

The background of the entire page is a blurred photograph of a large crowd of people walking in a city street. The scene is captured during the "golden hour" of sunset or sunrise, with warm, golden light filtering through the air and creating a bokeh effect with the lights and people. The crowd is seen from behind, moving away from the viewer towards the bright light source.

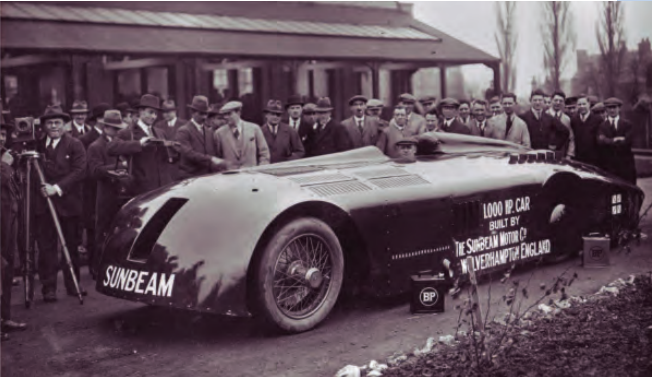
OUR FUTURE CITY CENTRE

THE PLAN FOR A **THRIVING FUTURE**

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HOME TO THE SUNBEAM



LADY WULFRUNA- OUR GREAT CITY FOUNDER



THAT SPIRIT OF AMBITIOUS ENGINEERING NEVER LEFT - IT'S TAKEN FLIGHT.

Introduction

Visit St Peter's Square in our city centre today and you'll find Lady Wulfruna proudly looking over the place she founded more than 1,000 years ago. Like her, you'll see one of the truly great UK city centres - a place shaped by its past and driven by its future.

Walking the streets, you'll encounter famous names and historic buildings that tell the story of our great industrial heritage. From the striking Chubb Building - once home of Chubb Locks - to the Sunbeam factory, where the land speed record-breaking Sunbeam 1000 was built, this has always been a manufacturing powerhouse.

That spirit of ambitious engineering never left - it's taken flight. Now home to a thriving aerospace sector, every plane in the sky features a component made in our city.

It is an engine of advanced manufacturing and home to a £1.5bn enterprise zone - the most successful in the UK.

But Wolverhampton was never just about what it makes. From live music at The Halls to shows at the Grand Theatre, from cheering on Wolves at Molineux to the biggest Pop Art collection outside London, this is a city centre with serious cultural range.

It's also one of the UK's greenest city centres with award-winning parks, thousands of trees, and a new Green Innovation Corridor - backed by £27m public funding - powering the clean manufacturers of the future.

A £150m Interchange unites train, tram and bus, and five thousand new city centre homes will bring more people into a city centre that rewards living in it. It's a city centre with a young, growing population - and one of the fastest growing city-based universities in the UK - bringing energy, talent and ambition to every corner.



...every plane in the sky
features a component
made in our city.

Most importantly, Wolverhampton is a city where diversity isn't just celebrated - it's part of its DNA. From trail-blazing suffragettes to Windrush pioneers and deep South Asian roots, this is a city shaped by many people, many cultures and many stories.

Lady Wulfruna could not have imagined what our city centre would become. A thousand years on, its story is far from finished. The best chapters are still being written.

Our Future City Centre Plan is the ambition for the future growth and transformation of Wolverhampton city centre. It sets out a framework to guide regeneration, investment and development, building on recent successes and unlocking the city's full potential. Together, the proposals within this Plan will create a more vibrant, connected and sustainable city centre that celebrates Wolverhampton's heritage while embracing its future as a place to live, work, learn, visit and invest.

“DELIVERING THIS TRANSFORMATION WILL REQUIRE COLLABORATION, COMMITMENT, AND CREATIVITY”

COUNCILLOR STEPHEN SIMKINS
Leader, City of Wolverhampton Council



WORKS UNDERWAY ON NEW ENGINEERING TECH HUB AT UNIVERSITY'S SPRINGFIELD CAMPUS

Join Us As We Deliver For Our City – and Don't Just Take Our Word For It...

CAPITAL&CENTRIC

“**WOLVERHAMPTON** IS A CITY THAT IS
ALREADY ON THAT JOURNEY OF CHANGE,
AND WE WANT TO BE ON THAT JOURNEY
WITH THEM.”

TIM HEATLEY
Co-Founder, Capital&Centric



WAVENSHERE
HOMES

“**WOLVERHAMPTON** IS A HOT PROSPECT FOR US.
IT'S A PLACE OF LATENT OPPORTUNITY,
BIG AMBITIONS AND A **CLEAR VISION**
FOR THE FUTURE.”

JAMES DICKENS
Managing Director, Wavensmere Homes



CITY OF
WOLVERHAMPTON
COLLEGE

“**CITY LEARNING QUARTER** IS A HUGE
TRANSFORMATIVE SCHEME WHICH WILL
BENEFIT FUTURE GENERATIONS OF
WULFRUNIANS AND SHAPE THE SKILLS AND
WORKFORCE OF TOMORROW.”

LOUISE FALL
Principal and Chief Executive,
City of Wolverhampton College

PARAGON

“THE **SUNBEAM** DEVELOPMENT SPEAKS TO
BOTH A PROUD HERITAGE AND BRIGHT FUTURE.
IT IS A MARKET LEADING BUILD TO RENT
PRODUCT FOR WOLVERHAMPTON WITH HIGH
QUALITY LIVING FOR THE RESIDENTS..”

ROBBIE HUBBALL
CEO, Paragon Living



UNIVERSITY OF
WOLVERHAMPTON

“**WOLVERHAMPTON** IS A FANTASTIC CITY WITH
GREAT POTENTIAL AND OPPORTUNITY. ITS PEOPLE
ARE ITS STRENGTH AND ITS DIVERSITY A
WONDERFUL ASSET. I AM PROUD OF THE PART THE
UNIVERSITY OF WOLVERHAMPTON HAS PLAYED IN
THE CITY'S JOURNEY TO DATE, AND I LOOK
FORWARD TO OUR ONGOING CONTRIBUTION TO
A **SUCCESSFUL** AND **PROSPEROUS FUTURE**.”

PROFESSOR EBRAHIM ADIA
Vice-Chancellor, University of Wolverhampton



“FUNDAMENTALLY, THE **ROYAL QUARTER** WOULD
NOT BE THE SUCCESS IT IS TODAY WITHOUT THE
STRATEGIC CLOUT, HIGH PERFORMANCE AND SHEER
ENERGY OF THE LOCAL PLANNING AUTHORITY AND
THE CITY'S CONSERVATION TEAM. COLLABORATION
REALLY IS THE KEY TO THIS PROJECT.”

REBECCA BENNETT-CASSERLY
Corporate Director of Development, whg

MUSE

“**SMITHGATE** SHOWS THE AMBITION OF THIS CITY. IT'S A PLACE
WHOSE STAR IS RISING AND A PLACE YOU CAN DO BUSINESS.”

MAGGIE GROGAN
Managing Director, Muse Midlands



OUR SHARED AMBITION

A bustling, vibrant and green city centre where thousands choose to live, learn, work, visit and proudly call home.

Our Ambition is the inspiring picture for our future city centre, and how it will be described and perceived in the future.

Our Future City Centre

Our Ambition is underpinned by Our Priorities which set out our commitment to the future development of the city centre. Combined they shape all proposals within Our Plan, guiding decision-making, investments and partnerships over its lifetime.



SMITHGATE - BIRCH STREET

WHAT MATTERS MOST OUR PRIORITIES

1
THE BEATING
HEART
OF THE CITY

2
A CITY THAT
LOOKS AND FEELS
RENEWED

3
A PLACE
TO BE. A REASON
TO STAY

4
A PLACE TO
CALL HOME

5
HEALTHY,
GREEN &
CONNECTED

6
GETTING
AROUND THE
SMARTER WAY

7
A PLACE TO
LEARN, LIVE
& CREATE



City of Wolverhampton

LOCKWORKS CINEMA



UNIVERSITY OF WOLVERHAMPTON AT THE HALLS



investwolverhampton.com

SUNBEAM

186
NEW HOMES

£30M
INVESTMENT

DELIVERED BY
PARAGON HOMES

1 THE BEATING HEART OF THE CITY

Wolverhampton's city centre is the beating heart of the city - full of life, energy and things to do. It's where people come together to live, work, learn, shop, have fun, relax, and enjoy themselves. The city centre is pulsating with activity and public life, offering a diverse mix of experiences - from culture and heritage to food and drink, events and entertainment.

2 A CITY THAT LOOKS AND FEELS RENEWED

By maximising public and private investment, Wolverhampton has taken bold actions to proactively enhance beautiful historic buildings that celebrate the city's roots in the Industrial Revolution, while creating a fresh, modern city centre. Major residential developments along the Canalside and in the heart of the city centre are breathing new life into former industrial areas.



City of Wolverhampton

Photo by Otto Norin



ROYAL QUARTER

450
NEW HOMES

OVER
£65M
INVESTMENT

DELIVERED BY
whg

3

A PLACE TO BE. A REASON TO STAY

The city centre is a cultural destination in its own right - a place where enterprise can grow, and where people feel part of something vibrant and distinctively Wolverhampton. A diverse mix of local businesses, independent traders, attractions, from shops, markets, leisure and sport, to galleries, theatre, music and events. All celebrating Wolverhampton's proud heritage, giving people a reason to stay, morning, noon, and night.

4

A PLACE TO CALL HOME

The city centre is a lively and welcoming residential neighbourhood, with high-quality, sustainable and affordable homes for people of all ages, backgrounds and lifestyles, building on our reputation as one of the most friendly and diverse cities in the UK. From young professionals to growing families and older residents, it will be an inclusive community meeting the diverse needs of local people. With access to high quality schools, healthcare, and community spaces nearby, and the beautifully preserved Victorian West Park just a short walk away, the city centre is a place where people feel connected, supported, and proud to call home.



MARKET SQUARE



LICHFIELD STREET



WOLVERHAMPTON INTERCHANGE

5

HEALTHY, GREEN & CONNECTED

The city centre is a place where people can live well - with access to green spaces, nature, fresh and healthy food, and clean air. Parks, tree-lined streets, and active spaces support health and wellbeing, while safer walking and cycling routes make it easy to get around. A network of public spaces host events and encourage sport and recreation. The city's investment in fast, reliable digital infrastructure means everyone can access the opportunities of a modern, connected world, supporting wellbeing, inclusion, and a net zero lifestyle.

6

GETTING AROUND THE SMARTER WAY

Getting around the city centre is smarter, cleaner and more reliable. The bustling Wolverhampton Interchange provides seamless connectivity to the rail station, metro and bus network, and is a gateway to the city and beyond. Safer cycling and walking routes are making travel easier for everyone. By reducing traffic and improving public transport, we have created a healthier and more accessible city centre. Car parking has been bought together in the right places, freeing up space for new development and public areas that people enjoy. The city has embraced electric vehicles and smart transport solutions, helping people travel in ways that are better for the environment - and for the city.



UNIVERSITY CAMPUS COURTYARD



UNIVERSITY OF WOLVERHAMPTON

7 A PLACE TO LEARN, LIVE & CREATE

Wolverhampton is a city where learning and innovation shape the future - a city where people of all ages and backgrounds gain new skills, build careers and lead the way forward. With the University of Wolverhampton and City of Wolverhampton College strategically positioned, the city centre attracts students, researchers, and entrepreneurs from across the UK and around the world. Our brilliant students bring fresh ideas, global perspectives, and vibrancy to the heart of the city, and student living is part of our thriving community – shaping a city centre that's dynamic, inclusive, and future ready.

DIWALI CELEBRATIONS



45,000
LEARNERS
(10 YEARS)

£61M
INVESTMENT

DELIVERED BY
CWC/CITY OF W'TON
COLLEGE

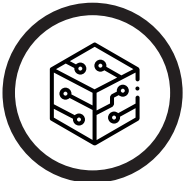
CITY LEARNING QUARTER

OUR CITY CENTRE TODAY

Wolverhampton has...



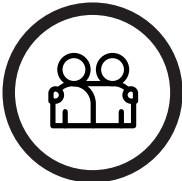
Access to
1.73m workers



Access to
innovation and
technology



Access to a
large student
population



Proactive and
supportive local
authority



A strong record
for supporting
business growth



A growing
programme of
multi-million pound
investment onsite
and planned citywide



Diverse &
inclusive
population
(over 90 spoken
languages)

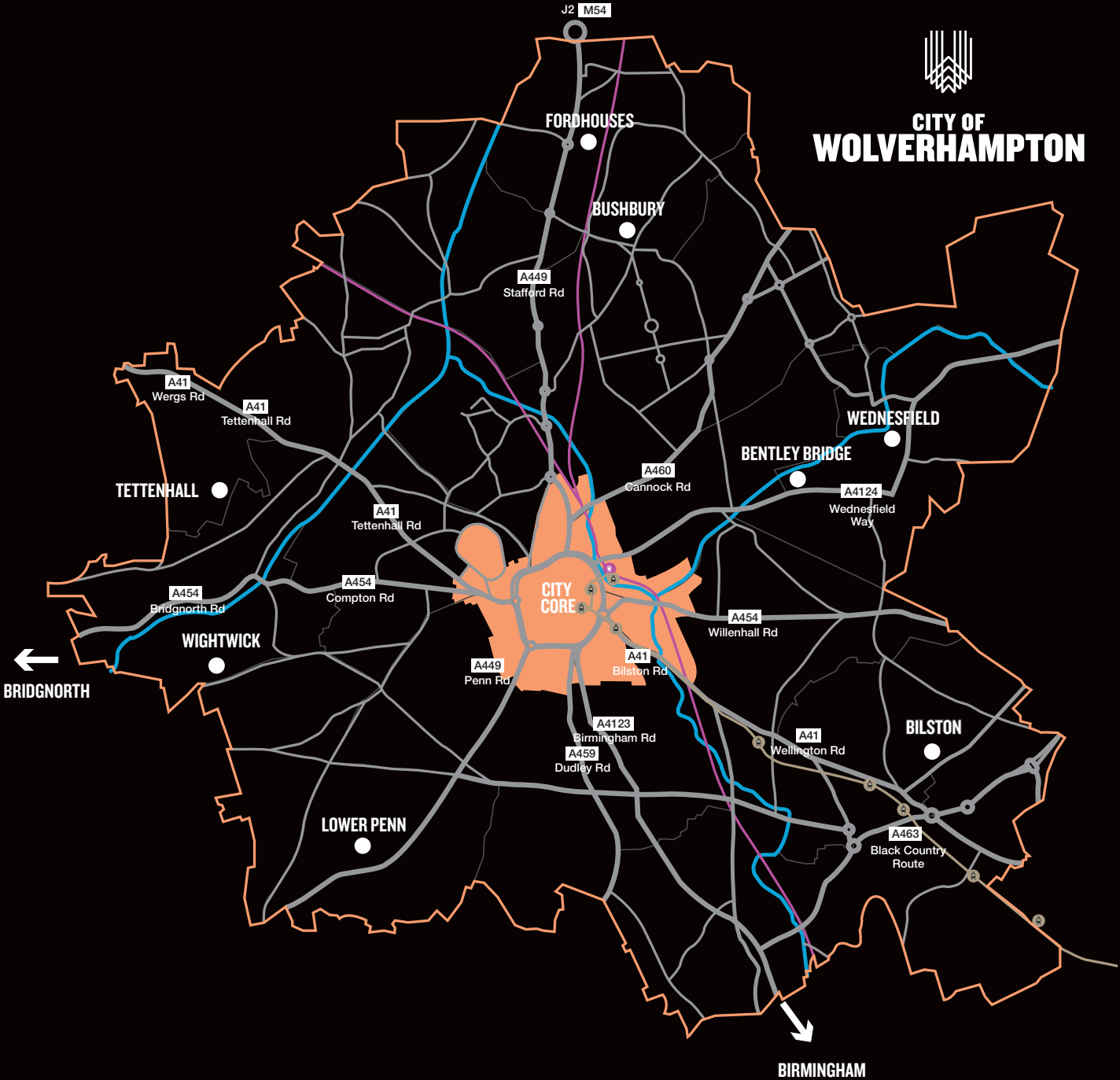
Our City Centre Today

Wolverhampton city centre is the cultural, commercial and administrative heart of the city and a key centre within the wider West Midlands region. It is home to the city’s main retail core, alongside major cultural, educational and leisure assets including the University of Wolverhampton, Wolverhampton Art Gallery, The Halls, the Grand Theatre, St Peter’s Church, Molineux Stadium, an award-winning park, and a number of public spaces.

Around 10,000 people work within the city centre ring road, reflecting its importance as a centre for business, professional services, public administration and education. These activities complement Wolverhampton’s wider economy, supporting the city’s internationally recognised manufacturing base and the small and medium-sized businesses that drive innovation, entrepreneurship and employment.

The city centre is increasingly becoming a place to live as well as work and visit. Around 5,100 people currently live within the wider city centre area, including a significant student population associated with the University of Wolverhampton. Recent investment in residential and student accommodation has begun to transform perceptions of the city centre, creating a more active and vibrant environment throughout the day and evening. However, with only around 1,500 residents currently living within the ring road itself, there remains significant potential to grow the city centre population further.

This section provides the context for Our Future City Centre. It sets out Wolverhampton’s strategic location and connectivity, its labour market and skills base, the strength of its business and commercial economy, and the growing visitor economy that is attracting increasing numbers of people to the city centre.



Our City Centre Today – A Thriving Business Economy

Wolverhampton is closely interconnected with the economies of surrounding towns and cities, forming part of a highly integrated labour market across the Black Country, Staffordshire and wider West Midlands region. As a constituent member of the West Midlands Combined Authority (WMCA), the city benefits from being part of one of the UK's largest and most dynamic economic areas, with access to significant investment in transport, skills, innovation and economic development.

