

Regeneration Corridors ↓	Character, Identity & Landscape				Recreation & Well-being	Sustainable Movement		
	Black Country Beacons	Ancient Woodland	Countryside	Historic Centres	Creating a comprehensive Park network (Also see Linking Green Space)	Canal Network (Also see Historic Centres)	Network of Cycle Routes	Linking Green Space (Also see Park Network)
RC1: Pendeford / Fordhouses (Wolverhampton)	N/A	N/A	N/A	N/A	Not applicable - all retained employment land	Staffs & Worcs Canal runs along western edge with i54 major employment site beyond. Provides links north to South Staffs and south to Valley Park LNR. Opportunity to provide improved environmental setting for high quality business sites and local recreational and commuting routes.	There are relatively good cycle links between this industrial area and surrounding residential areas. Cycle-friendly routes and facilities should be provided within the estates, where possible, as part of redevelopment. The potential to improve cycle route provision along the Stafford Road could be explored.	Within Fordhouses industrial area, take opportunities through redevelopment to link up canal, playing fields and Waterhead Brook course, and if possible to Monarch Way route in South Staffs.
RC2: Stafford Road (Wolverhampton)	N/A	N/A	N/A	N/A	Much of this Corridor falls within an area of high health deprivation. The PPG 17 Audit identifies a major gap in Park provision for the Oxley area. The proposed new Neighbourhood Park on the Goodyear housing site will fill this gap. Fowlers Playing Fields is a major park serving the area to the north of Wolverhampton City Centre, but is in a back land location and requiring improvements. It is important to create strong links between the park and large-scale new housing on Bluebird and Fallings Park Industrial Estates, and housing renewal in Park Village.	Part of the Birmingham Canal Wolverhampton Level, runs through the southern half of the Corridor, linking to the Canal side Quarter in Wolverhampton City Centre via Fowlers Playing Fields park. It is covered by the Wolverhampton Locks Conservation Area and forms part of a wildlife corridor stretching into Valley Park LNR to the west. This is a key part of the Wolverhampton canal network which provides many opportunities for enhancement and promotion.	There are relatively good cycle links between industrial areas and existing and proposed residential areas and an on-road cycle route along the southern part of Stafford Road. The canal provides quick access to a national cycle route via Wolverhampton City Centre. Cycle-friendly routes and facilities should be provided within both industrial and residential estates, where possible, as part of redevelopment. The potential to improve cycle route provision along the rest of the Stafford Road could be explored.	The main green link in this Corridor is along the canal to Fowlers Playing Fields. The railway line running north-south is a major barrier to pedestrian movement. Therefore, improving pedestrian access at crossing points, particularly to the east of Fowlers Playing Fields, would help to improve linkages.
RC3: South of Wolverhampton City Centre	N/A	N/A	N/A	N/A	Much of this Corridor falls within an area of low sports participation, and there are some areas of high health deprivation. Most of the area has access to Graiseley Recreation Ground, which is a small park. However, the Open Space Audit and Needs Assessment identifies major gaps in open space provision of all types for this area.	Not applicable	There are limited cycle links within this area, and links to the adjoining City Centre could be improved. Cycle-friendly routes and facilities should be provided within both industrial and residential estates, where possible, as part of redevelopment.	There is very limited green space and therefore few green links in this area. Therefore, it is particularly important that new development incorporates a comprehensive green space network.

