footbridges giving it group value. 4 |
| 063 | Winson Green Stop Toll Island/Gauging Station | H-shaped toll island which originally had an octagonal toll office shown in a 1940 photo. | | The island retains some original features, but loss of the toll office makes understanding of its original function difficult. 4 |
| 064 | Ruin adjacent to Soap Works Basin | Remains of south and west walls of building in banded brickwork immediately to north-east of towpath bridge (058). | | Of unknown function or date but serving as a reminder of the early built-up and enclosed character of this part of the CA. 7 |
| 065 | Railway Bridge at Steward Aqueduct | Bridge constructed to carry Stour Valley Railway over Steward Aqueduct. | RCHME - B | 5 |
| 066 | Footbridge to SW Steward Aqueduct | Relatively late roving bridge across OML Wolverhampton level serving Spon Lane rail/canal interchange basin. | RCHME - B | Of less architectural or group value than earlier cast iron footbridges. 5 |
| 067 | Soho Railway Bridge | Built in 1851 to carry Birmingham - Wolverhampton and Stour Valley Railway over NML. Comprising two substantial stone skew arches. | | Unusual in being constructed of stone giving some architectural significance. 4 |

| Heritage Asset No. | Name of Structure/Site | Type/Description | Status/Designation | Assessment of Significance |
|--------------------|--|--|----------------------|---|
| 068 | Slag Wall to Galton House Gardens | Wall predominantly comprising slag/clinker | | This type of walling relatively common in canal side locations using local waste products. |
| 069 | Wall to South of Smechwick Locks | Wall of mixed materials - stone, brick, slag/clinker. | | As 068. |
| 070 | 'Clay Pot' Revetment | Low revetment between canal and railway comprising the clay pots used for the melting of materials in the glass-making process. | | Of interest as waste product from Chance's. |
| 071 | Works & Offices of Archibald Kenrick & Co. | 1870's works buildings, offices and clock tower in 'Ruskinian' gothic style. | LB - II RCHME - A | Architecturally the most distinguished industrial buildings in the area. |
| 072 | Former Spon Lane works | Offices and erecting shop of Spon Lane works, shown already disused by 1885. Office building has decorative pressed brick detailing. | RCHME - B | Of some local interest and contributes to the setting of the listed Kenrick works. |
| 073 | Former Stour Valley works | Surviving 19th century buildings of banded brickwork with cast iron columns and brackets for line shafting. | | Of some local interest as a rare survivor canal side works buildings, originally adjacent to basin. |
| 074 | Elevations to Engine Arm canal | 19th and v. early 20th century brick elevations forming south side of Engine Arm canal, mostly semi-derelict with blocked openings. | | Of vital importance to the character and appearance of the Engine Arm. |

| Heritage Asset No. | Name of Structure/Site | Type/Description | Status/Designation | Assessment of Significance |
|--------------------|---|--|--------------------|--|
| 075 | Retaining wall to former Corporation Yard | Early example of reinforced concrete retaining wall, published in The Builder 1910. | | Of considerable significance as an early example of the extensive use of this relatively new material. |
| 076 | Malthouse | Brick malthouse with decorative brick detailing adjacent to Engine Arm canal, complete with chimney and loading hoist. | | Attractive building which retains relationship with canal including loading hoist. |

Classification of levels of significance, (see right hand column in previous tables)