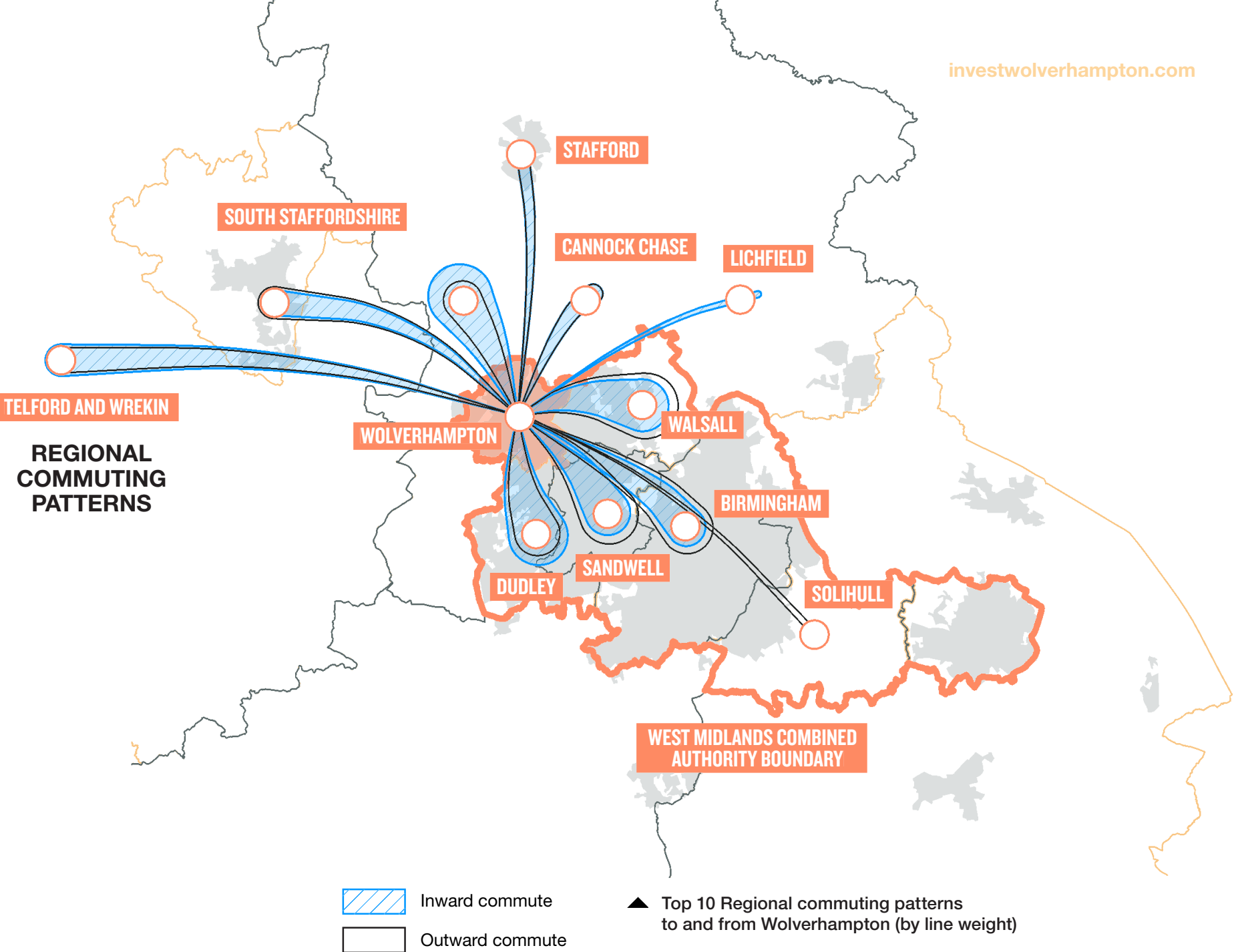
Significant numbers of people commute into and out of Wolverhampton each day, reflecting its role as both an important employment destination and a source of skilled labour. Most commuters travelling into Wolverhampton come from South Staffordshire (over 10,375), while the largest outward commuting flow is to Walsall (over 8,050), demonstrating the strong economic relationships that exist across local authority boundaries.

The scale of inward commuting has been influenced by the success of major employment locations such as the i54 Business Park, which has established itself as one of the region's premier advanced manufacturing and business destinations. Home to internationally recognised

employers and high-value jobs, i54 attracts workers from Wolverhampton, South Staffordshire and across the wider West Midlands Combined Authority area, reinforcing the city's position within the regional economy.

At the same time, Wolverhampton residents benefit from access to a wide range of employment opportunities across neighbouring centres, reflecting the highly mobile nature of the modern workforce and the strength of regional connectivity. These labour market movements demonstrate both the strength of Wolverhampton's economy and the opportunity for future growth. Investment in the city centre, alongside initiatives such as the Green Innovation Corridor and Central Edge, will help strengthen links between education, innovation, business and employment, creating opportunities to retain more skilled workers, attract new employers and capture a greater share of regional economic growth.

As Wolverhampton continues to build on its role within the West Midlands Combined Authority, the city centre will play an increasingly important role in connecting people to opportunity and supporting the long-term competitiveness of both the city and the wider region.



Our City Centre Today - A Connected City

Wolverhampton benefits from a highly strategic location at the heart of the UK and within one of the country's largest economic regions. The city centre is exceptionally well connected, located on the West Coast Main Line railway and close to the intersection of the M5, M6 and M54 motorways, providing direct access to regional and national markets.

The city is served by a modern Interchange, integrating rail, Metro and bus services and offering fast connections to Birmingham, Manchester, London and other major cities. This level of connectivity supports labour market

mobility, business growth and inward investment, enabling employers to access a large and skilled workforce drawn from across the West Midlands and beyond. Wolverhampton also benefits from its proximity to Birmingham Airport, the HS2 network and major employment destinations across the region, strengthening its position as an attractive location for business, investment and development. Together, these connections place Wolverhampton at the centre of a wide economic catchment and provide a strong foundation for the continued growth of the city centre.



Seamless Connectivity

£150M invested in a city centre transport hub linking trains, buses and trams



Citywide Digital Connectivity

90% full fibre coverage and 100% 5G access from at least one operator in Wolverhampton.

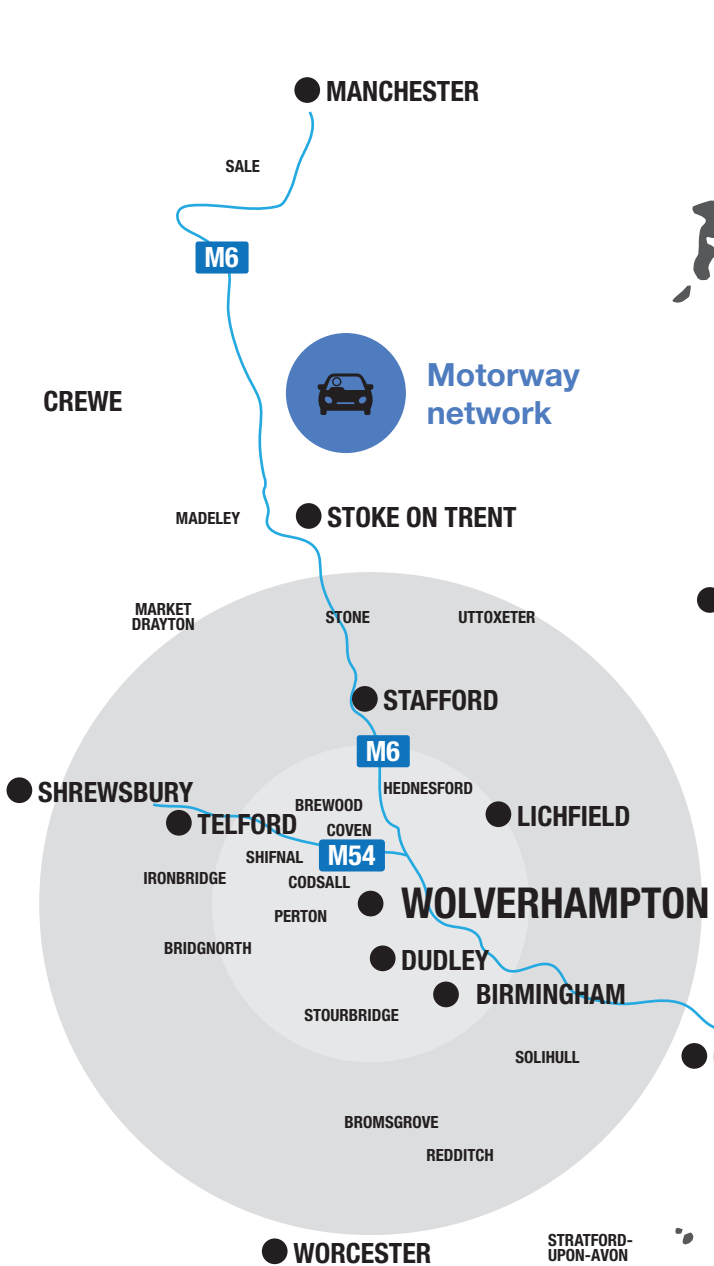


Prime Location

Wolverhampton's central location and connectivity links make it a key destination for regional and national tourism.



From Wolverhampton		Car (distance)	Train (times)
	Birmingham	7 miles	17m
	Birmingham Int Airport	26 miles	32m
	Manchester	76 miles	1hr 10m
	Liverpool	87 miles	1hr 21m
	London	141 miles	1hr 38m
	Bristol	98 miles	1hr 51m
	Edinburgh	281 miles	3hr 52m



Our City Centre Today – A Thriving Business Economy

A key driver of Wolverhampton’s economic success is the i54 Business Park, which has established itself as one of the region’s premier employment locations. Home to major international occupiers and high-value manufacturing, engineering and logistics businesses, i54 continues to attract significant inward investment, create thousands of jobs and enhances Wolverhampton’s reputation as a destination for business growth. The success of i54 demonstrates the city’s ability to compete for investment at a regional and national level and has helped strengthen supply chains and business networks across the wider economy.



Access to a large student population



Access to 1.73m workers



A strong record for supporting business growth



Multi-billion pound investment onsite or in the pipeline

Building on this success, Wolverhampton is now seeking to connect its employment, innovation and education assets more effectively through the Green Innovation Corridor and Central Edge initiatives. These proposals create a strategic link between i54, the University of Wolverhampton's Springfield Campus, the Science Park and the city centre, bringing together research, skills, business growth and investment opportunities within a single connected economic corridor. By strengthening these links, Wolverhampton can support the growth of emerging sectors, foster innovation and provide a clear pathway between education, enterprise and employment.

The city centre has a critical role to play within this economic ecosystem. As the commercial, cultural and civic heart of Wolverhampton, it provides the offices, services, amenities, hospitality, leisure and cultural destinations that support business investment and help attract and retain talent.



Investment in Our Future City Centre will build upon recent successes, creating a more vibrant, connected and attractive destination for businesses, residents, students and visitors alike. Through the delivery of new commercial space, improved public realm, enhanced cultural and leisure attractions, growth in city centre living and the reuse of key development sites, the Plan will strengthen Wolverhampton's competitiveness and support sustainable economic growth. Together, the continued success of i54, the emergence of the Green Innovation Corridor and Central Edge, and the transformation of the city centre will create a powerful and integrated economic proposition that supports job creation, inward investment, innovation and long-term prosperity for Wolverhampton and the wider region.



£10M+

Over 100 companies each generating £10 million+ turnover. From a mix of large-scale organisations to SMEs.



VISITOR ECONOMY

Our City Centre Today – A Growing Visitor Economy

Wolverhampton's visitor economy is an increasingly important driver of economic growth, supporting jobs, businesses and investment across the city centre.

In 2024, Wolverhampton's visitor economy was worth a record £506 million, representing growth of 10.6% compared to the previous year, and attracting approximately 10.4 million visitors annually. This reflects the city's growing appeal as a destination for culture, entertainment, sport, business and leisure.

The city benefits from a diverse range of attractions and destinations that draw visitors from across the West Midlands and beyond. Key demand generators include The Halls Wolverhampton, which has re-established the city as a major regional events destination; Wolverhampton Art Gallery; the Grand Theatre; Molineux Stadium, home of Wolverhampton Wanderers Football Club; Wolverhampton Racecourse; the city's historic churches and heritage assets; and a growing programme of festivals, events and cultural activities.

VISITOR ECONOMY WORTH

£506 MILLION

Wolverhampton's visitor economy was worth a record £506 million in 2024, up 10.6% from the previous year.

Source: Global Tourism Solutions and West Midlands Growth Company

Collectively, these attractions create a strong foundation for a thriving visitor economy and support the growth of the city's hospitality, retail and leisure sectors.

Our Future City Centre Plan seeks to build on this success by creating a more vibrant, connected and experience-led city centre. Investment in public spaces, cultural destinations, leisure attractions, hospitality venues and city centre living will increase the range and quality of experiences

available to visitors while encouraging longer stays and repeat visits. New development opportunities, the enhancement of key cultural quarters, improved connectivity between destinations and the reuse of historic buildings will help strengthen Wolverhampton's position as a leading visitor destination within the West Midlands. In doing so, Our Plan will support continued growth in visitor numbers and spend, helping to create a more prosperous, vibrant and sustainable city centre.



OUR PLAN DEVELOPMENT FRAMEWORK

Our Future City Centre Plan is a flexible Development Framework to guide future investment, development and infrastructure in a way which delivers Our Ambition. Our Plan brings together a series of complementary regeneration proposals, development sites, public realm improvements and connectivity enhancements to create a stronger, more vibrant and better-connected city centre.

Our Plan will see the creation of new neighbourhoods, community infrastructure at Canalside, Darlington, and St George's, where current and new residents will enjoy city centre living, attracting more people into the city centre and supporting local businesses, services and cultural venues. The regeneration areas of Queen Square and St Peter's will focus on creating a diverse and vibrant evening and night-time economy, through strengthening the city's retail, leisure and hospitality. This will be completed by securing investment in key cultural assets and destinations, helping to attract more visitors, increase dwell time and reinforce Wolverhampton's role as a regional destination for culture, entertainment and events.

The inclusion and connection between Springfield, the Green Innovation Corridor, and the University of Wolverhampton create opportunities for innovation, learning and enterprise, delivering the city's economic growth ambitions. These assets complement the success of the i54 Business Park and help create a stronger relationship between employment growth and the city centre.

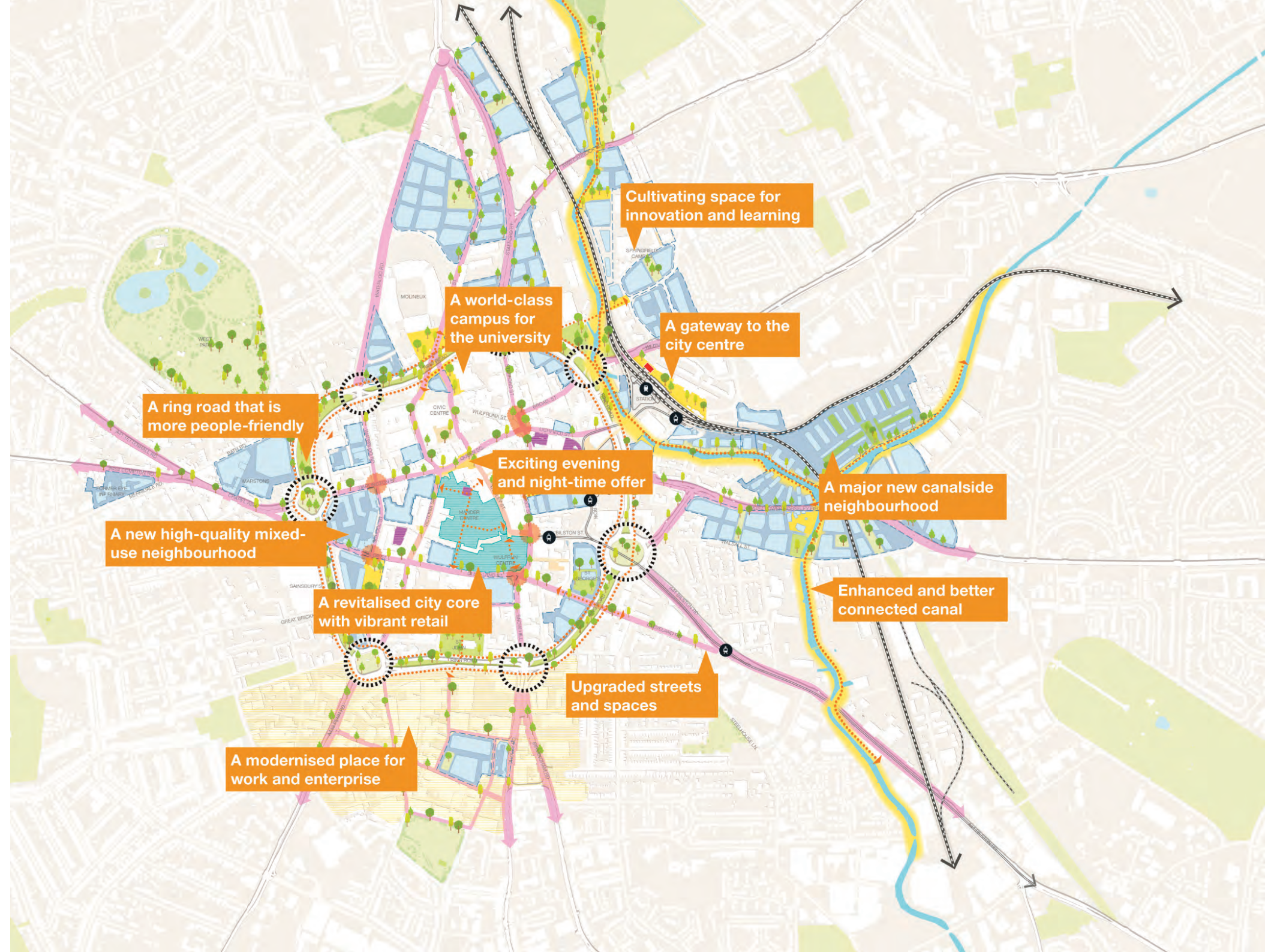
Our Plan will seek to transform key gateways into the city centre through improvements to the Interchange and surrounding transport infrastructure and car parking, creating a more welcoming and safe experience for residents, workers and visitors. Enhanced walking and cycling routes, upgraded streets and public spaces, improved station access and better connections between regeneration areas will help overcome existing barriers and create a more accessible and legible city centre.

Our Plan Development Framework

Our Plan considers how the ring-road can become more people-friendly, helping to reconnect neighbourhoods and development opportunities that have historically been separated by transport infrastructure.