RC4: Wolverhampton–Bilston Corridor (Wolverhampton)	N/A	N/A	N/A	<p>Bilston Town Centre is an historic industrial town with a range of heritage assets, many of which have been recently restored. An extension of grant-funded restoration, bringing disused buildings back into use, and sympathetic public realm improvements would provide further enhancement.</p>	<p>Much of this Corridor falls within an area of low sports participation, and there are some areas of high health deprivation. The Open Space Audit and Needs Assessment identifies overall surpluses of open space provision in this area, providing scope for remodelling / relocation through redevelopment. Proposals which will make use of existing open space to provide new parks have already been developed for Bilston Urban Village and Ward Street - which will fill the major gaps in park provision identified in this Corridor, both for existing and new residents. The northern part of the Corridor is served by a Strategic park (East Park) and there are proposals to extend Dixon Street Park through a land exchange.</p>	<p>The Birmingham Canal Wolverhampton Level is a significant feature of this corridor with many opportunities for canal side development. A detailed HLC study has revealed the low quality of predominantly industrial development along much of the canal corridor. Proposed housing growth on at least one side of the canal in various locations should result in greater protection and enhancement for the canal network, linking up to improvements in Wolverhampton City Centre canal side quarter.</p>	<p>The Birmingham Canal Wolverhampton Level (which is part of a national cycle route) and the Disused Railway Cutting running north-south through this corridor provide the main cycle links. However, there are limited access points to these routes and they pose community safety issues. There are also few east-west links, with main roads forming major barriers. A more comprehensive transport network, in general terms, is needed to serve this corridor, incorporating cycle and pedestrian routes and particularly linking employment and residential areas. There is potential to create parts of this network through redevelopment.</p>	<p>There is a significant network of linear green spaces and canal corridor in this area. However, there are significant gaps in this network which could be filled through redevelopment. The quality and safety of green routes also requires considerable improvement e.g. through increased over-looking.</p>
RC5: Loxdale – Moxley (Wolverhampton/Walsall)	N/A	N/A	N/A	<p>Opportunities may exist to enhance the distinctive character of the canal network in this corridor, particularly along this section of the Walsall Canal</p>	<p>This corridor consists of a large proportion of employment land and does not contain any significant parks. There are however some large areas of open space just outside the corridor to the north-east which should be protected and links enhanced to these areas</p>	<p>Opportunity for implementation of a greenway proposal along the canal side, providing a sustainable transport link from the existing residential areas of Moxley to Moorcroft Wood Local Nature Reserve (LNR)</p>	<p>No cycle routes are present or proposed in this corridor. Priority should be given to the creation of cycle routes as a sustainable form of travel, particularly between residential and existing or proposed employment sites</p>	<p>See 'Canal Network' comment. In addition, there is potential to enhance links from Moxley to George Rose Park (outside of this corridor to the north) through a canal side greenway.</p>

RC6: Darlaston – Willenhall – Wednesfield (Wolverhampton/Walsall)	N/A	N/A	N/A	<p>The historic centres of Darlaston and Willenhall should be preserved and, where appropriate, enhanced to maintain the local distinctiveness of this corridor. Various initiatives can be utilised for conserving historic townscapes such as the Heritage Economic Regeneration Scheme, which has previously been used in the Willenhall area</p> <p>Neachells industrial area (Wolverhampton) lies to the south of Wednesfield Village Centre, with recently improved pedestrian links through Bentley Bridge Retail Park.</p> <p>Little potential for further linkages</p>	<p>Willenhall Memorial Park is a priority for protection and enhancement.</p> <p>Areas where proposals for housing growth are greatest, particularly in the Willenhall AAP area, may require the creation of further parks to serve the local area. The eastern and western ends of this corridor are predominantly employment land but can still provide opportunities for the creation of green space</p>	<p>Opportunities exist for the preservation and enhancement of the canal network running through high quality employment land to the north of Darlaston</p>	<p>Proposed cycle route through the centre of the corridor (Willenhall area)</p>	<p>Creation and enhancement of links between Willenhall centre (and proposed housing growth in the north of the Willenhall AAP area) and significant green space such as Willenhall Memorial Park and Fibbersley LNR should be a priority.</p>