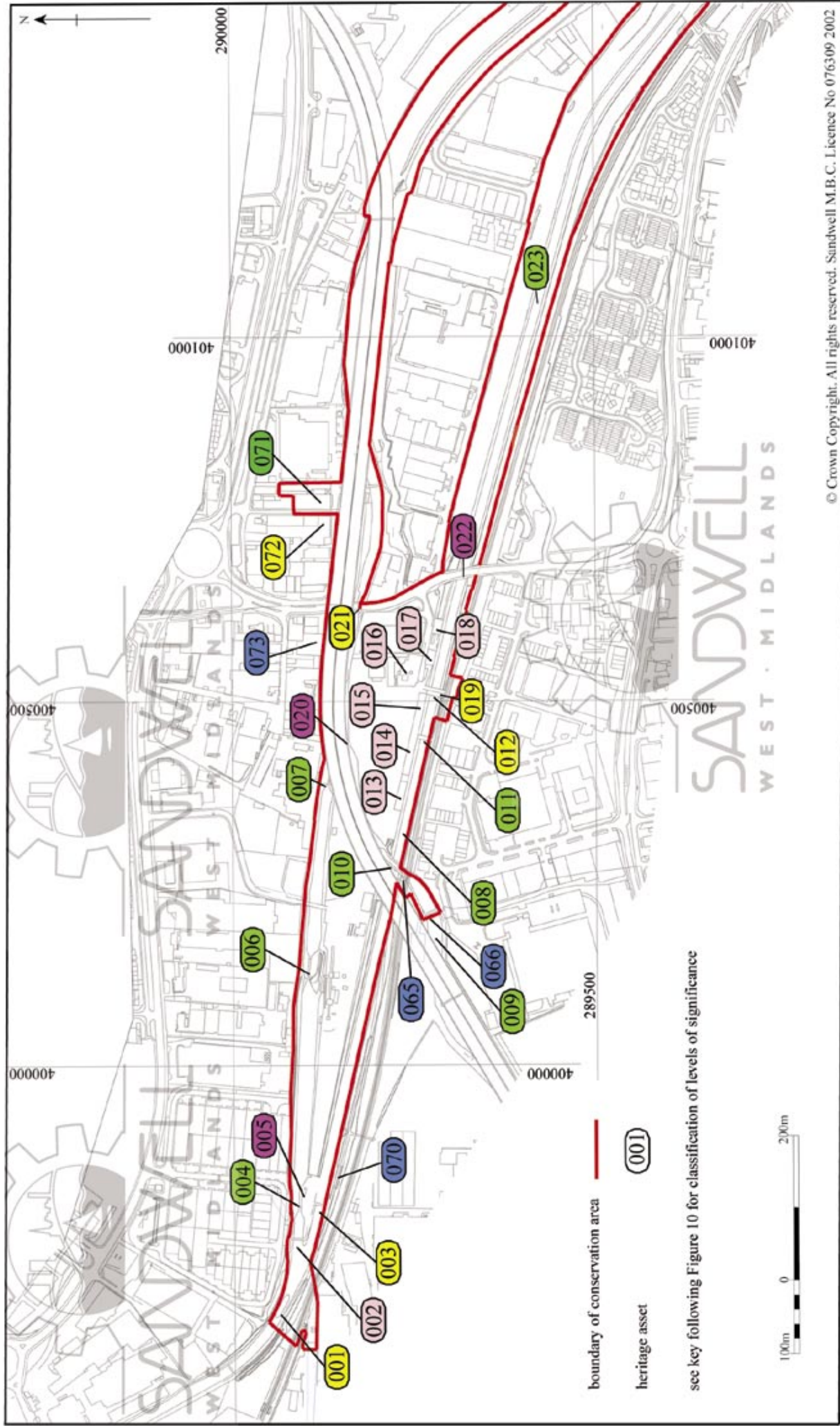
- 1** Buildings and structures of very high intrinsic architectural or historic interest giving them considerable national significance.
- 2** Buildings and structures of high intrinsic architectural or historic interest and of national significance, and features of fundamental importance to the special interest and character of the conservation area.
- 3** Buildings and structures of moderate intrinsic architectural or historic interest given greater significance by their being part of a group of structures of similar date, form or function resulting in their being of national significance.
- 4** Individual buildings and structures of moderate intrinsic architectural or historic interest, and those of lesser intrinsic interest given greater significance by their being part of a group of structures of similar date, form and function resulting in their being of high regional significance.
- 5** Buildings and structures of lesser intrinsic architectural or historic interest, which individually, or as part of a group make a very positive contribution to the special interest and character of the conservation area.
- 6** Structures and features of little intrinsic architectural or historic interest, but which make a positive contribution to the special interest and character of the conservation area.
- 7** Structures and features which currently make little contribution to the special interest and character of the conservation area.

*** RCHME classifications are as follows:**

- A** Such buildings are of regional or national importance, by reason of their historical, technological or architectural significance.
- B** Such buildings are of local importance by the same criteria. These buildings include a high proportion of surviving canal structures, numbers of public houses, non-conformist and other places of worship, and others representative of the history and of the character of the buildings of the area.
- C** These buildings are of less importance in themselves, but in association with others they make a significant architectural or social contribution to their immediate neighbourhood.

SAM Scheduled ancient monument.