The city's canal network is identified as another major opportunity, through the canalside neighbourhood and improvements to canal corridors will transform these underutilised assets into attractive environments for living, recreation and investment. Enhanced connections to green spaces and improved public access will help integrate the canals into everyday city centre life while supporting environmental quality and placemaking.

Our Plan seeks to create a city centre that is more prosperous, vibrant, attractive and sustainable. A city centre which supports economic growth while enhancing the experience of residents, businesses, students and visitors alike.



Our Plan Development Framework

Our Plan boundary covers the central areas of Wolverhampton, including the historic, civic, cultural and retail heart of the city centre.

While it encompasses the traditional core within the Ring Road, it also extends beyond it to include the University of Wolverhampton's City Centre and Springfield campuses, Molineux Stadium, the Interchange, Canalside and surrounding residential and mixed-use neighbourhoods. This broader

geography reflects how the city centre functions in practice. Many of Wolverhampton's most important destinations, employers, educational institutions, cultural attractions and development opportunities sit beyond the traditional retail core but are fundamental to the city's success and future growth. The city centre can no longer be viewed solely as a place for shopping and services; it is increasingly a place to live, learn, work, visit and invest.

Current destinations

- 1

Railway Station & Metro Stop
- 2

Bus Station
- 3

St Peter's Church
- 4

West Park
- 5

Molineux Stadium
- 6

Civic Centre Offices
- 7

University of Wolverhampton at the Halls
- 8

Art Gallery
- 9

Grand Theatre
- 10

Mander Shopping Centre
- 11

Wulfrun Shopping Centre
- 12

Wolverhampton Market
- 13

University of Wolverhampton City Centre Campus
- 14

University of Wolverhampton Springfield Campus
- 15

City of Wolverhampton College
- 16

Central Library
- 17

Former St George's Church
- 18

The Church of St John in the Square
- 19

Skate Park
- 20

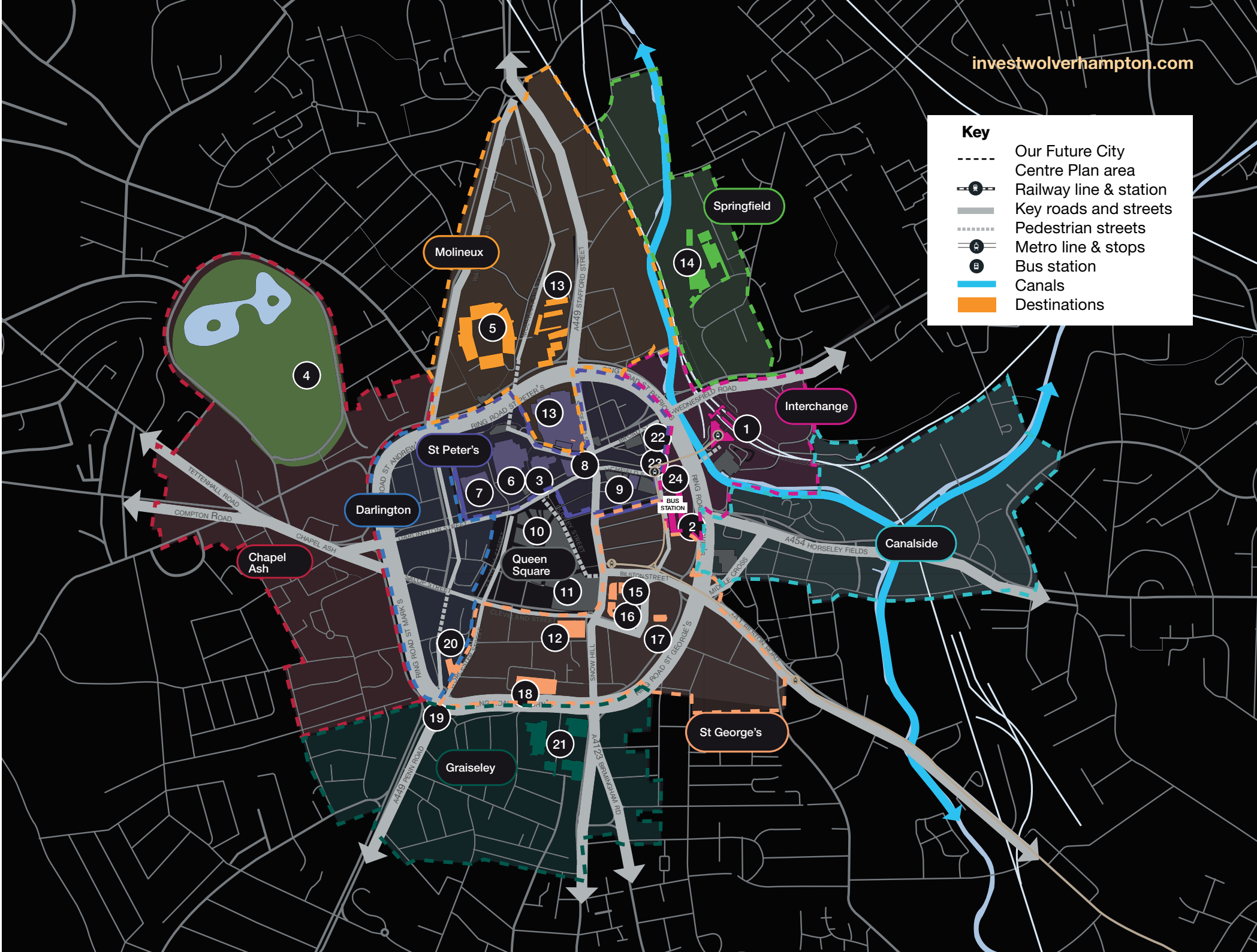
The Way Youth Zone
- 21

St John's Retail Park
- 22

Lockworks Cinema
- 23

i9
- 24

i10



Our Plan Development Framework

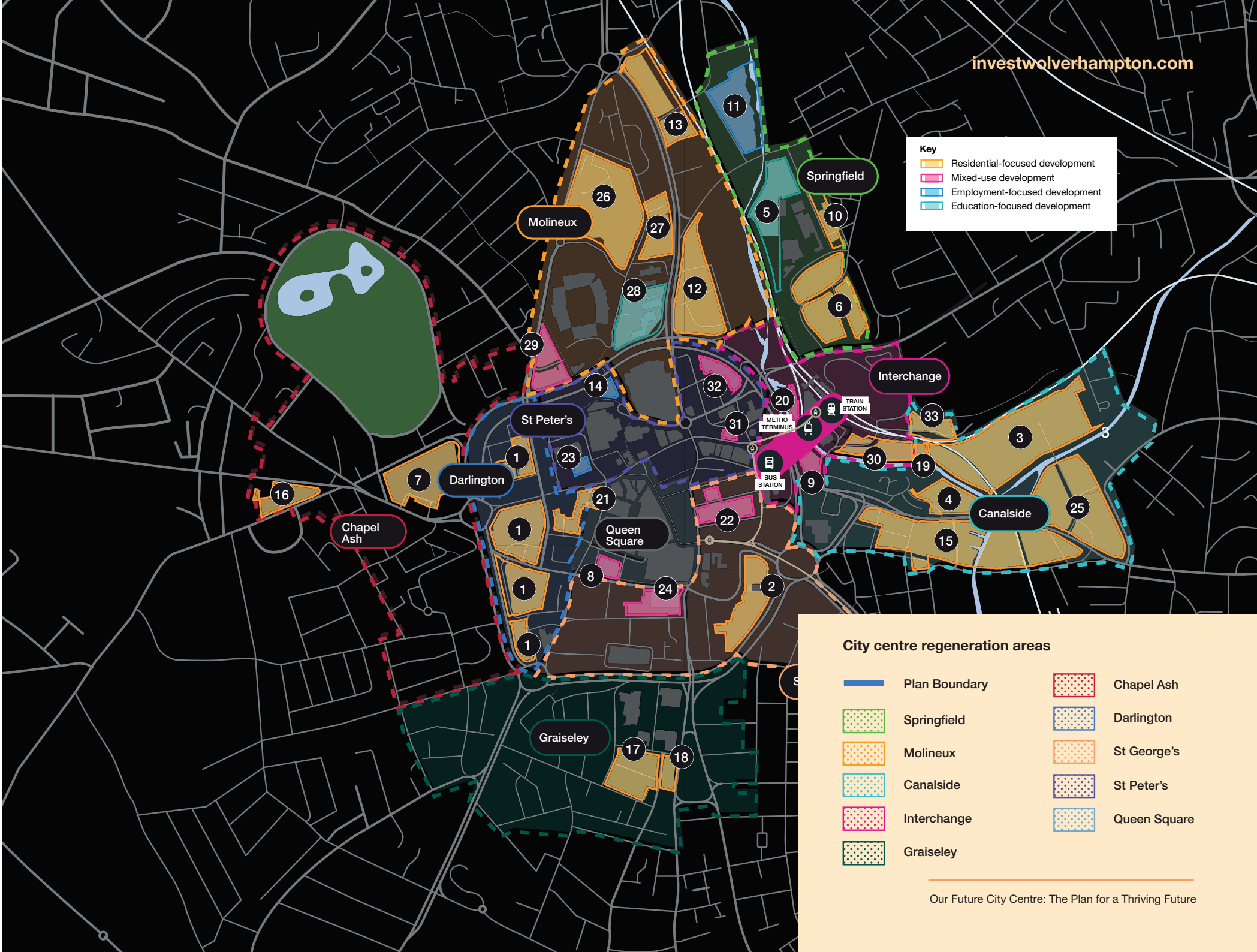
Development Sites

Our Plan brings together key assets, development sites and proposals through ten distinct regeneration areas defined by their unique character and opportunities:

- Queen Square
 - St Peter's
 - Interchange
 - Darlington
- St George's
 - Canalside
 - Springfield
 - Molineux
- Chapel Ash
 - Graiseley

The sites across the regeneration areas can deliver 6,750 homes, a transformative scale of development informing the preparation of the Wolverhampton Plan. It is anticipated that around 4,600 homes can be built within the Wolverhampton Plan period (2042).

- 1 Smithgate
 - 2 St George's
 - 3 Canalside South
 - 4 Lower Horseley Fields/Union Mill
 - 5 Springfield Campus
 - 6 Brewer's Yard
 - 7 Park Brewery
 - 8 Bell Street
 - 9 Corn Hill
 - 10 Cambridge Street
 - 11 Cross Street North
 - 12 Faulkland Street
 - 13 Stafford Street
 - 14 St Peter's
 - 15 Horseley Fields
 - 16 Former Eye Infirmary
 - 17 Dobbs Street
- 18 Bell Place
 - 19 Bailey Street (South)
 - 20 Banana Yard
 - 21 Beatties
 - 22 Express & Star
 - 23 Magistrate's Court
 - 24 Temple Street/Cleveland Street
 - 25 Qualcast Road
 - 26 Jack Hayward Way
 - 27 Randall Lines House
 - 28 School of Art
 - 29 Land at Waterloo Road
 - 30 Sack Works, Steam Mill & Mill Street Depot
 - 31 53-55 Lichfield Street
 - 32 Broad Street
 - 33 Bailey Street (North)



Our Plan Development Framework

Our Proposals

Alongside the development sites, Our Plan identifies a series of proposals to shape the future growth, character and functionality of the city centre:

(A) Activating the Canal Corridor

(B) Streets, Spaces and Places

(C) Addressing the Ring Road

(D) Vacant and Under-Utilised Buildings

(E) Townscape Enhancement

(F) Car Park Re-Orientation

(G1) Sustainability and Resilience

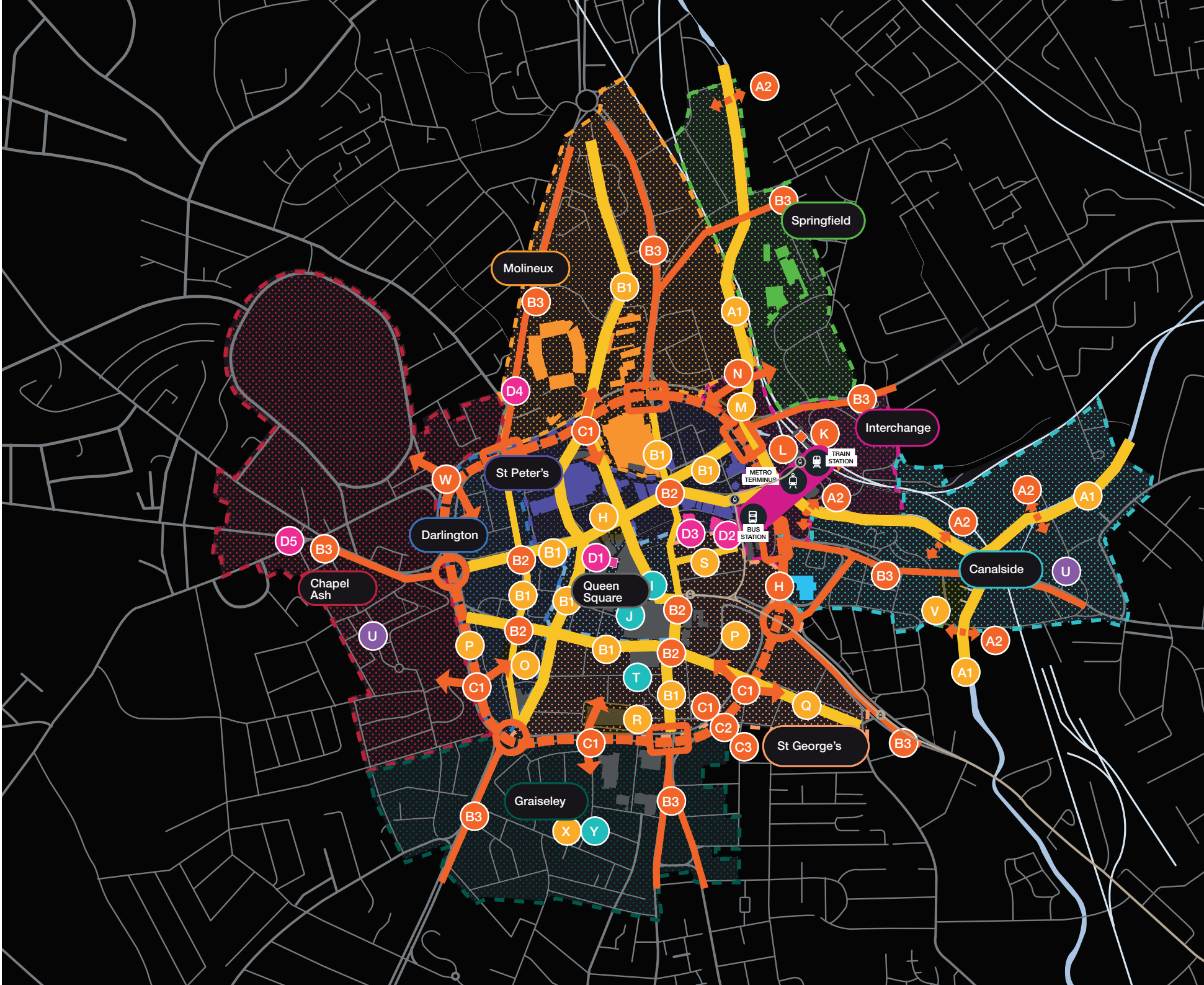
(G2) District Heat Network

(Z) Community Infrastructure

These proposals focus on the infrastructure, public realm, environmental quality and community facilities that support successful places, ensuring that regeneration extends beyond individual development sites to create a connected and cohesive city centre.

Collectively Our Development Sites and Our Proposals provide a clear Development Framework for investment and regeneration, helping to celebrate the distinctive qualities of each location while ensuring they contribute to the success of the whole city centre.

- D1 Mander House
- D2 Britannia Hotel
- D3 Old Post Office
- D4 Waterloo Road
- D5 Chapel Ash
- E Townscape Enhancement
- A2 Canal Corridor - Crossings and Access
- B2 Gateways and Junctions
- B3 Arterial Road Corridor Enhancements
- B4 Inclusive Access
- B5 Cycle Infrastructure
- C1 Ring Road - Public Realm and Connectivity Enhancements
- C2 Ring Road - Medium-term Enhancements
- C3 Ring Road - Longer-term Transformation
- F Car Parking Rationalisation
- K Station Eastern Entrance
- L Station Connectivity
- N Little's Lane Improvements
- W Connectivity to West Park
- I Enterprise Arcade
- J Shopping Centre Modernisation
- T Wolverhampton Market
- Y Creative Industries Cluster*
- U New Primary Schools*
- A1 Canal Corridor - Connectivity and Environmental Enhancements
- B1 Cross-area Routes
- H Queen Square Activation
- M Broad Street Basin Enhancement
- O Market Square Enhancement
- P Peel Street Car Park
- Q Cleveland Boulevard
- R St John's Square
- S Castle Street Enhancement
- V Minerva Wharf
- X Graiseley Streetscape Enhancements
- G1 Sustainability And Resilience Programme
- G2 District Heating Scheme



OUR FUTURE CITY CENTRE PLAN

1
QUEEN SQUARE

2
ST PETER'S

3
INTERCHANGE

4
DARLINGTON

5
ST GEORGE'S

6
CANALSIDE

7
SPRINGFIELD

8
MOLINEUX

9
CHAPEL ASH

10
GRAISELEY



1 QUEEN SQUARE

Queen Square represents one of Wolverhampton's most distinctive and recognisable civic spaces, anchored by the iconic statue of Prince Albert, known locally as the "man on the horse." Since its unveiling by Queen Victoria, the square has served as a place of gathering and is an enduring symbol of the city's identity. Queen Square embodies the city's historic character while sitting at the centre of its future transformation.

Framed by architecturally significant buildings accommodating retail, commercial and leisure use, its position at the intersection of key pedestrian routes, linking the transport interchange, retail core, cultural assets and wider regeneration areas, ensures consistently high footfall and visibility.

The wider Queen Square area encompasses Wolverhampton's primary retail streets, including Dudley Street, Victoria Street and two covered shopping centres - Wulfrun Centre and Mander Centre, offering a mix of national brands, independent retailers, and cafés. These are knitted by a network of more intimate pedestrian streets that add to the area's character and appeal.