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RC7: Bloxwich – Birchills – Bescot (Walsall)	N/A	No areas of ancient woodland, however some does exist at Roughwood Chase LNR. The protection of this area of green space and ancient woodland should be a priority to provide not only wildlife habitats but also recreational benefits for this corridor's local population	Roughwood Chase LNR is adjacent to this corridor however this is more accurately described as urban green space, rather than countryside. Green Belt exists to the west and north-west and may provide an opportunity for links to be created to improve countryside access	The historic centre of Bloxwich has previously been part of the Townscape Heritage Initiative. Opportunities exist for the protection and improvement of historic features, including any new development being sympathetic to the existing character of the canal network	In general there is a lack of good quality green space, therefore improvements to existing parks, such as Reedswood and Pleck Parks, should be a priority particularly in the more densely populated residential areas. There may also be a need for the creation of new green space / parks where the greatest housing growth is proposed	Opportunities exist for canal side development/activities at Sneyd Junction, Bloxwich. Proposed housing growth, particularly the notion of 'canal side communities' in this area, should result in greater protection and enhancement for the canal network	Existing cycle routes are present in the north and south of the corridor. A proposed route from the Bloxwich area towards Walsall town centre, largely following the line of the canal, should encourage the joining up of existing cycle routes in this corridor.	Protection and enhancement of an existing canal side greenway to Roughwood Chase LNR (outside the corridor), particularly to cross the M6. Proposed housing development creates opportunities for enhanced links to significant green space in the area, such as Reedswood Park and Pleck Park
RC8: Hill Top (Walsall / Sandwell)	Church Hill Beacon is situated in this corridor	N/A	N/A	Opportunities to enhance distinctive character of Wednesbury historic centre	This corridor does suffer from a lack of formal Parks. However Greets Green Park in the south of the corridor is planned to undergo major change & this may assist in serving this part of the corridor. Opportunities to encourage linkages to Brunswick & Jubilee Park which are outside the corridor	Opportunities for canal corridor enhancement due to future housing growth in this corridor, links to cycling & walking routes	Encourage joining up of existing routes where gaps currently exist as at present routes do not link well east west across the corridor	The central area of this corridor suffers from a lack of accessible green space, encourage links to green spaces on the edge of the corridor & encourage new areas where possible
RC9: Tipton – Dudley Port – Brades Village (Sandwell)	N/A	N/A	Sheepwash Urban Park provides opportunities for access to semi natural green space in this area, improvements should be sought through new housing growth	Identifying opportunities to enhance local distinctiveness particularly canal features in this area	This corridor is served by Victoria Park (A Town Park) which has been awarded a Green Flag. Tividale Park to the south of the corridor also has the potential to serve this corridor	Opportunities for canal corridor enhancement due to future housing growth in this corridor, links to cycling & walking routes	National Cycle Route 81 runs through the length of this corridor. Encourage joining up of routes to the NW of this corridor	Links to major open spaces in this corridor such as Victoria Park & Sheepwash should be explored. The south of this corridor is deficient in accessible green space

RC10: Pensnett – Kingswinford (Dudley)	N/A	N/A	Improve access to open countryside to the north of corridor.	A distinctive landscape due to former industrial/mining activities and opportunities to link green space creation/enhancement with the area's heritage.	Corridor has town park and local parks to south and west. Seek opportunities to provide pocket parks through redevelopment for housing.	No canals in corridor.	Look for opportunities to provide cycle routes through industrial estate and housing areas to link to proposed cycleway to north and west.	Seek opportunities to improve accessibility to Greenbelt to north and east.
RC11: Dudley – Brierley Hill – Stourbridge (Dudley)	Dudley Castle is the high point above Dudley town centre and existing views should be protected and the potential to create new viewpoints should be explored	Saltwells adjoins corridor to south east of Brierley Hill centre.	Opportunities for access to natural green spaces at Fens Pool / Buckpool to the west.	Opportunities at Stourbridge to enhance the canal basins. Regeneration opportunities for buildings at risk e.g.Lion Foundry.	Corridor is well served by local parks. Dudley's Parks and Greenspace Strategy will highlight any deficiencies.	Opportunities for canal corridor enhancement due to future housing growth in this corridor, links to cycling & walking routes.	Provide surfaced cycleway along canal side which runs through corridor and encourage linkages to adjacent green spaces.	Seek opportunities to improve links to existing open spaces around the corridor, such as Saltwells Nature Reserve, Buckpool and Fens Pool Nature Reserve and Wrens Nest National Nature Reserve/Turks Hill.