LB II Listed building grade II



see key following Figure 10 for classification of levels of significance

Figure 4a: Audit of Heritage Assets (Western Section)

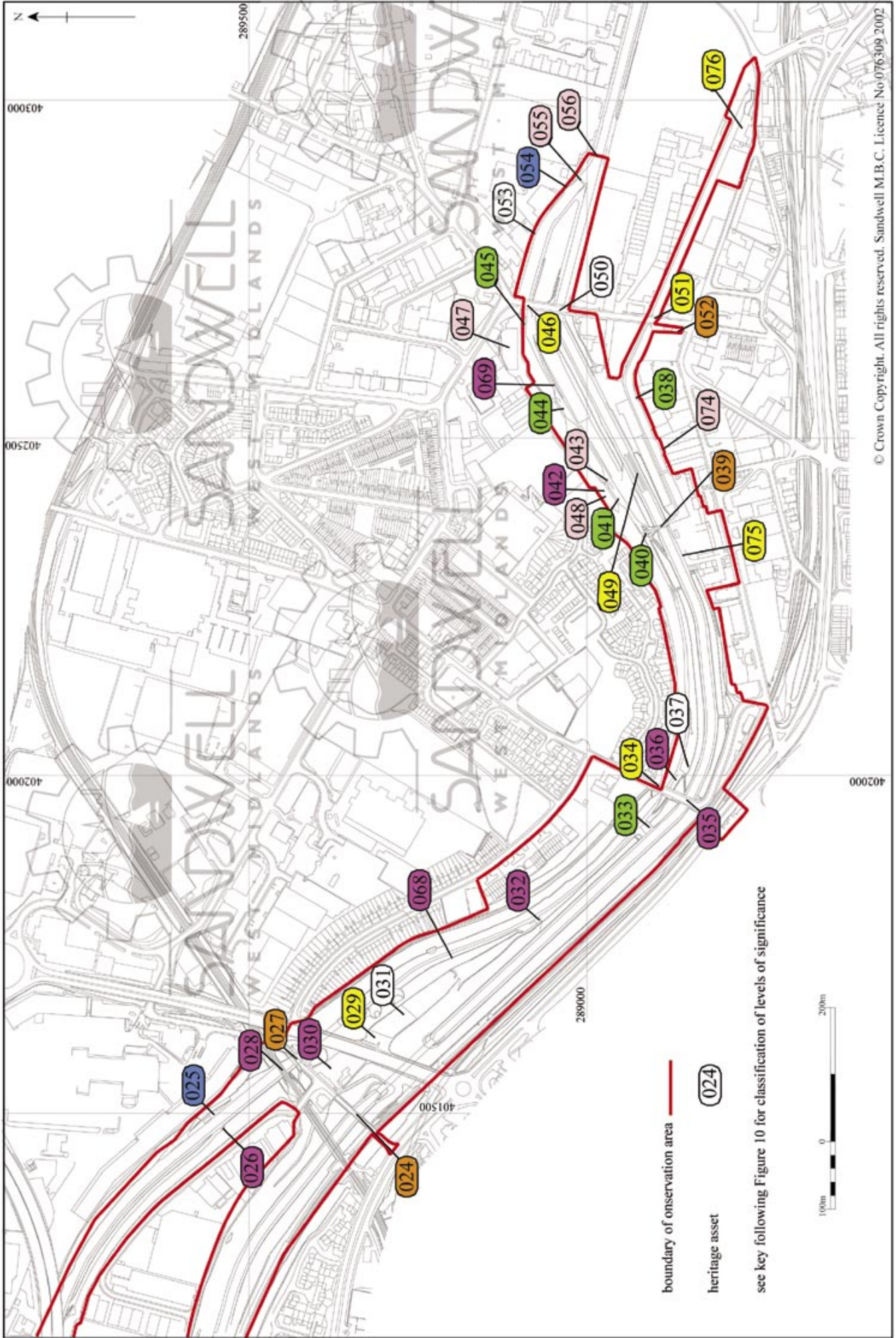


Figure 4b: Audit of Heritage Assets (Central Section)