While Queen Square already performs an important civic and commercial role, there is a clear opportunity to enhance its quality and vitality. By strengthening its public realm, diversifying uses and increasing activity throughout the day and evening, the square can be repositioned as a vibrant, popular destination and fully realising its role as the beating heart of Wolverhampton's city centre.

What's Planned

Queen Square benefits from a prime, highly connected location, strong pedestrian activity and a distinctive identity shaped by its historic buildings and civic role. Building on these strengths, Our Plan will reposition the square as a vibrant, experience-led destination at the heart of the city centre.

Investment in public realm, active frontages and a broader mix of retail, leisure, hospitality, workspace and residential uses will create a more welcoming and resilient environment that attracts visitors throughout the day and evening. Enhanced walking, cycling and public transport connections will strengthen links with surrounding regeneration areas, while opportunities to repurpose existing buildings, introduce new public spaces and bring upper floors into residential use will ensure the area continues to evolve.

As Wolverhampton's principal civic and retail destination, Queen Square will play a leading role in delivering a more vibrant, mixed-use city centre, acting as a catalyst for investment and strengthening connections across the wider city centre.

Key

-  Metro line and stops
-  City centre development sites
-  Developable area
-  Indicative site layout
-  Retail upgrade
-  Activation of vacant and underused buildings
-  Street enhancement schemes
-  Enhanced connections
-  Public space enhancement
-  Gateways and junction enhancements
-  Green space creation & enhancement



New development potentially includes:

- Retail, office, leisure and/or residential.

Our Priorities:

The beating heart of the city:

Celebrate Queen Square as the focal point of the city.

A city centre that looks and feels renewed:

Invest in the public realm and bring vacant buildings back into use.

A place to be, a reason to stay:

Boost the key retail and bring more uses to the very centre of Wolverhampton.

A place to call home:

Repurpose upper floors of buildings to bring new life into this area.



Proposals

H QUEEN SQUARE ACTIVATION

The activation of Queen Square proposal will reinforce its role as the beating heart of the city, transforming it into a vibrant, multifunctional public space that attracts activity throughout the day and evening. Historically defined by financial and professional services, the square is now poised to evolve into a more dynamic and experience-led destination.

By encouraging a wider mix of food, beverage and leisure offers around the square, which spill-out into the public realm, will activate frontages and animate the space, creating a stronger sense of place and encouraging dwell time.

Supporting the activation of Queen Square supports Our Priority of creating “a place to be, a reason to stay”, ensuring Queen Square is not simply a point of arrival or movement, but a destination. At the same time, increased activity and investment in the surrounding frontages will contribute to Our Priority of a “city centre that looks and feels renewed”, enhancing the quality and perception of the space and enhancing the setting of heritage assets.

▲ NEW RETAIL DEVELOPMENT FOCUSED ON ATTRACTIVE STREETS AND SPACES (BATH)

I ENTERPRISE ARCADE

The Enterprise Arcade proposal will respond to changes in the retail market by bringing vacant units back into active use, creating a flexible and vibrant hub for independent businesses and local enterprise. Rather than traditional large-format retail, the focus will be on smaller, adaptable spaces that support start-ups, makers and entrepreneurs.

By introducing a curated mix of uses, including independent retail, creative workspace and street food, the Arcade will create a distinctive destination that complements the existing market offer and enhances the overall city centre experience. This will increase footfall, diversify the retail offer and encourage repeat visits.

The proposal supports Our Priority of creating “a place to be, a reason to stay”, by delivering an experience-led environment that cannot be replicated online or in competing centres. At the same time, it contributes to “a city centre that looks and feels renewed” by reactivating vacant space and strengthening the vitality of the surrounding area.



‘THE COLLECTIVE’ INDEPENDENT TRADERS BOUTIQUE (SHREWSBURY) ▶

J SHOPPING CENTRE MODERNISATION

The modernisation of the Mander and Wulfrun Shopping Centres will reposition these key assets to meet changing expectations and support a more diverse and resilient city centre. The focus will be on evolving from traditional retail-led environments to multi-functional destinations that combine retail with leisure, food and beverage, and other complementary uses.

Working in partnership with owners, the Plan will promote a more outward-facing approach, improving connections to surrounding streets and integrating the centres more effectively into the wider public realm. Over time, there is also potential for more comprehensive redevelopment, introducing a mix of uses and creating a more permeable, pedestrian-friendly environment.

This proposal supports “a place to be, a reason to stay” by enhancing the experience offered within the retail core, while contributing to “a city centre that looks and feels renewed” through the refurbishment and transformation of these prominent buildings. In the longer term, it also supports “a place to call home” by enabling opportunities for mixed-use development, including residential.

D1 MANDER HOUSE

Bringing vacant and underutilised buildings back into active use is essential to delivering a more vibrant, sustainable city centre. Landmark assets such as Mander House present a significant opportunity to introduce new uses at scale, including office, hotel and residential accommodation.

The refurbishment and repurposing of Mander House would not only deliver new economic activity but also serve as a visible signal of confidence and investment in the city centre. Introducing a mix of uses will support a broader range of users i.e. workers, residents and visitors, helping to diversify activity patterns.

Across the wider Queen Square area, there is also a clear opportunity to unlock the potential of upper floors above retail units. Reintroducing residential use in these spaces will increase the city centre population and sustain activity beyond traditional trading hours.

These proposals directly support “a place to call home”, by establishing a stronger residential presence in the heart of the city. They also contribute to “a city centre that looks and feels renewed”, by reducing vacancy and improving the quality and appearance of key buildings, while reinforcing confidence in Wolverhampton as a place for investment.

Development Site

8 BELL STREET

Site Size:	0.44 ha / 1.09 acres
Ownership:	Public, City of Wolverhampton Council
Land Use:	Class E and associated town centre uses
	Class F1/F2 community uses
	Sui generis leisure / cultural uses

The Bell Street development site is located in a strategically important area of the city centre, anchored in the city’s industrial heritage yet now defined by transition and opportunity. Formerly home to Victorian ironmongers, the area today is characterised by cleared and underutilised land, including a surface-level car park and former community uses, creating a prominent and visible site at the western edge of the Queen Square retail core.

Its location between the emerging neighbourhoods at Darlington and St George’s / St John’s, and its immediate proximity to the Mander Centre and key commercial frontages, positions Bell Street as a highly accessible and connected site within the city centre.

While historically functioning as a secondary, back-of-house environment, the fragmentation and underuse of the area have enabled a strategic reset. Site clearance and interim uses have created the conditions for comprehensive regeneration, unlocking the potential to redefine Bell Street as an active and integrated part of the city centre.

Our Plan supports this site to come forward for a range of secondary retail, leisure and commercial development including community healthcare and other community infrastructure, given its proximity to the proposed city centre neighbourhoods.



2 ST PETER'S

St Peter's is where the city's origins and its modern cultural offer come together, creating a unique sense of place. At its centre, the Grade I listed St Peter's Church stands on the site of the original AngloSaxon settlement and was founded by Lady Wulfruna in 985 AD, providing a powerful link to the city's origins and a defining landmark. This deep-rooted heritage is complemented by the nearby 'The Halls', formerly the Civic Halls, which for over 80 years have served as the city's principal venue for music, performance and civic gathering, hosting internationally renowned artists and events while embedding itself in the collective memory of generations of residents and visitors, and anchoring the evening economy.

The Grand Theatre provides a strong evening and event-led offer, drawing audiences from across the region, while the Art Gallery attracts consistent daytime visitors and contributes to the city's wider cultural and educational offer. Together, these uses generate a steady and diverse pattern of footfall, supporting the foundations of a vibrant, experience-led city centre.

The Chubb Building, now Lock Works Cinema exemplify St Peter's cultural role, where heritage and modern creative activity come together.

What's Planned

St Peter's offers a clear opportunity to deliver culture-led regeneration that aligns with the wider ambition for the cite centre. It has the potential to become a defining destination, one that celebrates culture, supports local businesses, and plays a central role in attracting investment, visitors and activity back into the city centre throughout the day, evening, and night.

Our Plan supports the curation and clustering of complementary uses such as arts, leisure, hospitality and creative industries, to increase footfall, encourage repeat visits, and contribute to a more resilient visitor economy. Investment in the area will enhance public realm, improve connectivity between destinations, whilst improving the sense of welcome and safety. The significant regeneration site at Broad Street, provides the platform for a key gateway into St Peter's with a premium hotel and further Grade A office accommodation, carparking, and complementary uses. In the longer term, there is potential for the Civic Centre to be redeveloped to transform St Peter's Square into a centrepiece for the city.

The opportunity at St Peter's is compelling through having strong high-profile cultural institutions as anchors, which already draw regional audiences and provide a platform for growth in the leisure and evening economy. The areas attractive historic character can support high-quality refurbishment, adaptive reuse and distinctive commercial space. This untapped commercial potential with opportunities to introduce more active ground floor uses, including independent retail, food and beverage, creative workspace, and a premium hotel, there is scope to better connect daytime cultural uses with evening activity, extending dwell time and strengthening vitality.

Key

-  Railway line and station
-  Metro line and stops
-  Bus station
-  Existing public transport interchange
-  City centre development sites
-  Developable area
-  Indicative site layout
-  Retail upgrade
-  Activation of vacant and underused buildings
-  Street enhancement schemes
-  Enhanced connections
-  Public space enhancement
-  Gateways and junction enhancements
-  Ring road junction enhancement
-  Green space creation & enhancement



New development potentially includes:

- 300-400 homes.
- Offices, hotel, leisure and hospitality.

Our Priorities:

The beating heart of the city:
Reinforce the civic, cultural and leisure offer of the city centre.

A city centre that looks and feels renewed:
Invest in the public realm and bring vacant Refurbish historic fabric and create new high quality public realm.

A place to be, a reason to stay:
Boost the evening economy and cultural visitor destination.

A place to call home:
Bring upper floors into residential use and promote new city living developments.

Proposals

D2 BRITANNIA HOTEL

The Britannia Hotel is a late-19th-century Victorian architecturally grand building, originally serving as the Victoria Hotel. The Britannia has rich history and a prominent location on Lichfield Street, neighbouring the famous Wolverhampton Grand Theatre and adjacent to the transport interchange. The landmark building forms part of the first impression for visitors arriving in Wolverhampton.

Our Plan supports and encourages investment in the building to deliver a high-quality refurbishment, with potential for a repositioned hotel offer or alternative uses that complement the surrounding cultural and leisure assets. This will improve the quality of the built environment while introducing new activity and footfall at a key entry point.

This proposal supports “a city centre that looks and feels renewed” through the refurbishment of a substantial historic building, and contributes to “a place to be, a reason to stay” by strengthening the city’s visitor accommodation and supporting the wider cultural and evening economy. Its gateway role also reinforces “the beating heart of the city,” creating a stronger arrival experience aligned with the city’s civic and cultural offer.



D3 OLD POST OFFICE

The Grade II-listed Old Post Office, built in 1895 is one of the city’s largest displays of terracotta Northern Renaissance architecture and served as Wolverhampton’s Chief Head Post Office. Located on Lichfield Street, with an impressive façade and large internal spaces, it is well suited to a new cultural, leisure or entertainment-led use. The transformation of the Old Post Office offers a significant opportunity to repurpose one of Wolverhampton’s most distinctive historic buildings.

Our Plan will support partnership working to bring the building back into active use, creating a high-quality destination that complements The Halls and wider cultural quarter. Reuse of the building will preserve its historic fabric while introducing a new anchor attraction within the city centre.

The proposal supports “the beating heart of the city” by reinforcing the cultural and civic identity of the area. It also contributes to “a place to be, a reason to stay” by introducing a new cultural destination that attracts visitors throughout the day and evening. The refurbishment of this landmark building will further deliver against “a city centre that looks and feels renewed”, demonstrating the value of heritage-led regeneration.

B1 CROSS-AREA ROUTE - EAST TO WEST CORRIDOR

Lichfield Street through to Darlington Street form a key east to west corridor through the city centre, connecting major destinations and supporting movement between regeneration areas. While improvements have been made over time, the route would benefit from consistency in quality, character and user experience.

Our Plan will deliver coordinated public realm enhancements along this corridor, creating a high-quality, legible, safe, and accessible environment. This will include improved pedestrian spaces, a more consistent streetscape, and a continuous and safe cycle route, alongside better integration with public transport.

These improvements will strengthen connectivity between key cultural and commercial destinations, supporting increased footfall and encouraging longer dwell times. The enhanced environment will also provide opportunities to introduce new activity along the route, including active ground floor uses and improved spill-out space.

This proposal directly supports “a city centre that looks and feels renewed” through investment in public realm and urban design quality. It also contributes to “a place to be, a reason to stay” by creating a more attractive and engaging environment for visitors and supports “a place to call home” by improving the quality of streets that will serve existing and future residents. By better linking key assets, it reinforces St Peter’s as the culture destination of the city centre.



Development Sites

15 ST PETER’S

- Site Size:** 0.31 ha / 0.77 acres
- Ownership:** Public, City of Wolverhampton Council
- Land Use:** Class E (commercial, business and service), including offices and related business activity.

Class F1 (learning and non-residential institutions, encompassing public buildings, cultural uses and education facilities, including universities).

The redevelopment of the council owned St Peter’s Car Park offers an opportunity to introduce a new landmark building adjacent to key anchor institutions such as the University of Wolverhampton and the Molineux Stadium. Its location provides the potential to accommodate a mix of uses, including leisure and office space, contributing to a more active and coherent urban edge between the square and the city centre ring-road.

Development will need to respond sensitively to its context, particularly the proximity of the adjacent listed church, ensuring that scale, massing and design enhance rather than detract from the surrounding historic assets. There is also potential for this site to come forward as part of a wider comprehensive redevelopment of the Civic Centre area.

This proposal supports “a city centre that looks and feels renewed” by replacing underutilised land with high-quality development and contributes to “the beating heart of the city” by strengthening the civic and commercial offer in this central location. By introducing new uses and increasing activity, it also supports “a place to be, a reason to stay,”.



MIXED-USE DEVELOPMENT FOCUSED AROUND PUBLIC SPACE (LEEDS)



COMMERCIAL AND RESIDENTIAL DEVELOPMENT WITH FOCAL CAFE BUILDING IN THE CENTRAL PUBLIC SQUARE (MANCHESTER)

33 BROAD STREET

- Site Size:** 0.67 ha / 1.66 acres
- Ownership:** Public, City of Wolverhampton Council
- Housing No.:** 135, High-Density (6+storeys)
- Land Use:** Class E (commercial, business and service)
- Class C1 (hotel)
- Class C3 (residential) uses, alongside supporting town centre and leisure uses.

The Broad Street site is currently a surface car park, representing a pivotal regeneration opportunity within the St Peter’s area. The site is in a highly prominent gateway location on the city centre ring road, overlooking the canal and green open spaces at Broad Street Basin, is adjacent to the Grade II listed Chubb Building/ Lock Works Cinema, and is in close proximity to the Interchange Transport Hub.

Our Plan promotes a high-quality mixed-use development, including a premium hotel, residential, office uses, and car parking, capable of delivering larger-scale buildings that establish a strong and distinctive arrival point into Wolverhampton. As a landmark development, the scheme will frame views into the city, create a sense of enclosure along the ring road edge, and improve natural surveillance of adjacent streets and public spaces.



Crucially, the Broad Street site will play a strategic role in linking the city’s key regeneration areas. Within St Peter’s, it will strengthen the cultural and civic offer by supporting visitor accommodation and increasing footfall to nearby cultural assets such as The Halls, The Ary Gallery, and the Grand Theatre. At the same time, its position between the Interchange and Queen Square means it will help draw visitors and movement from the transport gateway into the city centre, encouraging pedestrian flows and enhancing connectivity between these areas.

In this way, the development site acts as both a gateway and a bridge supporting the “beating heart of the city” by connecting cultural and civic destinations, delivering “a city centre that looks and feels renewed” through high-quality design and investment, and contributing to “a place to be, a reason to stay by strengthening the visitor economy and evening activity”. The inclusion of residential uses also supports a place to call home, increasing the city centre population and helping to create a more active, lived-in environment.



24 MAGISTRATE'S COURT

Site Size: 0.27 ha / 0.67 acres

Ownership: Public, City of
Wolverhampton Council

Land Use: Class E and associated
town centre uses

Sui generis leisure /
cultural uses



MAGISTRATE'S COURT

Wolverhampton Magistrates' Court is one of the city centre's most significant civic buildings and an important Grade II landmark within the St Peter's area. Should the building become vacant, it would present a major opportunity for heritage-led regeneration that aligns closely with the city's growing cultural offer. The scale, character and prominence of the building make it well suited to accommodating cultural, leisure or creative uses, complementing nearby assets such as The Halls and the wider St Peter's cultural area. Its reuse would not only preserve and celebrate the building's historic fabric, but also introduce new activity, footfall and evening economy uses, reinforcing the area as the civic and cultural offer to the city centre.

32 55-57 LICHFIELD STREET

Site Size: 0.13 ha / 0.32 acres

Ownership: Private

Land Use: Class E (Commercial,
Business and Service)

Use Class C1 (Hotels,
Boarding Houses and
Guest Houses)

The site comprises a mix of existing buildings, most notably the prominent 1930s former Cooperative department store, a distinctive example of Art Deco architecture that contributes strongly to the character of the St Peter's area. While parts of the building remain active - notably accommodating an operating JD Wetherspoon pub, significant areas are underutilised, with upper floors largely vacant and in need of investment.

Its location, in close proximity to the Interchange Transport Hub and The Grand Theatre, places it at the heart of the city's growing cultural and evening economy. Our Plan will support the sensitive refurbishment or redevelopment of the site, retaining and enhancing its architectural character while bringing upper floors back into productive use.

At ground level, new and enhanced active uses, particularly hospitality and leisure, will be encouraged to complement existing provision and strengthen links to nearby cultural venues.

Investment in this site offers a clear opportunity to build on its existing activity, transforming it into a key supporting destination within Wolverhampton's cultural offer, driving footfall, extending dwell time and reinforcing St Peter's as a vibrant and distinctive cultural area.