RC12: Oldbury – West Bromwich – Smethwick (Sandwell)	N/A	N/A	Improved access to Sandwell Valley through Dartmouth Park improvements - Conserve geological features including natural outcrops & views of aesthetic value	Regeneration opportunities associated with buildings at risk such as Chances Glass Works & Soho Foundry. Also opportunities to enhance character of Oldbury historic centre	This corridor is well served by a series of Neighbourhood & District Parks, with some Town Parks also in this corridor (Victoria Park) & Dartmouth Park to the North	Opportunities for canal corridor enhancement due to future housing growth in this corridor, links to cycling & walking routes Also promote the conservation of historic features	National Cycle Routes 5 & 81 connect in this corridor in the Galton Valley Area. Currently there is lack of existing routes in the Oldbury area (to the south).	Although this corridor has a reasonable level of open space, it is in parts fragmented due to the severance effects of roads & rail. Links between sites should be improved, potentially using the canal where possible

RC13: Rowley Regis – Jewellery Line (Sandwell/Dudley)	Views to the Rowley Hills should be protected & enhanced	Protect existing area (Codsall Coppice) & encourage new planting where possible to enhance woodland growth. In Dudley Two areas along north side of River Stour near Lye.(Bob's Coppice and Mear's Coppice)	Encourage links to Countryside area's in Dudley where this type of space is more prevalent	Enhance historic centres e.g. Black Heath, Old Hill and Cradley Heath	A number of District & Local Parks serve this corridor within Sandwell and opportunities to link to Haden Hill Park to the south & Warrens Hall Park to the north should be encouraged. Within Dudley Town parks both north and south of corridor at Lye with local parks giving good coverage of park provision.	Housing growth is proposed along most of the canal network that runs north to south in this corridor, opportunities for enhancements & encouraging access should be sought	There are proposed cycle routes on the Dudley side of this corridor encouragement should be given for their provision. In Sandwell there are existing routes serving the corridor east to west, links north to south should also be considered along the canal corridor	Seek opportunities to maximise use of Stour valley for green links west - east and improve access to open countryside to the south.
RC14: Coombs Wood – Halesowen (Dudley)	Protect and enhance views of Rowley Hills.	At Leasowes Park to east of corridor and Furnace Coppice to the western part of corridor.	Open countryside / green Belt to the south. Coombeswood /Leasowes Park natural green space to east.	Reinforce surviving aspects of the historic character of Halesowen. Opportunities to enhance the canals.	Corridor served by Highfields Park. Leasowes Historic Park is adjacent to the corridor.	Seek opportunities to enhance canal corridor and encourage access.	Corridor not well served by existing cycleway but routes are proposed and encouragement should be given for their provision.	Need for west-east green links between Leasowes Park and Stour valley. Open countryside to south but A456 forms physical barrier.
RC15: Brownhills (Walsall)	Aim to protect existing views from the corridor towards the landscape of Shire Oak Ridge	Semi-natural ancient woodland is located adjacent to this corridor at Coppice Lane, just to the south of Brownhills Common. This provides wildlife habitats in and around the Common while also offering an opportunity for human recreation immediately accessible from this corridor	Open Green Belt land surrounds this corridor on nearly all sides. Links to these countryside areas, possibly along existing and proposed greenways, should be a priority for preservation and enhancement	The historic centre of Brownhills should also be preserved and, where appropriate, enhanced to maintain the local distinctiveness of this corridor. This is particularly relevant to the ex-mining heritage of this area	Well served by recreational parks, most notably Holland and Bradford Parks. Links should be a priority between these parks and larger green spaces such as Clayhanger Common and Brownhills Common. Links to countryside areas north of Pelsall and considerable open space nearby, such as Chasewater Country Park, should be considered	Opportunities exist for canal side development/activities in the centre of Brownhills at Silver Street.	National Cycle Route 5 runs around the edge of this corridor to the north and west of Brownhills (alongside Brownhills Common), then south towards Walsall town centre.	Links should be prioritised to important green spaces adjacent to the corridor, particularly Brownhills Common, Clayhanger SSSI and Holland Park.