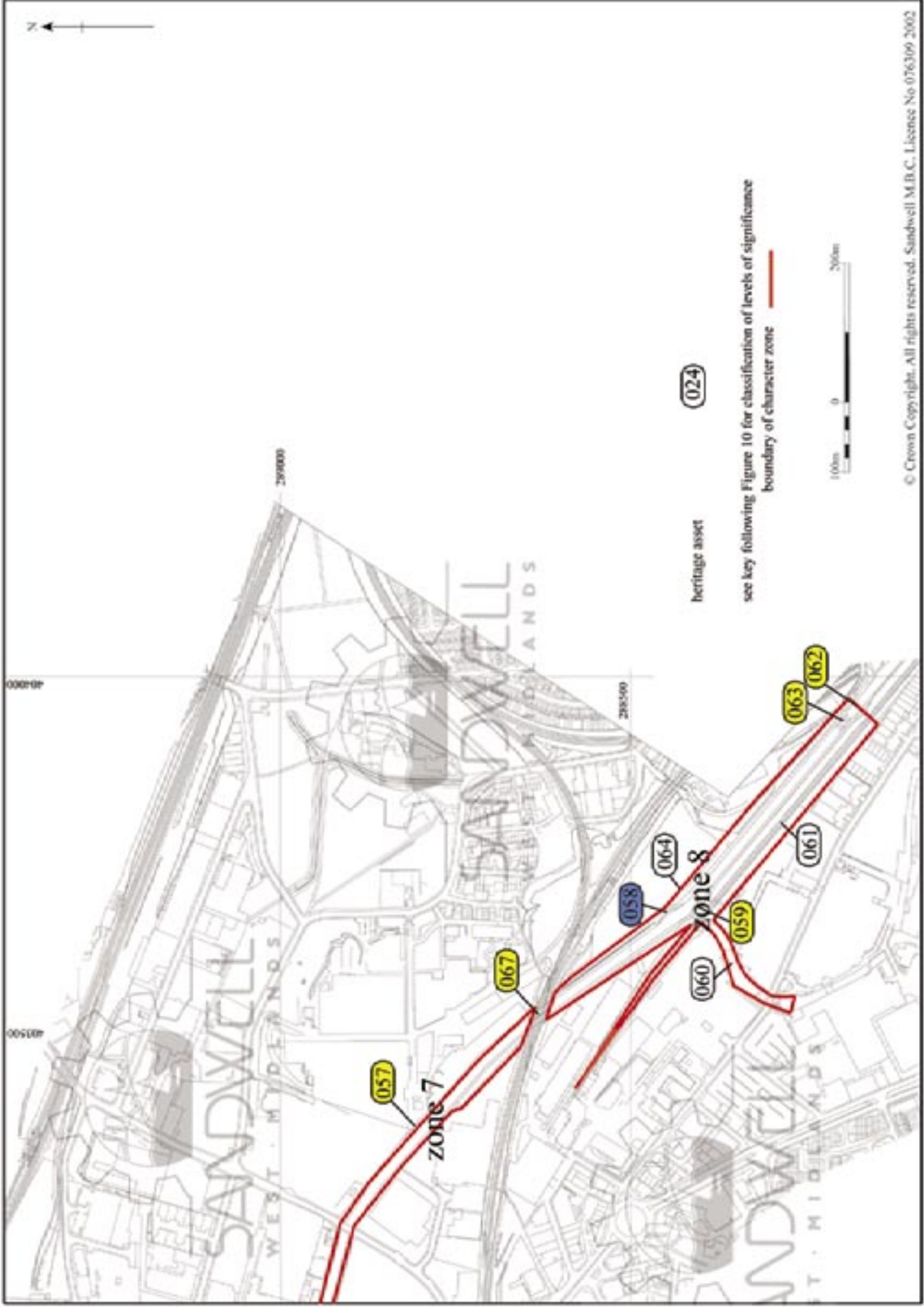


Figure 4c: Audit of Heritage Assets (Eastern Section)

Schedule adapted from Audit of Heritage Assets within Soho Technology Park Study Area, identifying additional assets for potential inclusion within the proposed revised boundary of the Smethwick Summit Conservation Area. Adapted from Soho Technology Park, Smethwick Historic Landscape Appraisal (Upson, Kirkham, Potter 2002).

(See key following table for details of classification of levels of significance for the features in the following table and the proposed archaeological assessment and recording strategies.)