WOLVERHAMPTON INTERCHANGE



i9 BUILDING AND TRAMWAY



i9 AND i10

3 INTERCHANGE

The Interchange is Wolverhampton's principal gateway, a highly connected, commercially active district that forms the first impression of the city for many visitors. Anchored by the railway station, bus station and metro stops, it has seen substantial investment over recent years to create a modern transport hub. It connects regional and national rail services with local bus and tram networks, positioning the Interchange as the most accessible locations in the city centre, providing a powerful foundation for commercial investment and growth.

This connectivity has seen success in leveraging high-quality commercial office space, notably the i9, i10 and i11 buildings, with occupants including the Ministry of Communities and Local Government, and the West Midlands Pension Fund. These schemes have established the Interchange as a credible and attractive business location, demonstrating the city's ability to deliver modern workspace in a highly accessible setting and helping to attract a growing base of occupiers.

While significant progress has been made, the area remains one of the city centre's most important opportunities for further growth and diversification.

What's Planned

A defining characteristic of the Interchange area is the presence of underutilised land and heritage assets, particularly around the Steam Mill, Sack Works and Mill Street Depot sites. Occupying a prominent gateway location, these sites offer a significant opportunity to deliver a new mixed-use neighbourhood that builds on the area's excellent connectivity and commercial success. Historic assets, including the listed Mill Street Depot and Hydraulic Engine House, provide a distinctive industrial character and a strong foundation for heritage-led regeneration.

Our Plan promotes the sensitive integration and reuse of these buildings as part of residential-led and mixed-use development, ensuring that the area's industrial heritage is celebrated while creating new homes, employment space, leisure uses and active frontages. Development will also help unlock the canal corridor, transforming it into an attractive green and recreational route that

enhances connectivity between the Interchange, Canalside and wider city centre.

The Interchange benefits from unrivalled access to rail, Metro and bus services, while the success of the i9, i10 and i11 office developments has demonstrated strong market demand and investor confidence in the area. Together with opportunities at Steam Mill, Sack Works and surrounding sites, this creates the potential for a vibrant mixed-use quarter incorporating residential, hotel, leisure and commercial uses.

The Interchange plays a central role of being Wolverhampton's principal arrival point and a focus for future development. Our Plan will improve connectivity, support sustainable travel and strengthen links between key regeneration areas. By building on recent investment and unlocking major development opportunities, the Interchange has the potential to become a distinctive and well-connected area that acts as a catalyst for economic growth, city centre living and continued investment in Wolverhampton.

Key

Railway line and station

Metro line and stops

Bus station

Existing public transport interchange

City centre development sites

Developable area

Indicative site layout

Retail upgrade

Activation of vacant and underused buildings

Station access improvement

Street enhancement schemes

Enhanced connections

Public space enhancement

Gateways and junction enhancements

Ring road junction enhancement

Green space creation & enhancement



New development potentially includes:

- 100-150 homes.
- Office and hotel.

Our Priorities:

A city centre that looks and feels renewed:
Address the quality of the ring road and canal environments.

A place to call home:
Promote city centre living developments close to the station and bus interchange.

Healthy, green and connected:
Transform the canal corridor into a recreational and green asset.

Getting around the smarter way:
Improve the quality of arrival in the city centre by public transport.

Proposals

K STATION EASTERN ENTRANCE

The station currently does not have an eastern entrance, resulting in limited accessibility from the north-eastern areas of the city, notably Springfield and the Green Innovation Corridor.

Our Plan proposes to create a new eastern entrance, potentially connected directly into the existing station overbridge, allowing inclusive access into the station from the east, activating the Springfield area and connecting development sites and communities.



▲ EASTERN SIDE OF WOLVERHAMPTON RAILWAY STATION



▲ WESTERN SIDE OF WOLVERHAMPTON RAILWAY STATION AND INTERCHANGE

L STATION CONNECTIVITY

The station and railway currently form a barrier, disconnecting the city centre from the north-eastern areas of the city, notably Springfield and the Green Innovation Corridor.

Our Plan proposes to create a direct, accessible east-west public route to and through the station area, improving access to the east and connecting to the University's Springfield Campus and beyond towards New Cross Hospital.

Our Plan promotes the potential to enhance Wednesfield Road and Corn Hill to increase the space for pedestrians and cyclists, improve personal safety and the attractiveness of the routes. Reopening the station's existing stepped route would improve access to the low-level area.

A ACTIVATING THE CANAL CORRIDOR

A1 CONNECTIVITY AND ENVIRONMENTAL ENHANCEMENTS

The canal corridor is currently disconnected from surrounding streets and destinations, limiting its potential despite being one of Wolverhampton’s most distinctive assets. While Broad Street Basin provides an important focal point, access to the canal and towpath is constrained, particularly where it passes beneath the station car park.

Our Plan will transform the canal into a key movement and leisure corridor, improving access along the towpath and strengthening connections to Banana Yard, Corn Hill, the Interchange and the wider city centre. Enhanced links to the railway station, together with public realm improvements, greening, heritage restoration and better access to the water, will help unlock the canal as a major city centre asset. Particular focus will be given to improving the environment beneath the station car park, creating a more attractive and welcoming gateway that connects people, places and regeneration opportunities across Wolverhampton.

M BROAD STREET BASIN ENHANCEMENT

St Patrick’s Park at Broad Street Basin is an important waterside green space and community asset. The park reflects the rich history of the surrounding neighbourhood, which has long been home to diverse migrant communities, and is now marked by the recently unveiled Windrush Monument by renowned artist Luke Perry, celebrating the contribution of Caribbean communities to Wolverhampton’s story.

Our Plan will enhance St Patrick’s Park and Broad Street Basin as a greener, safer and more attractive destination, building on its cultural significance and canal-side setting. Improvements will strengthen the public realm, enhance the waterside environment and explore opportunities for improved moorings, heritage restoration and recreational access to the water. These interventions will create a vibrant and welcoming public space that celebrates the area’s heritage while supporting the wider regeneration of the Interchange.



WINDRUSH STATUE



TRANSFORMATION OF CANALSIDE AREA INTO A DESTINATION (CAMDEN, LONDON)



PUBLIC PARK WITH PLAY AND PLANTING (MAYFIELD PARK, MANCHESTER)

N LITTLE’S LANE IMPROVEMENTS

Little’s Lane and Lock Street form a narrow street which links the ring road to the Brewers Yard development, providing a pedestrian bridge over the canal and tunnel beneath the railway, connecting the Springfield Area to the city centre.

Our Plan proposes to upgrade this route through quality public realm improvements to the tunnel, to create a safe and accessible connection for pedestrians and cyclists. This could include creating a ramp at the eastern end within the Springfield Area and creating quality public space around the Heantun Point student accommodation.

B3 ARTERIAL ROAD CORRIDOR ENHANCEMENTS - WEDNESFIELD ROAD

Wednesfield Road is a significant multi-modal route linking to the east of the city. Where it passes beneath the railway, the underbridge creates a pinch point which affects traffic capacity and reduces space and quality for pedestrians and cyclists.

Linked to the Station Connectivity proposal, Our Plan seeks a transformation of Wednesfield Road from a highway-focused corridor to a people-focused street, supporting increased footfall to and from Springfield Campus and incorporating a cycle connection out to New Cross Hospital.



▲ ACCESS IMPROVEMENTS TO LITTLE’S LANE WITH STEP-FREE ACCESS



▲ ENHANCED ROUTE ALONG WEDNESFIELD ROAD

Development Sites

9

CORN HILL

Site Size:

0.58 ha / 1.41 acres

Ownership:

Private

Housing No.:

125 High-Rise 6+ Storeys

Land Use:

Class C3 (residential dwelling houses/apartments).

Class E (commercial, business and service - retail, cafés, offices, gyms, professional services etc.)

Corn Hill is a large surface car park located near the railway station and bounded by the canal and ring road. It sits directly adjacent to the multi-storey station car park.

Corn Hill is a prominent development site located between the railway station, canal corridor and Ring Road. Today operating as a surface car park, the area has a rich industrial heritage, deriving its name from the surrounding corn (flour) trade that once flourished here in the 1790s.

Our Plan promotes the site for high-quality mixed-use development, including residential, office and other complementary uses that support the growth of the Interchange area as a transit-orientated commercial hub. Development should respond positively to the site’s unique heritage and gateway location, creating a strong frontage to the Ring Road while maintaining a sensitive relationship with the canal corridor. New development presents an opportunity to celebrate the area’s industrial history through design, interpretation and placemaking, while transforming an underutilised site into a vibrant and well-connected part of the city centre.



31

SACK WORKS, STEAM MILL & MILL ST DEPOT

Site Size:

1.28 ha / 3.16 acres

Ownership:

Private/Public

Housing No.:

110 Mid-Rise 4-6 Storeys

Land Use:

Class C3 (residential dwelling houses/apartments).

Class E (commercial, business and service - retail, cafés, offices, gyms, professional services etc.)

Class F1/F2 (community)

Sui Generis (leisure / cultural)

To the south of Corn Hill, this cluster of sites bounded by the canal and railway line, form part of a continuous development area adjacent to the new residential neighbourhood of Canalside South (see Canalside). Like Corn Hill, these sites are rich with the city’s industrial heritage of manufacturing and transporting flour goods.

Mill Street Depot is a C19th Grade II Listed Building, recognised as a rare, well-preserved example of an integrated railway goods depot featuring original iron roof trusses and brick arches. The Hydraulic Engine House is also a Grade II Listed building of the same period, which generated hydraulic power directly into the Depot to operate the cargo cranes, lifts, and capstans to move goods between canal boats and rail wagons.

Steam Mill is now a cleared site but was home to the Old Steam Mill, built in the 1850s to process grain and wheat delivered directly to the city by narrowboat. It was the city’s pioneering corn (flour) mill that utilised steam power rather than traditional wind or water mills.

The Sack Works site, located opposite Steam Mill, and of the same period, holds the external façade of the warehouse which stored the heavy canvas sacks of unprocessed wheat coming into the mill and the packaged sacks of flour ready to be transported by boat or cart to wholesalers.

These sites present a significant opportunity to bring together heritage-led regeneration, city centre living and canal-side placemaking. They are powerful reminders of the city’s manufacturing and engineering heritage and contribute a distinctive character to the Interchange area.

Our Plan supports residential-led mixed-use development that integrates and celebrates these heritage assets while bringing underutilised land back into active use. New homes, employment, leisure and canal-side activity will create a vibrant neighbourhood that contributes to a city centre that looks and feels renewed and a place to call home.

The regeneration of these sites is also critical to unlocking the canal corridor as a major city centre asset. Enhanced access, active waterside frontages and improved public spaces will help connect Canalside with the Interchange and city centre core, transforming the canal from a hidden industrial legacy into a vibrant destination.

21 BANANA YARD

Site Size: 0.30 ha / 0.74 acres

Ownership: Public

Land Use: Public Realm Infrastructure

Banana Yard occupies a strategically important site between Wolverhampton Railway Station and the canal corridor, with the canal sitting at a lower level behind a retaining wall. While small in scale, the site presents a significant opportunity to improve connections between the Interchange, Canalside and wider city centre regeneration areas. Situated adjacent to Broad Street Basin and its associated canal heritage assets, the site can play a key role in transforming how people access and experience the canal network.

Our Plan promotes the reconfiguration of the site to create a direct, safe and accessible link between the station and canal towpath, including the potential for a new lift and stair

connection. This will strengthen connectivity to the Green Innovation Corridor, Springfield Campus, Brewers Yard and Canalside, helping to integrate these emerging destinations with the city centre core. Improved pedestrian routes, enhanced visibility and better separation between vehicles and pedestrians will create a safer and more intuitive environment, while high-quality lighting, landscaping and public realm improvements will transform the character of the space.

The proposal also provides an opportunity to create a distinctive arrival experience through enhanced wayfinding and the potential introduction of a landmark feature, such as an illuminated lift structure, signalling the canal's presence from the station and Ring Road. This will improve the setting of Broad Street Basin, support future development opportunities along the canal corridor and help unlock the canal as a major city centre asset.





4 DARLINGTON

The Darlington area and its principal thoroughfare Darlington Street was laid out in 1821 and named after the Earl of Darlington. Its creation represented a significant moment in Wolverhampton's rapid expansion during the industrial revolution by providing a direct and prestigious route through the centre to improve access to markets, industry and surrounding settlements. Darlington Street became a focal point for business, trade and civic activity, helping to underpin the city's emergence as an industrial powerhouse.

Today, Darlington remains one of the most strategically important parts of the city centre and presents one of the greatest opportunities for transformational regeneration. Historically characterised by its strong retail offer, generous streets and landmark buildings, the area remains home to some of Wolverhampton's most recognisable assets, including the former Beatties department store, which continues to symbolise the area's historic role as a regional shopping destination.

What's Planned

Darlington is once again at the forefront of Wolverhampton's evolution, helping to shape the city's next chapter just as Darlington Street did during the period that transformed Wolverhampton from a market town into a nationally significant industrial centre.

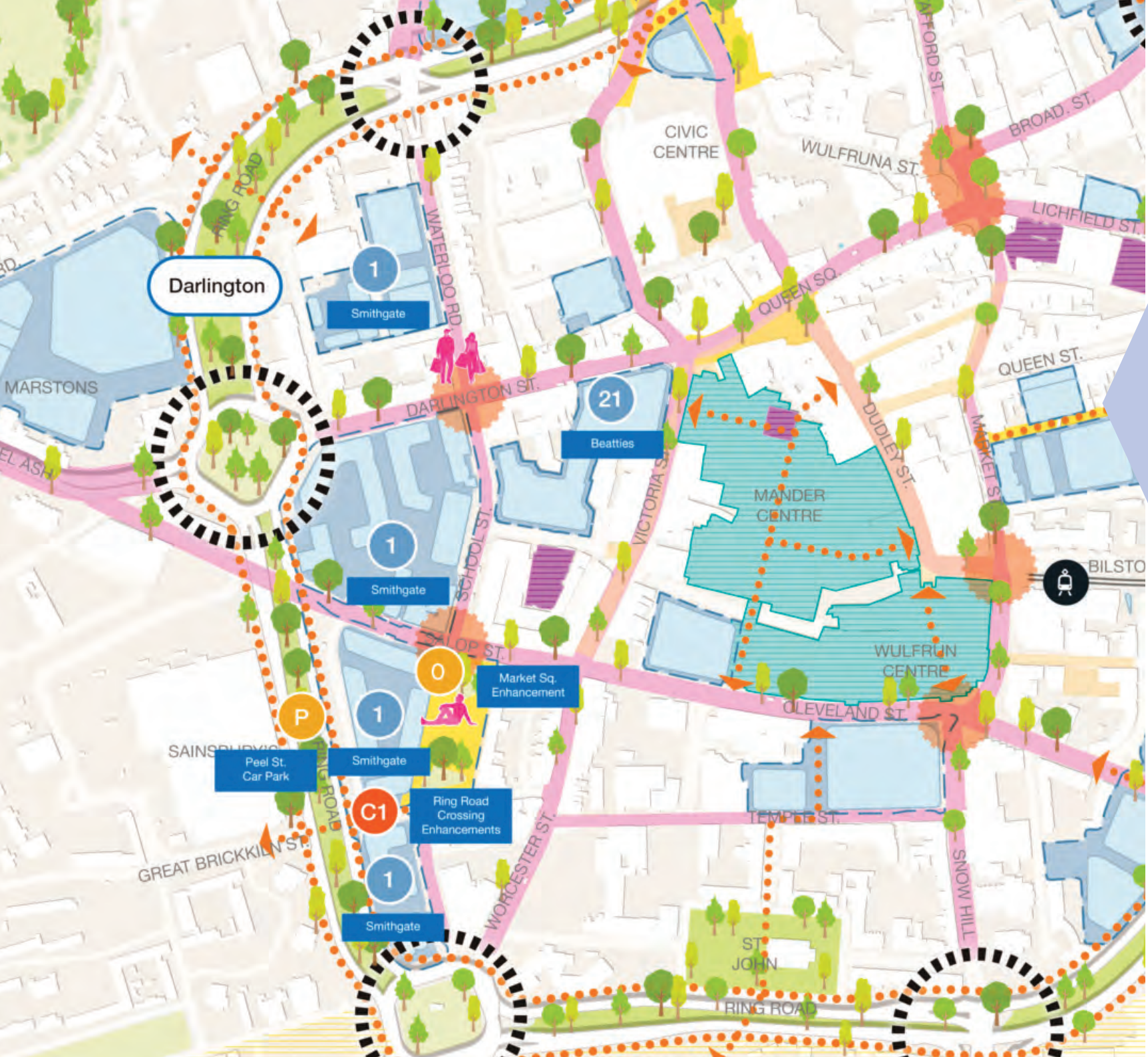
It is transitioning from a predominantly retail-led environment towards a more diverse and resilient mixed-use area. Our Plan will deliver this transformation through the development of the new Smithgate neighbourhood combining residential, commercial, leisure and public realm improvements. Smithgate will help bring more people into the city centre, increase activity throughout the day and evening, and support the Plan's ambition to create a vibrant destination for living, working and leisure.

The opportunity presented by the former Beatties building is equally significant. As one of Wolverhampton's most important heritage assets, Our Plan will ensure its scale, architectural presence and prominent location are maximised, whether through residential, commercial, cultural leisure, or recreational uses. Bringing Beatties back into active use will enhance a locally listed landmark building and reinforce Darlington's role as a focal point for investment and activity.

Our Plan will support Smithgate, Beatties and other regeneration opportunities to reposition Darlington as a new neighbourhood in a modern city centre that respects the area's heritage. By enhancing public spaces, introducing new homes and supporting a broader mix of uses, the area will strengthen links to Queen Square and St Peter's helping to create a more connected, vibrant and lived-in city centre.

Key

- City centre development sites
- Developable area
- Indicative site layout
- Retail upgrade
- Activation of vacant and underused buildings
- Street enhancement schemes
- Enhanced connections
- Public space enhancement
- Gateways and junction enhancements
- Ring road junction enhancement
- Green space creation & enhancement



New development potentially includes:

- 1200-1400 homes.
- Residential, leisure and hospitality.

Our Priorities:

A city centre that looks and feels renewed:
Transform surface car parks into high quality urban development.

A place to call home:
Create a cohesive urban neighbourhood with new homes and facilities.

Healthy, green and connected:
Enhance streets and public spaces with urban greening.

Getting around the smarter way:
Provide active travel routes through the area and across the ring road.