RC16: Coseley – Tipton – Princes End (Sandwell)	Protect views of Dudley Castle	N/A	N/A	Opportunities for canal corridor enhancement & enhancement of historic features	Within Sandwell this corridor is served by some District & Local Parks, a major site serving the corridor is Tibbington Open Space which is undergoing improvements. In Dudley the three local parks provide good coverage for Coseley	Seek opportunities to improve & enhance where possible	National Cycle Route 81 runs through Coseley. Seek to provide links west and east to existing routes within Sandwell	Within Sandwell exploring links to green space in Dudley should be encouraged. Overall this corridor has good access to green spaces
Brierley Hill SC	N/A	Saltwells is just outside the eastern boundary.	Opportunities should be taken to create improved links to Fens Pool and Buckpool, which are just outside the centre to the west.	Brierley Hill High Street has been designated as a Conservation Area for its historical character and importance.	There is a shortage of formal green space within the centre but there are large areas of natural open space around such as Fen's Pool and Saltwells. It will be important to promote links to these and to optimise the use of the canalside in future developments. Investigate creation of pocket parks and improvements to public realm through the Brierley Hill Area Action Plan	The severed arm of the Pensnett Canal is in the northern area and the Dudley No.1 Canal runs from north to south. Seek opportunities to increase appropriate public access.	The severed arm of the Pensnett Canal is in the northern area and the Dudley No.1 Canal runs from north to south. Seek opportunities to increase appropriate public access.	The severed arm of the Pensnett Canal is in the northern area and the Dudley No.1 Canal runs from north to south. Seek opportunities to increase appropriate public access.
Walsall SC	Existing views of St Matthew's Church should not be obscured, particularly from the 'heart' of the Strategic Centre around The Bridge, Market Square and the High Street.	N/A	N/A	The local distinctiveness and civic importance of Walsall's townscape should be protected. This should include, although not be restricted to, buildings and areas with any statutory designation. Any new development in the town centre should complement and improve the existing built environment	The current proposals for the Walsall Arboretum restoration project should enable significant improvements to this park which is extremely important as one of the most significant areas of green space in the Borough. The Arboretum is easily accessible for pedestrians and cyclists from the town centre.	Walsall Canal enters to the west of Walsall town centre. Significant redevelopment opportunities exist for residential, employment and leisure uses through Walsall Waterfront proposals. The New Art Gallery adjacent to the canal basin adds distinctiveness to this part of the network	National Cycle Route 5 runs through the Strategic Centre and should be protected as an important sustainable link between the north and south of the Borough and the town centre. Any proposed cycle routes should also aim to link up with this route where possible, to enable wider connections around the Borough	Consideration should be given to the creation of a greenway linking St Matthew's Church with the Arboretum if feasible. Otherwise the 'greening' of pedestrian links to enable sustainable movement between these two areas should be a priority
West Bromwich SC	N/A	N/A	Improved access to Sandwell Valley through Dartmouth Park improvements	West Bromwich's civic importance & historic townscape/Conservation Area should be protected & enhanced through new developments wherever possible	Explore links to nearby parks such as Dartmouth, Kendrick and Greets Green.	N/A	The centre has a good network of routes & more are proposed through the West Bromwich AAP, providing a comprehensive network	Links to nearby parks & linear features should be encouraged as part of any new developments.

<p>Wolverhampton SC</p>	<p>St Peter's Church is the highest point in the City Centre and visible for miles around. Existing views should not be obscured and the potential to created new viewpoints should be explored.</p>	<p>N/A</p>	<p>N/A</p>	<p>Wolverhampton City Centre is a significant medieval historic centre with the City's largest concentration of heritage assets. The local distinctiveness and civic importance of Wolverhampton's townscape should be protected to retain its rich heritage. This should include, although not be restricted to, buildings and areas with a statutory designation. The design of any new development should complement and improve the existing built environment.</p>	<p>The City Centre has a low existing population but falls within an area of high health deprivation. The western part has access to West Park, the City's key strategic park. However the eastern part (including the canal side quarter) has no park access and will be the location for significant residential growth. There are currently no plans to create a new park in this area and land values are at a premium.</p>	<p>The Birmingham Canal Wolverhampton Level is a significant feature of the eastern part of the City Centre, forming a "canal side quarter" which has been widely promoted for the last decade. A number of developments are complete, under construction or in the pipeline, bringing the potential for major improvements to the canal corridor, including Conservation Area features. Opening up of the Broad Street basin to attract more visitors to moor up in the City Centre</p>	<p>There are limited cycle links within the City Centre. However, links outwards (across the ring road) are relatively good and the Canal forms part of a national cycle route. Cycle-friendly routes and facilities should be provided, where possible, as part of redevelopment.</p>	<p>There are no green links within the ring road, but the ring road itself provides an accessible green corridor. The canal is also a key pedestrian route, subject to safety improvements e.g. tunnel lighting, over-looking of new development.</p>
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