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Level of Significance | Priority for Retention |
|--------------------|-----------------------------|---|--------------------|-----------------------|------------------------|
| 101 | Former Post Office | 1890 former Post Office | | B4 | R2 |
| 102 | Site of Crown Forge | Crown Forge established by 1842 at west end of Engine Arm, closed 1895 and taken over as corporation depot. | | A2 | |
| 103 | Smethwick Enterprise Centre | Former corporation depot containing interesting mix of early 20th century buildings and early reinforced concrete retaining wall (075). | | B3 | R2 |
| 104 | Fire Station | Warley fire brigade headquarters, built 1910. | | B3 | R2 |
| 105 | Fire Brigade flats | Block of 12 flats for married firemen, built 1933. | | B3 | R2 |
| 106 | Site of Smethwick Foundry | Established by 1842, site appears to retain some survival of early built fabric. | | A2/B2 | R2 (part) |
| 107 | Patent Rivet Works | Established by 1842, site appears to retain some survival of early built fabric. | | A2/B2 | R2 (part) |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Level of Significance | Priority for Retention |
|--------------------|--------------------------------------|---|--------------------|-----------------------|------------------------|
| 108 | Smethwick Wharf | Open wharf to Engine Arm canal for supply of coal to Smethwick Engine. Routes of former feeder channels cross site. Boundary wall to Rolfe Street survives. | | A2 | |
| 110 | Site of Malthouse | Shown on 1857 map, and malt kilns still standing 1957. | | A2 | |
| 111 | Rear wall to Engine Arm | Interesting brick wall retaining many small openings with iron framing and doors. | | B2 | R3 |
| 112 | Lime Wharf | Typical canal-side wharf retained its houses, stables, brick paved yard and cantilevered loading canopy until recently cleared. | | A3 | |
| 113 | Former Boot and Slipper Public House | Former Public House shown on 1857 map. | | B4 | R2 |
| 114 | Evered's Surrey Works | Complex of buildings of various dates from 1866. West-facing elevation of some architectural interest. | | B4 | R3 |
| 116 | Old Navigation Public House | Public House having direct association with the canal, shown on c. 1828 map. Now in very poor condition, though refurbishment appears to be underway. | | B2 | R1 |
| 118 | Power Generating Station | Built by council in 1898 and transferred to Birmingham and Midland Tramway Co. in 1907. | | B1 | R1 |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Level of Significance | Priority for Retention |
|--------------------|--|--|--------------------|-----------------------|------------------------|
| 119 | Tramway Co. Offices | Offices of Tramway Co. built c. 1907-10 | | B3 | R2 |
| 120 | Industrial Works Building | Large brick industrial 'shed' to east of generating station. Cartographic evidence suggests a 1920-30's date, though appears slightly earlier. | | B3 | R3 |
| 123 | Site of Ruck of Stones Farm | Late 16th century farm. One of the early houses in Smethwick, assessed for tax on four hearths in 1666. House demolished in the 1880's. | | A2 | |
| 124 | Former Building of Evered's Surrey Works | c. 1900 building of banded brickwork. Part of Evered's extended Surrey Works, first established on the site 1866. | | B3 | R2 |
| 127 | French Walls Wharf and Coalyard | Wharf and coalyard at east end of Engine Arm. | | A3 | |
| 128 | Crown and Anchor Public House | One of 12 public houses on Rolfe Street in 1857. Originally at apex of junction of New Street and Cross Street. | | B3 | R2 |
| 129 | Former Bank | Two pre 1857 properties shown as bank on 1885 OS. Maybe late Victorian remodelling in stucco with ashlar base and quoins, pediments at IFL and ornate cornice. | | B3 | R2 |

| Heritage Asset No. | Name of structure/site | Type/Description | Status/Designation | Level of Significance | Priority for Retention |
|--------------------|---|---|--------------------|-----------------------|------------------------|
| 130 | Wesleyan Chapel | Designed in restrained classical style by G. B. Nichols of West Bromwich and built 1855-6. Obscured by single storey extensions. | | B3 | R2 |
| 131 | Former Bedstead Works | Possibly extension of bedstead works on north side of Rolfe Street, by 1885. Round-headed iron framed windows and raised GFL loading bays, partially rendered. | | B3 | R2 |
| 132 | Staffordshire Knot Public House | Small Public House in prominent position at apex of junction Rabone Lane/Rolfe Street. Public House of same name on site 1857, but present building dated 1892. Ornate terracotta pediments over first floor windows. | | B3 | R2 |
| 133 | Old Corner House/ White Horse Inn | Small Public House at junction Rabone Lane and Soho Street. Built 1842-1857 | | B4 | R2 |
| 137 | Site of Adkins and Nock Soap and Red Lead Works | Soap and red lead works established 1818, and important for first production of carbonyl-refined nickel on industrial scale in 1890's. Now a landfill site. | | A1 | |

KEY TO CLASSIFICATIONS USED IN AUDIT OF HERITAGE ASSETS

Classification of levels of significance (of extant buildings and structures) in table adapted from Soho Technology Park Study:

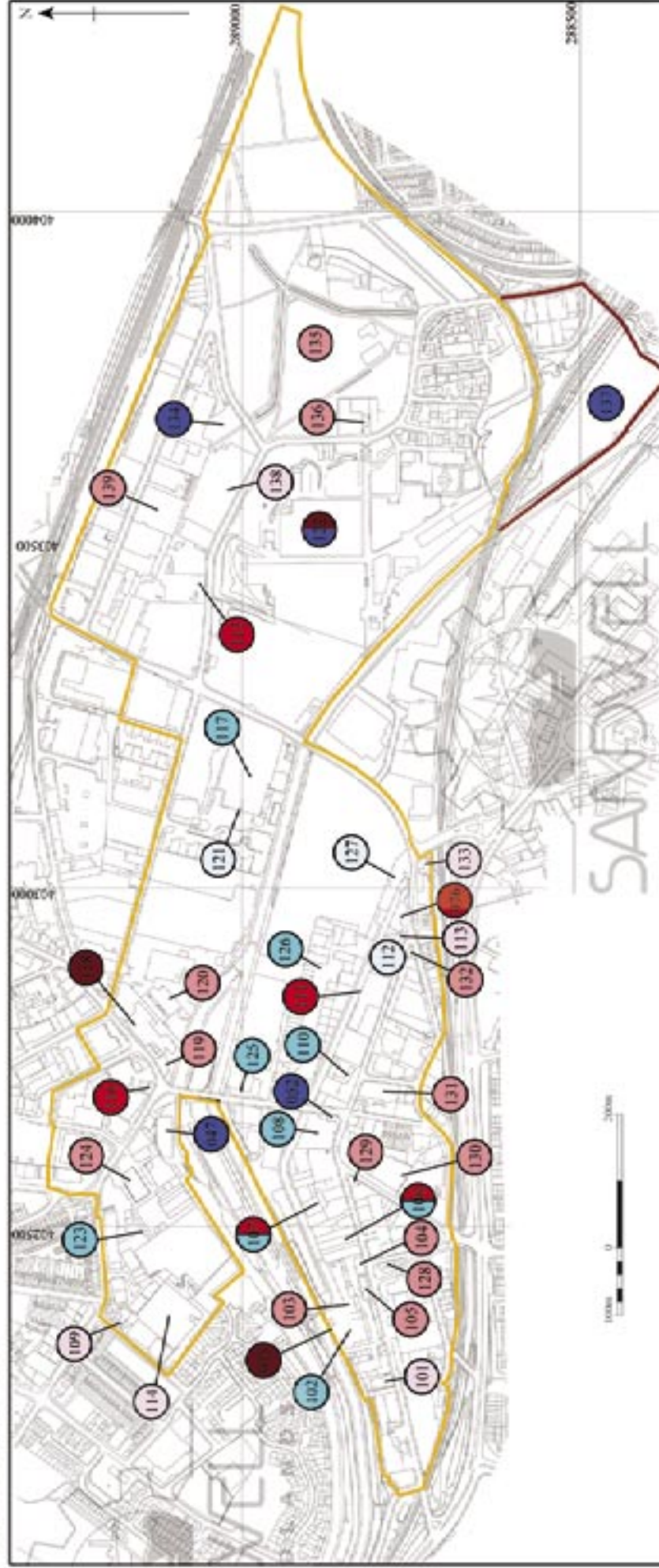
- B1** High intrinsic architectural or historic interest.
- B2** Moderate intrinsic architectural interest but of significant historic interest or considerable townscape merit.
- B3** Lesser intrinsic architectural interest but of historic interest or considerable townscape merit.
- B4** Lesser intrinsic architectural interest but of some townscape merit.

Priority for retention (of extant buildings and structures):

- R1** To be preserved in situ.
- R2** Efforts should be sought to retain, refurbish and convert the building to new uses, following an approved programme of archaeological assessment and/or recording.
- R3** An approved programme of archaeological assessment and/or recording should be carried out prior to development.

Classification of levels of significance (of buried archaeological potential):

- A1** Sites considered to have high potential.
- A2** Sites considered to have moderate potential.
- A3** Sites considered to have some archaeological potential.



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extant buildings and structures

- high intrinsic architectural or historic interest (dark red circle)
- moderate intrinsic interest, but of significant historic interest or considerable townscape merit (red circle)
- lesser intrinsic architectural interest, but of historic interest or considerable townscape merit (light red circle)
- lesser intrinsic architectural interest, but of some historic or townscape merit (pink circle)

sites considered to have potential for buried archaeological remains

- high potential (dark blue circle)
- moderate potential (medium blue circle)
- some potential (light blue circle)
- boundary of technology park (yellow line)
- additional study area (red line)

Figure 5 : Audit of Heritage Assets



Please send any comments or observations
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