Proposals

D4 WATERLOO ROAD

Waterloo Road developed as one of Wolverhampton's most prestigious Victorian residential addresses, reflecting the city's growing prosperity during the nineteenth century. Grand townhouses and terraces were constructed for wealthy industrialists, professionals and civic leaders, many of which still survive today, including the Grade II listed terrace at 3, 5 and 7 Waterloo Road. These elegant buildings make an important contribution to the character and heritage of the Darlington area and provide a tangible link to Wolverhampton's period of industrial and commercial success.

Our Plan focuses on bringing vacant and underutilised buildings back into productive use and Waterloo Road presents an opportunity to sensitively refurbish historic properties and reoccupy vacant upper floors for residential, commercial or complementary city centre uses. Bringing these buildings back to life will not only safeguard valuable heritage assets, but also increase activity, support city centre living and strengthen the local economy. By growing the resident population and reactivating underused spaces, investment in Waterloo Road can help create a more vibrant, lived-in and sustainable city centre while reinforcing the distinctive character that makes the Darlington area of the city unique.

O MARKET SQUARE ENHANCEMENT

Market Square presents a key placemaking opportunity at the centre of the emerging Smithgate neighbourhood and supports Our Plan's commitment to creating high-quality streets, spaces and places. Currently a largely hardscaped area, the square has the potential to become a vibrant community destination that serves the growing residential population within the Darlington area.

Our Plan will transform the space through enhanced greening, landscaping, seating, public art, play features and flexible event space, creating an attractive destination that encourages activity and draws footfall along Victoria Street, strengthening links between Queen Square, Smithgate and the wider city centre.

The design of the square should be rooted in Wolverhampton's industrial heritage, celebrating the historic "smith" trades including lock making, metalworking and engineering that helped shape the city's identity. Through public art, interpretation and landscape design, the space will create a strong sense of place and a meaningful connection to the wider Smithgate development.

These proposals will deliver a distinctive and memorable public space that supports city centre living, strengthens community identity and establishes Market Square as a focal point and destination in its own right.



▲ MARKET SQUARE TODAY



▲ MARKET SQUARE, WOLVERHAMPTON. CONCEPTUAL ILLUSTRATION. CREDIT IMAGE: INTERVENTION ARCHITECTURE

C1 ADDRESSING THE RING ROAD - CROSSING ENHANCEMENTS

The ring road in this area presents a significant barrier which severs the core of the city from surrounding residential areas both physically and conceptually. Multiple traffic lanes, large roundabout junctions and pedestrian underpasses create indirect routes for pedestrians and cyclists.

Our Plan proposes improvements to pedestrian routes across the ring road, particularly linking from Pitt Street to Great Brickkiln Street, to help integrate future desire lines through the Smithgate development.

P PEEL STREET

Peel Street is located within the central reserve of the ring road, contributing to the traffic dominated character of the area and the sense of severance.

Our Plan proposes to replace the car park with significant greening, continuing the ring road parkland to the north. This will help to create a more attractive setting for the Smithgate development, and facilitate a street-level active travel crossing between Pitt Street and Great Brickkiln Street.



▲ PEEL STREET CAR PARK AND THE RING ROAD

Development Sites

1

SMITHGATE

Site Size:

3.46 ha / 8.5 acres

Ownership:

Public/ Private

Housing No.:

1070 Mid-Rise (4-6 Storeys)

Land Use:

Class C3 – Residential

Class E – Commercial, Business and Service (offices, workspace, retail, cafés, restaurants, health services, gyms, etc.)

Smithgate is the most significant regeneration project within Our Future City Centre Plan, creating a new mixed-use neighbourhood that will deliver over 1,000 new homes alongside commercial, leisure and public spaces in the centre of the Darlington area. The council is working in partnership with the English Cities Fund to deliver Smithgate across four phases, the scheme will play a transformative role in diversifying the city centre economy, increasing the resident population and supporting a more vibrant, active and resilient urban core. By introducing city centre living at scale, Smithgate directly supports the ambition of creating “a place to call home”, helping to sustain local businesses, cultural venues and community facilities throughout the day and evening.



▲ PROPOSED SMITHGATE DEVELOPMENT AT MARKET SQUARE



◀ PROPOSED SMITHGATE DEVELOPMENT AT FOLD STREET



The first phase, Bicycle Works is now on site and draws inspiration from the city’s rich industrial heritage as a centre for bicycle manufacturing and engineering. This connection to the city’s past helps create a distinctive identity for the development while celebrating the industries that contributed to Wolverhampton’s growth and prosperity. As the neighbourhood evolves, heritage and contemporary development will be combined to create a unique sense of place that reflects the character of the city centre.

A key component of Smithgate is the enhancement of Market Square, which will provide the neighbourhood with a focal point for community life and activity. Through greening, public art, seating, play features and flexible event space, Market Square will become a destination in its own right, encouraging footfall through Victoria Street and strengthening connections between Queen Square, Darlington and the wider city centre.



22 BEATTIES

Site Size: 1.2 ha / 2.9 acres

Ownership: Private

Housing No.: 305 Conversion

Land Use: Class C3 – Residential

Class E – Commercial,
Business and Service (offices,
workspace, retail, cafés,
restaurants, health services,
gyms, etc.)

The former Beatties department store is one of Wolverhampton’s most recognisable and cherished buildings. Predominantly built in the 1930’s it’s the city’s greatest example of a classical façade with art deco touches. It was the UKs first Beatties Department store, evolving from a drapery shop established in 1877 by James Beattie.

The locally listed landmark building occupies a prominent position within the Darlington area on the corner of Victoria and Darlington Street and a key part of the city centre’s identity, which was once a destination for generations of Wulfrunians and visitors, serving not only as a store but as an important social and cultural touchstone in the life of the city.

Bringing Beatties back into active use is critical to achieving Our Future City Centre. Its scale, prominence and location provide a once-in-a-generation opportunity to deliver a transformational mixed-use development capable of attracting investment, increasing footfall and supporting the wider regeneration of the Darlington area. Whether through new homes, workspace, leisure or cultural uses, the successful redevelopment of Beatties would restore activity to a landmark building, strengthen confidence in the city centre and act as a catalyst for further investment in surrounding sites and streets.

By preserving its character and introducing new uses that meet contemporary needs, Beatties can once again become a focal point of city centre life, contributing to a more vibrant, mixed-use and sustainable city centre.





5 ST GEORGE'S

Located on the south-eastern edge of the city centre, St George's is a gateway area where the city's rich heritage, educational investment and residential growth come together. Developed during Wolverhampton's rapid expansion in the eighteenth and nineteenth centuries, the area grew around the landmark churches of St John's and St George's, creating a distinctive townscape that still reflects the city's industrial prosperity and civic ambition. Historic streets such as Queen Street and Castle Street, together with the Georgian setting of St John's Church, contribute to a strong sense of character and identity. In recent years, the area has undergone significant change, particularly through investment in the City Learning Quarter.

What's Planned

Our Plan supports the creation of a new neighbourhood at St George's, transforming underutilised land into a vibrant area that brings more people into the city. The new neighbourhood will provide a mix of homes alongside supporting amenities, public spaces and active frontages, helping to create a lively, mixed-use environment that contributes Our Plan's ambition of making the city centre a place to live, work, learn and visit.

The area's heritage will be restored and celebrated through enhancements to the settings of St John's Church and the former St George's Church and Sainsbury's supermarket, creating attractive gateways between surrounding communities and the city centre core. Improved walking and cycling connections, together with new development that repairs gaps in the urban fabric, will strengthen links to Queen Square, Darlington and the Interchange. Combined with the growing activity generated by the City Learning Quarter, these proposals will establish St George's and St John's as a distinctive city centre neighbourhood where heritage, education and city living combine.

Key

-  Railway line and station
-  Metro line and stops
-  Bus station
-  Existing public transport interchange
-  City centre development sites
-  Developable area
-  Indicative site layout
-  Retail upgrade
-  Activation of vacant and underused buildings
-  Station access improvement
-  Street enhancement schemes
-  Enhanced connections
-  Public space enhancement
-  Gateways and junction enhancements
-  Ring road junction enhancement
-  Green space creation & enhancement



New development potentially includes:

- 200-350 homes.
- Office, leisure, retail and hospitality.

Our Priorities:

A city centre that looks and feels renewed:

Transform surface car parks and vacant sites into high quality urban development.

A place to call home:

Create a cohesive urban neighbourhood with new homes and facilities.

Healthy, green and connected:

Enhance streets and public spaces with urban greening.

Getting around the smarter way:

Provide active travel routes through the area and across the ring road.

Proposals

B3 ARTERIAL ROAD CORRIDOR
ENHANCEMENTS - BILSTON ROAD

Improved connectivity of walking and cycling routes, making it a safer and more attractive route, and improved routes to the tram stop. Opportunities for greening and public realm enhancement.

Q CLEVELAND BOULEVARD

Cleveland Road and Cleveland Street form a significant pedestrian desire line into and through the city centre from the east, linking to the Royal Metro stop. The route passes through the recently completed Cleveland Road residential developments and the proposed St George's development site, crossing the ring road which separates these sites.

Our Plan proposes to create an active travel corridor along this route, transforming Cleveland Road from its current car dominated character to a route with a boulevard character. This will include providing a super-crossing over the ring road and reinstating the street pattern through the St George's development, passing through new open space within that development.

R ST JOHN'S SQUARE

St John's Square is a historic green space surrounding the 18th Century church, encompassing its churchyard and a public footpath which forms part of a pedestrian desire line from the south into the city centre. The square is enclosed by formal townscape set out in the same period as the church, however many buildings have been replaced with modern buildings of mixed quality, and the southern edge of the square is now formed by the ring road.

Our Plan proposes sensitive enhancements to the churchyard and pedestrian routes, strengthening the square's role as a public space which serves the needs of new residents whilst responding to the attractive historic environment.



▲ ENHANCEMENT OF BILSTON ROAD INTO A PEOPLE-FRIENDLY SPACE



▲ ILLUSTRATIVE PROPOSALS FOR ENHANCED ROUTE THROUGH THE ST GEORGE'S SITE

S CASTLE STREET ENHANCEMENT

Castle Street is a historic street which links Market Street with the Pipers Row Metro stop. The street includes numerous historic buildings associated with the former Express & Star newspaper site which contains large modern buildings and an enclosed footbridge over the road. Part of the Express & Star buildings have recently been renovated to form a new cultural venue.

Our Plan proposes to enhance the streetscape of Castle Street to recognise the increased importance of this route into the centre of the city, potentially removing vehicle traffic to create an intimate pedestrian street. This links to the proposed redevelopment of the Express & Star site, with potential for mixed-uses and more evening activity.

T WOLVERHAMPTON MARKET

Wolverhampton Market is a partially covered market of elements constructed from shipping containers to create a distinctive character. The market was relocated to this site in 2018 following the demolition of the previous indoor market.

Our Plan proposes to explore opportunities to create an extended and diversified market site based on more permanent infrastructure, potentially including an indoor market hall and an increased range of food and drink to create a new city centre attractor which diversifies the evening economy.



▲ ENHANCED SPACE FOR WOLVERHAMPTON MARKET, POTENTIALLY INCLUDING INDOOR SPACES (WARRINGTON)



▲ FORMER EXPRESS & STAR NOW WITH CAFE, BAR, RESIDENTIAL AND INDEPENDENT BUSINESS SPACE

F CAR PARKING RE-ORIENTATION

The St George's area holds a number of surface level car parks, associated with the former Sainsbury's store. This impacts the character of the area and recent surveys suggest there is a surplus of parking provision in this area and as a result the surface car parks are underutilised.

Our Plan proposes to explore the potential to rationalise car parking to fewer sites, with the longer-term potential to remove all surface car parking and provide new multi-storey car parking if additional capacity is needed. This will reduce the impact of cars on the character of the city centre, release land for development, and make better quality provision for people arriving by car. The St George's & St John's Area could be an appropriate location for a new car park due its proximity to the ring road and co-location with other arrival modes, although no site is currently specified.

Development Sites

2 ST GEORGE'S

Site Size:	2.3 ha / 5.6 acres
Ownership:	Public
Housing No.:	350 Mid-Rise (4-6 Storeys)
Land Use:	Class C3 – Residential Class E – Commercial, Business and Service (offices, workspace, retail, cafés, restaurants, health services, gyms, etc.)

The St George's development site presents one of the most distinctive regeneration opportunities within Our Future City Centre. The site is centred around the striking Grade II listed St George's Church, which is uniquely incorporated within the former Sainsbury's supermarket building. This unusual architectural relationship creates a rare opportunity to reveal and celebrate an important heritage asset while delivering a contemporary mixed-use neighbourhood that respects the site's history and identity.

The site occupies a prominent gateway location into the city centre and is exceptionally well connected, sitting adjacent to the St George's Metro stop and within walking distance of the

Interchange. Its highly sustainable location, combined with its proximity to the City Learning Quarter, makes it ideally suited for a new generation of city centre living.

Working in partnership with Capital & Centric, the council is bringing forward proposals for a vibrant new residential-led neighbourhood that will transform this underutilised site into a place where people can live, work and socialise. The development will incorporate a mix of homes, workspace and active ground-floor uses, alongside a new public space that enhances the setting of St George's Church and creates a focal point for the emerging community. The scheme will also deliver the Cleveland Boulevard route through the site, improving connectivity between surrounding neighbourhoods and the city centre core.

A key feature of the proposal is the introduction of a new food hall, creating a destination that complements the City Learning Quarter and strengthens the city's evening and night-time economy. By providing independent food, beverage and leisure offers, the development will increase footfall, extend activity beyond traditional trading hours and create a vibrant social hub for residents, students, workers and visitors.



▲ ST GEORGE'S TODAY



▲ ILLUSTRATIVE PROPOSALS FOR THE ST GEORGE'S MIXED-USE DEVELOPMENT

25 TEMPLE STREET / CLEVELAND STREET

Land Use: Class E – Commercial, Business and Service (offices, workspace, retail, cafés, restaurants, health services, gyms, etc.)

The Temple Street / Cleveland Street site includes the existing Wolverhampton Market and adjacent surface car parks. The site is directly adjacent to the Wulfrun Shopping Centre and forms a transition between the retail area and historic areas around St John’s Church to the south.

Our Plan promotes the site for mixed-use redevelopment which will include provision for a new permanent market, alongside commercial, leisure and secondary retail spaces. Development can incorporate a pedestrian route connecting Temple Street to Cleveland Street to help improve links to St John’s.



▲ TEMPLE STREET / CLEVELAND STREET (SITE 25)

23 EXPRESS & STAR

Site Size: 1.22 ha / 3.01 acres

Ownership: Private

Housing No.: 205

Land Use: Class C3 – Residential

Class E – Commercial, Business and Service (offices, workspace, retail, cafés, restaurants, health services, gyms, etc.)

The Express & Star site occupies a prominent position within the St George’s area and represents a significant opportunity to support the wider transformation of this emerging city centre neighbourhood. Founded in 1874, the Express & Star has long been one of the region’s most important institutions, serving Wolverhampton, the Black Country and Staffordshire for generations. Its locally listed headquarters on Queen Street, distinguished by its grand stone façade, the prominent sculpture of the Roman god Mercury and the enclosed bridge spanning Castle Street, forms an important part of the area’s heritage and contributes strongly to its identity. These historic buildings tell the story of Wolverhampton’s role as a centre of commerce, communication and industry and remain valued landmarks within the city centre.

Our Plan promotes the comprehensive redevelopment of the wider site, to deliver a mixed-use scheme incorporating new homes, active ground-floor uses enhanced public realm, and city centre car parking. Development will retain and celebrate significant historic elements where appropriate, while introducing new buildings that respond positively to the scale, character and architectural quality of the surrounding townscape. The site presents an important opportunity to increase the city centre population and support the creation of a vibrant mixed-use neighbourhood alongside the City Learning Quarter, St George’s neighbourhood and the Interchange.

The redevelopment of the site will help strengthen connections between the Interchange, St George’s and the city centre core. New frontage and activity along Castle Street will reinforce its role as a key route into the city centre, improving permeability and encouraging movement between regeneration areas. By bringing underutilised land back into productive use, creating new homes, supporting local businesses and enhancing the public realm, the site will contribute directly to the ambition of Our Future City Centre by helping to create a city centre that looks and feels renewed, supports city living, celebrates heritage and provides more reasons for people to visit, stay and invest in Wolverhampton.



6 CANALSIDE

Canalside represents one of the most significant opportunities within **Our Future City Centre to reconnect Wolverhampton with its historic canal network and create a new waterside neighbourhood at the edge of the city centre core.** Once central to the city's industrial growth, the canals are a distinctive heritage asset that today offer the opportunity to support new homes, public spaces, leisure uses and active travel connections. Our Plan seeks to transform the canal corridor from a largely overlooked back-of-house environment into a vibrant destination that supports city living, recreation and investment.

What's Planned

This transformation is already underway through the delivery of the Canalside South development by Wavensmere Homes, which is bringing a substantial new residential population to the area and establishing a new pattern of city living centred on the waterfront. By introducing high-quality homes and public realm improvements, the scheme is helping to reposition the canal as a focal point for activity and placemaking rather than simply a historic piece of infrastructure.

Building on this momentum, Our Plan sets out a vision for a new neighbourhood centred around the canal that is well connected to the city centre while providing a transition between the commercial core and the established residential communities to the east. The neighbourhood will accommodate a range of housing types, with higher-density development focused closer to the city centre and more family-oriented housing towards the eastern parts of the area, creating a balanced and mixed community. New commercial, retail and community use will complement residential growth, ensuring the neighbourhood is integrated with existing and future services, including education, healthcare and local amenities.

The growth of the area also creates opportunities for new community infrastructure that supports a sustainable residential community. This includes the potential provision of a new primary school at Qualcast Road, helping to meet the needs of a growing population and supporting the ambition to attract a broader range of residents, including families, into the city centre. Together with healthcare, community facilities, green spaces and improved active travel connections, this will help create a complete neighbourhood where people can live, work and enjoy their leisure time.

A key component of the proposals is the restoration and enhancement of the canal as a major corridor for movement, green infrastructure and leisure. Improved towpaths, public spaces and waterside environments will create an attractive setting for residents and visitors, while strengthening connections between Canalside, Springfield, the Interchange and the wider city centre. The proposed A454

City East Gateway improvements along Lower Horseley Fields will enhance walking, cycling and bus connectivity, helping to reconnect the neighbourhood with the city centre core. An additional pedestrian and cycle route linking directly to the station will further improve accessibility and support sustainable travel.

Canalside offers a compelling investment proposition, combining a unique waterfront setting with the momentum created by recent development, a growing residential population and significant placemaking opportunities along the canal corridor. Enhanced public spaces, improved connectivity and new community infrastructure will help unlock the full potential of the canal as a city-wide asset. In doing so, Canalside demonstrates how Wolverhampton can successfully repurpose its historic infrastructure to create a modern, sustainable and highly attractive neighbourhood that contributes directly to the ambition of Our Future City Centre and supports long-term economic and community growth.



Key

-  Railway line and station
-  Metro line and stops
-  Existing public transport interchange
-  City centre development sites
-  Developable area
-  Indicative site layout
-  Station access improvement
-  Street enhancement schemes
-  Enhanced connections
-  Public space enhancement
-  Gateways and junction enhancements
-  Ring road junction enhancement
-  Green space creation & enhancement



New development potentially includes:

- 1700-1800 homes.
- Leisure, hospitality, tourism and community infrastructure.

Our Priorities:

A city centre that looks and feels renewed:

Transform vacant and derelict site into high quality urban development.

A place to be, a reason to stay:

Make the canalside a destination within the city centre.

A place to call home:

Create a cohesive urban neighbourhood with new homes and facilities.

Healthy, green and connected:

Transform the canal into a recreational and green asset for the city.

Getting around the smarter way:

Improve sustainable travel on Lower Horseley Fields.

Projects

U NEW PRIMARY SCHOOL – QUALCAST ROAD

The city centre and inner urban area currently lack primary school facilities, and there is pressure to expand or replace existing ageing facilities close to the city centre. New residential development within the Canalside Area and across the city centre will increase the need for a new primary school.

Our Plan considers the Qualcast Road site as having the potential to accommodate a new primary school, either within the defined development site or through nearby underutilised sites. This could include co-location with a nursery and other social infrastructure. The new school could replace / extend an existing site, integrating neighbouring communities.

B3 ARTERIAL ROAD CORRIDOR ENHANCEMENTS - LOWER HORSELEY FIELDS

Lower Horseley Fields is a major vehicle and multi-modal route into the city centre from the east. It is currently traffic dominated, has a poor-quality environment for walking and cycling, and does not provide an appropriate setting for future residential and mixed-use communities.

Our Plan proposes to enhance the road corridor to improve accessibility for walking, cycling and public transport. This will include improving the public realm and increasing greening to create a setting for development, as well as considering the adjacent linking routes which connect the road corridor to development sites, the canal, the station and the existing Novotel hotel.



▲ MINERVA WHARF

V MINERVA WHARF

Minerva Wharf is a canal basin on the Birmingham Canal, set within an existing mix of small historic industrial buildings and modern industrial units and yards, including some barge facilities.

Through Our Plan the council will work with land owners to explore the potential to create a canalside destination and public space as part of the Horseley Fields development site, repurposing existing historic wharf buildings and yard spaces, providing access to the canal edge, and potentially providing facilities for canal-based water sports and other leisure.



▲ CANALSIDE RESIDENTIAL DEVELOPMENT WITH LOCAL CENTRE (MANCHESTER)



▲ REUSE AND RESTORATION OF HISTORIC WATERSIDE BUILDINGS (LEEDS)

A ACTIVATING THE CANAL CORRIDOR

The canals are a key feature within the area and an important part of the city’s industrial heritage. They are currently undervalued within the city, with a largely poor-quality environment and characterised by low value surrounding land-uses and vacant / derelict land. There is a significant opportunity for the canals to become a major driving force for local regeneration.

A1 CONNECTIVITY AND ENVIRONMENTAL ENHANCEMENTS

Our Plan proposes to revitalise the canal corridor as the central connecting feature in the neighbourhood, with high-quality public realm and connectivity delivered as part of the development sites.

Safety improvements with additional ecologically sensitive lighting, will help to prove safe routes to and from hotels, including in the evening. This will be supported by well designed adjacent development which will help to integrate the canals within the new neighbourhood.

A2 CROSSINGS AND ACCESS

Our Plan proposes multiple new (or replaced / improved) canal active travel crossings to help to link the canal with surrounding development and reduce the severance caused by the canal to the local movement network. Locations of crossings will be determined by the design of surrounding development and other detailed assessment.

Development Sites

3 CANALSIDE SOUTH

- Site Size:** 6.8 ha / 16.8 acres
- Ownership:** Private
- Housing No.:** 533 Lower Density apartments and family housing
- Land Use:** Class C3 – Residential
- Class E – Commercial, Business and Service (offices, workspace, retail, cafés, restaurants, health services, gyms, etc.)

Canalside South is one of the flagship developments within Our Future City Centre and is already demonstrating how the canal corridor can be transformed into a vibrant new place to live, work and visit. The former British Steel lands, which comprises former industrial land and vacant buildings with extensive frontage to the canal and towpath, is currently being brought forward by Wavensmere Homes, delivering a substantial new residential neighbourhood that includes a mix of family housing and apartments alongside new public spaces and canal-side activity.

The development is playing a pivotal role in redefining perceptions of the Canalside area. By bringing a significant new residential population into the city centre, activating previously underutilised land and opening up access to the waterfront, the scheme is helping to transform the canal from a former industrial asset into a focal point for city living and placemaking. The reuse of the railway viaduct arches for community, leisure and small business uses will further animate the area, creating activity and opportunities for local enterprise while strengthening the unique character of the canal corridor.

Canalside South is the catalyst for wider regeneration across the city centre. The development is helping to establish confidence in canal-side living, supporting investment in surrounding sites and demonstrating the potential of the wider Canalside neighbourhood. New homes, improved public realm and enhanced walking and cycling connections will strengthen links between Canalside, the Interchange, Springfield and the city centre core, helping to create a more connected and sustainable urban environment. As one of the first major developments within the new neighbourhood, Canalside South is already making a significant contribution to the ambition of Our Future City Centre, supporting city centre living, enhancing the canal corridor and helping to create a vibrant and distinctive waterside destination.



▲ CANALSIDE SOUTH RESIDENTIAL DEVELOPMENT (SITE 3)

4 LOWER HORSELEY FIELDS / UNION MILL

- Site Size:** 2 ha / 4.9 acres
- Ownership:** Private
- Housing No.:** 365 Lower Density apartments and family housing
- Land Use:** Class C3 – Residential
- Class E – Commercial, Business and Service (offices, workspace, retail, cafés, restaurants, health services, gyms, etc.)

The Horseley Fields and Union Mill sites represent a major opportunity to continue the transformation of the Canalside area, creating a vibrant new neighbourhood that celebrates Wolverhampton’s industrial heritage while supporting the future growth of the city centre. Originally the areas was agricultural land before being transformed by the arrival of the Birmingham Canal Navigations, which established it as an important industrial corridor linking Wolverhampton with the wider Black Country. By the nineteenth century, Horseley Fields had evolved into a thriving district of Georgian and Victorian shops, public houses, ironworks and factories, with major employers such as the Minerva Iron & Steel Works helping to drive Wolverhampton’s economic success.

At the heart of this industrial landscape was Union Mill, built in 1813 alongside the canal and operated by the Wolverhampton Flour and Bread Company.

Supported by the adjacent wharf, the mill played an important role in supplying affordable bread to local communities and demonstrated the crucial role of the canal network in moving goods, materials and industry throughout the region.

Today, this historic area is entering a new chapter. Placefirst has secured planning permission for 365 new homes, bringing forward a high-quality residential-led development that will continue the canal-side neighbourhood at the eastern gateway to the city centre. The scheme will introduce a mix of homes alongside enhanced public spaces, active frontages and improved access to the canal, helping to grow the city centre population and support the wider ambition of Our Future City Centre. The development will strengthen the transition between the city centre and surrounding residential communities, creating a distinctive place that combines heritage, city living and waterside character.

The regeneration of Horseley Fields and Union Mill will also play an important role in enhancing the canal corridor as a destination for walking, cycling, recreation and biodiversity. By reconnecting the area to the city centre, Canalside South, Springfield and the Interchange through improved public realm and active travel routes, the development will help unlock the full potential of the canal as a defining asset.



▲ LOWER HORSELEY FIELDS / UNION MILL RESIDENTIAL DEVELOPMENT (SITE 4)

16 HORSELEY FIELDS

Site Size: 7.17 ha / 17.72 acres

Ownership: Public/ Private

Housing No.: 440

Land Use: Mid-rise apartments and family housing

Class E – Commercial, Business and Service (offices, workspace, retail, cafés, restaurants, health services, gyms, etc.)

Horseley Fields is a collection of connected sites which currently include a mix of small scale industrial and related uses with a variety of building type and condition. The canal passes through the site, with the Minerva Wharf canal basin located within the site.

In the longer-term it is anticipated that existing uses may migrate away from this area as land-use patterns transition towards more residential uses. When this occurs, Our Plan will promote the site for residential-led development including mid-rise apartments and family housing, alongside active and community uses around Minerva Wharf.

26 QUALCAST ROAD

Site Size: 3.71 ha / 9.17 acres

Ownership: Public / Private

Housing No.: 225 Lower Density Family Housing

Land Use: Class C3 – Residential

Class F1(a) – Learning and Non- Residential Institutions

Class E – Commercial, Business and Service (offices, workspace, retail, cafés, restaurants, health services, gyms, etc.)

The Qualcast site occupies a strategic position on the eastern edge of the Canalside area, bounded by the canal and Lower Horseley Fields, and currently accommodates a mix of industrial buildings, employment uses and service yards. Qualcast Road itself forms the principal access route into the emerging Canalside neighbourhood and has a strong association with Wolverhampton’s manufacturing heritage. The road takes its name from the former Qualcast works, the renowned manufacturer of lawnmowers and garden machinery that became one of the city’s best-known industrial employers during the twentieth century. Together with the surrounding factories, canals and rail infrastructure, the area reflects the industrial activity that helped shape Wolverhampton’s growth and prosperity.

As the Canalside area continues to evolve, the long-term role of Qualcast Road is expected to change, transitioning from a predominantly industrial environment to a mixed and sustainable residential neighbourhood.

Our Plan promotes the comprehensive regeneration of the site, creating an attractive family-oriented community that complements the higher-density development taking place closer to the city centre. The site offers a unique opportunity to deliver family housing alongside new community infrastructure, helping to establish a balanced and inclusive neighbourhood.

A key component of the vision is the potential to deliver a new primary school, creating a focal point for the growing Canalside community and supporting the ambition to attract more families to the city centre. Together with healthcare facilities, open spaces, active travel routes and other community infrastructure, this will help create a complete neighbourhood where people can access day-to-day services locally.



▲ CANAL TOWPATH ADJACENT TO BAILEY STREET (SITE 20)

20 BAILEY STREET (SOUTH)

Site Size: 0.23 ha / 0.57 acres

Ownership: Public

Housing No.: 35 Low-Rise
(3-5 storey / Family Housing)

Land Use: Class C3 – Residential

Bailey Street South development site forms an integral part of the Canalside regeneration area. Located adjacent to Canalside South and separated from the Sack Works by a change in levels, the site occupies a prominent position along the canal corridor and provides an opportunity to strengthen the continuity and character of the emerging waterside neighbourhood. Although modest in size, its location means it can play an important role in knitting together key development sites and enhancing the overall quality of the canal environment.

Our Plan promotes the site for residential-led development with active frontage and activity focused towards the canal. Development should be carefully integrated with neighbouring sites, helping to create a coherent and connected neighbourhood while improving public access, public realm and movement along the waterfront. New homes on the site will complement the substantial residential investment already taking place at Canalside South, contributing to the critical mass of population needed to support local services, community facilities and future commercial activity.

The site is owned by the West Midlands Combined Authority, and the council will work proactively with the WMCA and development partners to support the delivery of the site. Through planning, regeneration and infrastructure investment, the council will help create the conditions necessary to bring the site forward.

34 BAILEY STREET (NORTH)

Site Size: 0.85 ha / 2.10 acres

Ownership: Private

Housing No.: 70 Low-Rise
(3-5 storey / Family Housing)

Land Use: Class C3 – Residential

Class E – Commercial,
Business and Service (offices,
workspace, retail, cafés,
restaurants, health services,
gyms, etc.)

The Bailey Street (North) site is a vacant and overgrown plot of land located to the north of the railway line and partially separated from the rest of the Canalside Area. It sits close to the back of the main railway station and the redeveloped former Low-Level station.

As with Bailey Street South, Our Plan supports the site for residential development to help to provide a gateway to the Canalside Area from the north, with improved access under the railway line.



7 SPRINGFIELD

Springfield has undergone one of the most remarkable transformations in Wolverhampton's recent history. Once home to the renowned Springfield Brewery, the area was a thriving centre of industry and employment from 1874 until brewing ceased in 1991.

Following a devastating fire in 2004, more than £120 million of investment by the University of Wolverhampton has transformed the site into a nationally significant hub for education, skills and innovation. Today, Springfield is home to the School of Architecture and Built Environment, the National Brownfield Institute and the Elite Centre for Manufacturing Skills, while the restored Victorian brewery archway serves as a powerful reminder of the area's industrial heritage and its ability to adapt and evolve.

Within Our Future City Centre, Springfield plays a vital role as both a centre of learning and the focal point of the Green Innovation Corridor (GIC), a nationally significant programme that links the city centre with the Science Park, Central Edge and i54 Business Park. Together, these assets are creating a connected ecosystem for green innovation, advanced manufacturing, sustainable construction and skills development, helping to position Wolverhampton as a leader in the transition to a low-carbon economy. Springfield is therefore far more than a university campus; it is a catalyst for economic growth, investment and job creation that will help drive the future prosperity of both the city centre and the wider West Midlands.

A key component of Springfield is the Brewers Yard development sites, which will provide a new generation of high-quality city living within the Green Innovation Corridor. Located adjacent to the Springfield Campus, Brewers Yard presents an opportunity to create a distinctive residential-led neighbourhood that supports students, graduates, professionals and families seeking to live close to education, employment and innovation opportunities. By introducing new homes alongside public realm, active travel routes and supporting amenities, Brewers Yard will help create the critical mass of population needed to sustain a vibrant and successful innovation district.

A separate Strategic Framework and Masterplan for GIC and Brewers Yard is currently being developed, which set out the detailed investment opportunity and proposition.

What's Planned

Our Plan seeks to strengthen the connections between Springfield, Brewers Yard and the wider city centre through enhanced walking and cycling routes, improved public spaces and better integration with Canalside, the Interchange and surrounding neighbourhoods. Together, Springfield and Brewers Yard demonstrate how Wolverhampton can combine its industrial heritage, educational strengths and innovation assets to create a thriving mixed-use district that supports learning, enterprise and high-quality living. As the Green Innovation Corridor continues to develop, the area will play an increasingly important role in attracting investment, talent and businesses, helping to deliver the ambition of Our Future City Centre and reinforcing Wolverhampton's position as a leading centre for innovation and sustainable growth.



◀ CANAL NETWORK CONNECTING
CORNHILL AND INTERCHANGE



Key

-  Railway line and station
-  City centre development sites
-  Developable area
-  Indicative site layout
-  Station access improvement
-  Street enhancement schemes
-  Enhanced connections
-  Public space enhancement
-  Gateways and junction enhancements
-  Ring road junction enhancement
-  Green space creation & enhancement



New development potentially includes:

- 1100-1200 homes.
- University campus, office and commercial space.

Our Priorities:

A city centre that looks and feels renewed:

Transform vacant and derelict site into high quality urban development.

A place to be, a reason to stay:

Make the canalside a destination within the city centre.

A place to call home:

Promote city centre living close to the station.

Healthy, green and connected:

Transform the canal into a recreational and green asset for the city.

Getting around the smarter way:

Expand the university campus and create more student living.

Proposals

A ACTIVATING THE CANAL CORRIDOR

A1 CONNECTIVITY AND ENVIRONMENTAL ENHANCEMENTS

The canal in this location runs through vacant sites and does not interact significantly with the surrounding area. The eastern side of the canal, adjacent to the towpath, forms a largely naturalised strip of green space which merges into Fowlers Park to the north-east. There is a distinctive series of locks at regular intervals in this section of the canal.

Our Plan proposes improvements to the canalside environment with links into new public spaces at Springfield Campus and Cross Street North, and close connection with proposed adjacent developments. There is an opportunity to enhance the existing green spaces to the east.

B3 ARTERIAL ROAD CORRIDOR ENHANCEMENTS — CANNOCK ROAD

Cannock Road is a notable major vehicle and multi-modal route into the city centre from the east. It currently has a low-quality environment for walking and cycling, and does not provide an appropriate setting for future residential and mixed-use communities.

Our Plan proposes to make improvements to walking and cycling provision and public realm along the road corridor with improved connectivity to the canalside towpath and proposed adjacent developments.



▲ CANALSIDE PUBLIC SPACES (LONDON)

Development Sites

5 SPRINGFIELD CAMPUS

Springfield Campus forms a significant part of the University of Wolverhampton’s city centre facilities, including regenerated elements of the former M&B brewery and the new Lady Aruna and the National Brownfield Institute buildings.

We will promote the site for further expansion of the University of Wolverhampton’s facilities on remaining vacant land within the campus site and potential to retain remaining historic site buildings and features. This will include new teaching, research and creative spaces with potential for commercial activity.

6 BREWER’S YARD

- Site Size: 2.31 ha / 5.6 acres
- Ownership: Public / Private
- Housing No.: 300 middle-density
- Land Use: Class C3 – Residential
Class E – Commercial, Business and Service (offices, workspace, retail, cafés, restaurants, health services, gyms, etc.)



▲ FORMER SPRINGFIELD BREWERY GATE ENTRANCE, PROVIDING ENTRY TO SPRINGFIELD CAMPUS AND THOMAS TELFORD UTC ON CAMBRIDGE STREET

Brewers Yard represents one of the most important opportunities to support the long-term success of both the Springfield area and the wider Green Innovation Corridor (GIC). Comprising the former brewery-associated land at Grimstone Street and the Culwell Street depot, the site occupies a highly strategic location between Springfield Campus, the city centre and surrounding residential communities. With support from the West Midlands Combined Authority, the council is relocating the existing fleet depot and preparing the site for redevelopment, creating the conditions for one of Wolverhampton’s most significant future neighbourhoods.

The delivery of new homes at Brewers Yard is particularly important to the success of the Green Innovation Corridor. Successful innovation districts are not solely places of employment and research; they are mixed-use communities where people can live, work, learn and collaborate. By creating high-quality residential development adjacent to Springfield Campus, the National Brownfield Institute and the Elite Centre for Manufacturing Skills, Brewers Yard will help attract and retain students, graduates, researchers, entrepreneurs and skilled professionals, supporting the growth of businesses and innovation-led industries within the corridor. The development will create the population and activity needed to sustain local services, leisure uses and public spaces, ensuring the GIC becomes a vibrant destination beyond working



hours. Through Our Plan, the council will work with adjoining landowners to bring forward a comprehensive residential-led regeneration scheme that delivers high-quality homes, active ground-floor uses, new public spaces and improved connections into the city centre and Springfield Campus. The site will form a key gateway into the Green Innovation Corridor, creating an attractive transition between the city centre and one of the UK’s most significant emerging innovation districts.

In line with the emerging GIC Strategic Framework and Brewers Yard Masterplan, the site will deliver a distinctive new neighbourhood that is uniquely Wolverhampton, one that reflects the area’s industrial heritage while embracing a sustainable future. New streets, public spaces and active travel connections will help integrate Springfield with the wider city centre, strengthening links to Canalside, the Interchange and surrounding communities. By bringing people closer to employment, education and innovation opportunities, Brewers Yard will support the ambitions of Our Future City Centre by creating a more vibrant, connected and lived-in city centre, while helping to establish the Green Innovation Corridor as a nationally significant destination for innovation, investment and sustainable growth.

10 CAMBRIDGE STREET

Site Size: 0.53 ha / 1.31 acres

Ownership: Public

Housing No.: 25 Low-Density Family Housing

Land Use: Class C3 Residential

The Cambridge Street site is a narrow strip of land which consists of informal open spaces and a derelict former community centre. The site is adjacent to Springfield Campus and the recently developed Peterhouse Close housing development and now forms part of the Brewers Yard land assembly, aligned with the emerging masterplan.

Our Plan will bring the site forward for development as part of the comprehensive masterplan for Brewers Yard, which will see the delivery of new homes and the reprovision of open space.

11 CROSS STREET NORTH

Site Size: 2.79 ha / 6.89 acres

Ownership: Private

Land Use: Class E(g) – Commercial, Business and Service

E(g)(i) – Offices

E(g)(ii) – Research & Development

E(g)(iii) – Light Industrial uses that can operate in a residential area without adverse impacts.

The Cross Street North site forms an important part of the Green Innovation Corridor (GIC) and is opposite Fowler’s Park, adjacent to the canal and north of the Springfield Campus. The area currently accommodates a mix of industrial premises, waste management operations and the council’s Energy from Waste facility, alongside a large vacant former industrial site. Its location at a key entrance to the GIC presents a significant opportunity to create a more attractive, sustainable and investment-ready environment.

Our Plan promotes the regeneration of Cross Street North as an employment-focused destination that supports the ambition of the GIC. Development will provide opportunities for modern industrial, commercial and innovation space that reflects the GIC’s focus on green

technologies, advanced manufacturing, sustainable construction and low-carbon industries. As existing facilities evolve over time, there is potential to modernise employment uses and supporting infrastructure, enhancing the area’s environmental performance while creating high-quality accommodation capable of attracting investment and supporting job creation.

The site also provides an opportunity to improve the quality and character of this important gateway location. New development should help create a stronger sense of arrival into the GIC through high-quality design, landscaping and public realm improvements. Emphasis should be placed on strengthening the relationship between Fowler’s Park, the canal corridor and surrounding employment sites, creating greener and more attractive connections between these assets. Enhanced public spaces, canal-side frontage and green links will improve accessibility, encourage active travel and help integrate the natural environment into the wider innovation district.

These proposals will establish Cross Street North as a key gateway to the Green Innovation Corridor, supporting innovation-led employment growth while improving the setting of Fowler’s Park and the canal corridor. By combining economic development with environmental enhancement and public realm investment, the site will contribute to the wider ambitions of both the GIC and Our Future City Centre, creating a more connected, sustainable and attractive place to work, invest and innovate.



LANDMARK STUDENT AND RESIDENTIAL ACCOMMODATION (SWANSEA)



EXTENSION OF THE FAMILY HOUSING SCHEME AT CAMBRIDGE STREET



8 MOLINEUX

Molineux occupies a unique position as a regeneration area within the city centre. It brings together education, sport, culture and residential opportunity to create a distinctive and evolving neighbourhood.

Anchored by the University of Wolverhampton's main city campus and the iconic Molineux Stadium, the area already plays an important role in the city's economy and identity, while offering significant potential for future growth and investment. The combination of these two major institutions creates a vibrant environment that is active throughout the year, attracting students, workers, visitors and football supporters into the city centre.

The University of Wolverhampton is a major driver of activity and investment within the area. Its city centre campus supports teaching, research, innovation and student life, bringing thousands of students and academics into the heart of Wolverhampton each day. Ongoing investment in the University estate reinforces Wolverhampton's position as a city of learning and complements the specialist education, skills and innovation offer emerging at Springfield and across the wider Green Innovation Corridor. The presence of a large student population contributes to a youthful and dynamic atmosphere, supporting local businesses, services and cultural activity while creating demand for new homes, amenities and mixed-use development.

Alongside this, Molineux Stadium is one of the city's most recognisable landmarks and a major regional destination. As the home of Wolverhampton Wanderers Football Club, it attracts significant visitor numbers throughout the year and plays an important role in supporting the city's leisure, hospitality and visitor economy.

What's Planned

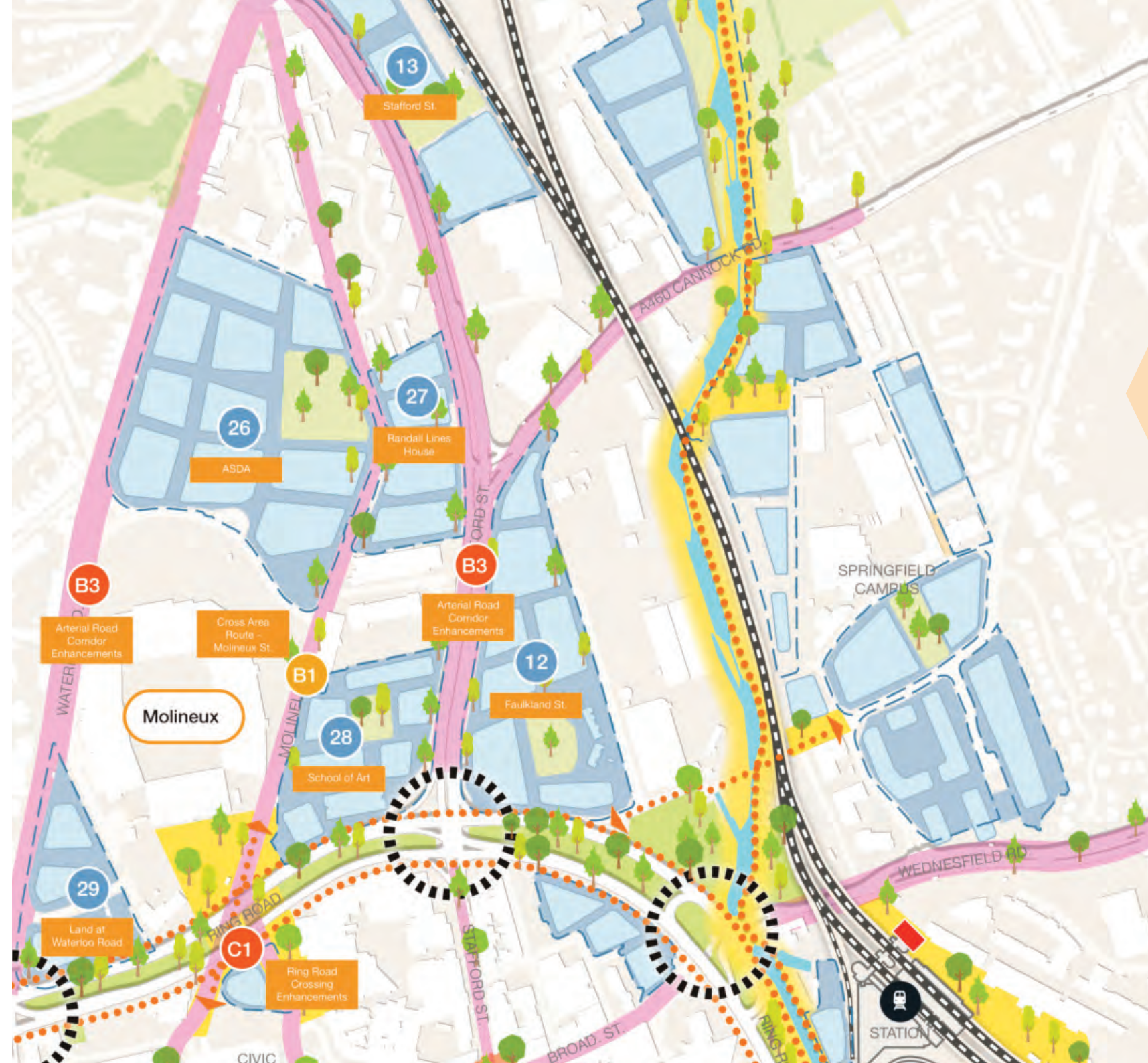
There remains considerable opportunity to unlock the full potential of the area. Our Plan supports the delivery of new residential-led development, complemented by leisure, workspace, hospitality and supporting community uses. By increasing the number of people living in the area, Molineux can evolve into a more balanced and sustainable neighbourhood that remains active beyond university hours and matchdays. This aligns directly with the ambition of Our Future City Centre to create a more lived-in city centre with a growing resident population that supports local businesses, services and public spaces.

The area is exceptionally well placed to support future growth. The long-term presence and expansion of the University provide confidence and stability, while Molineux Stadium continues to attract visitors and investment. Strong connections to Springfield, the Green Innovation Corridor, the city centre core and surrounding neighbourhoods further enhance its appeal.

Molineux is a key component of Wolverhampton's knowledge economy and future growth strategy. By building on its educational strengths, sporting heritage and residential potential, the area can become a vibrant university-led neighbourhood that attracts talent and supports innovation.



- Railway line and station
- Metro line and stops
- Existing public transport interchange
- City centre development sites
- Developable area
- Indicative site layout
- Station access improvement
- Street enhancement schemes
- Enhanced connections
- Public space enhancement
- Gateways and junction enhancements
- Ring road junction enhancement
- Green space creation & enhancement



- 900-1000 homes.
- Student accommodation and hotel.

A place to be, a reason to stay:
Improve the experience for visitors to the university and stadium.

Create a cohesive urban neighbourhood with new homes and facilities.

Provide active travel routes through the area and across the ring road.

Enhance and expand the university campus and provide student living.

Proposals

B3 ARTERIAL ROAD CORRIDOR
ENHANCEMENTS — WATERLOO ROAD &
STAFFORD STREET

Stafford Street forms a dual carriageway with traffic route connecting to the north of the city which is largely detached from the urban environment in this location. Waterloo Road is a multi-modal route with historic housing on one side. Both are currently traffic dominated, have poor-quality environments for walking and cycling, and do not provide an appropriate setting for future residential and mixed-use communities.

Our Plan supports improvements to the road corridor to create a stronger setting for new development, improving walking and cycling connectivity and increasing greening.

B1 CROSS-AREA ROUTE —
MOLINEUX STREET

Molineux Street is the historic alignment of the north-south route into and through the city centre from the north, with traffic now diverted to the adjacent arterial roads. The street passes between the stadium and university, providing the main pedestrian route into the city centre from both.

Our Plan seeks to transform the street into a people-focused space, providing a safe place for the high volumes of students and stadium visitors.

C1 ADDRESSING THE RING ROAD -
CROSSING ENHANCEMENTS

The ring road severs the Molineux Area from the city centre core and divides the city centre university campus in two. Existing crossing points include the two large junctions with Waterloo Road and Stafford Street, and the pedestrian underpass on Molineux Street.

Our Plan will explore opportunities to improve walking and cycling connectivity across the ring road, with a particular focus on connections to Molineux Stadium and the university. This could include enhancements to the existing underpass, or reconfiguration of the road to provide for street-level crossings.



▲ UNIVERSITY CAMPUS WITH HIGH-QUALITY PUBLIC SPACES AND BUILDINGS WITH GROUND FLOOR ACTIVE FRONTAGE (MANCHESTER)



▲ IMPROVEMENT TO THE STAFFORD STREET CORRIDOR REDUCING SEVERANCE AND CREATING A MORE PEOPLE-FRIENDLY ROUTE

Development Sites

28

RANDALL LINES

Site Size:

1.45 ha / 3.5 acres

Ownership:

University of Wolverhampton

Housing No.:

45 Mid-Rise (4-6 storey)

Land Use:

Class C3 – Residential

Randall Lines House is a prominent, six-floor property located on Molineux Street/North Street in the heart of Wolverhampton city centre. Historically used as a large student accommodation hall of residence for the University of Wolverhampton City Campus.

Through Our Plan the council will support the university to promote a renewed university campus, incorporating this site with a more cohesive built form and public realm environment and strong relationship with the enhanced Molineux Street public realm corridor. This will potentially include upgraded student accommodation.

13

STAFFORD STREET

Site Size:

2.54 ha / 6.28 acres

Ownership:

Private

Housing No.:

205 Low-Rise

Land Use:

Class C3 – Residential

Stafford Street site is a collection of sites consisting of vacant land, car dealerships and related retail. The site is bounded by the Stafford Street dual carriageway and railway line.

Our Plan promotes the site for residential-led development with potential for student housing and mid-to-high density apartments, alongside new public realm and improved relationship with Stafford Street.



▲ NEIGHBOURHOOD REDEVELOPMENT WITH MIX OF HOUSING TYPES (BRISTOL)



▲ GEORGE WALLIS BUILDING

29 SCHOOL OF ART

Site Size: 2.08 ha / 5.14 acres

Ownership: University of Wolverhampton

The School of Art (George Wallis Building) is a 9-storey major landmark in British arts education. Opened in 1970, it holds Grade II listed status and is celebrated as a cornerstone of the British Black arts movement, hosting the first National Black Art Convention in 1982. The roots of the school stretch back to 1851, when

a School of Practical Art was established to boost British design and manufacturing. It was named after George Wallis, a pioneering local artist, educator, and deputy commissioner of the Great Exhibition, who pushed for practical and industrial art education. Situated near Stafford Street and North Street, the building is Brutalist, Pop Art-influenced architecture and noted for its distinctive, suspended pre-cast modular panels and open-frame octagonal windows.

What's Planned

As the University progresses the relocation of creative courses to the redeveloped Housman Building, Our Plan supports the sensitive adaptation and reuse of the George Wallis Building to meet the contemporary needs of both the University and the wider city centre. Any future proposals should respect and enhance the building's special architectural and historic interest, ensuring that its listed status is conserved while enabling it to remain an active and relevant part of the University estate.

Together with the adjoining Randall Lines site, there is an opportunity to create a more

cohesive and integrated university quarter, with improved public realm, stronger connections to the wider city centre and a more coherent built form. Future investment should seek to introduce uses that support learning, innovation, enterprise and wider city centre activity, ensuring that this important heritage asset continues to make a positive contribution to Wolverhampton's knowledge economy. The area's relationship with the enhanced Molineux Street corridor will also be strengthened, creating a more attractive and accessible environment that connects the University campus with the city centre core, Molineux Stadium and surrounding regeneration opportunities.

12 FAULKLAND STREET

Site Size: 3.35 ha / 8.28 acres

Ownership: Public/ Private

Housing No.: 325 Low-Rise

Land Use: Class C3 – Residential

Faulkland Street is a collection of sites consisting of the Maltings Centre (adult education centre), car repairs, retail and surface car parking. The site is bound by Stafford Street and the ring road.

Our Plan promotes the site for residential-led development with a mix of family and higher density housing, creating a strong frontage to surrounding streets. Development will have consideration to existing and adjacent uses, including the retention of existing houses within the site.

12 JACK HAYWARD WAY

Site Size: 5.52 ha / 13.64 acres

Ownership: Private

Housing No.: 275

Land Use: Class C3 – Residential

The site is occupied by a large ASDA supermarket and surface car park located to the north of Molineux Stadium. The site is also bordered by student accommodation and social housing to the north.

Our Plan considers the longer-term opportunity to promote the site for redevelopment should the existing food store become available for development. This could include residential-led development with a mix of student housing and mid-density apartments, with open space and local centre which contribute to creating a wider neighbourhood for the area.

12 WATERLOO ROAD

Site Size: 1.52 ha / 3.76 acres

Ownership: Private

Housing No.: 140 Mid-Rise (4-6 storey)

Land Use: Class C3 – Residential

The Waterloo Road site consists of vacant land and surface car parking bounded by Waterloo Road and the ring road, located adjacent to Molineux Stadium and within the setting of the former Molineux House and historic residential properties on Waterloo Road.

Our Plan promotes the site for mixed-use development, potentially including a hotel and residential-led development. Development should front onto surrounding main streets and provide enhanced public realm, creating distinctive built form at this key gateway location.



▲ NEW HOTEL ON PROMINENT GATEWAY SITE (DONCASTER)



▲ LAND AT WATERLOO ROAD (SITE 30)



9 CHAPEL ASH

Chapel Ash is the historic western gateway to the city centre and provides an important transition between the city core and the surrounding residential communities of Wolverhampton. Its inclusion within Our Plan reflects the belief that the future success of the city centre extends beyond the Ring Road and that thriving neighbourhoods are essential to creating a vibrant, sustainable and lived-in city centre.

Historically, Chapel Ash was Wolverhampton's first major suburb, emerging during the nineteenth century as the town expanded rapidly through industrialisation. Its location on the London to Holyhead route helped establish it as a prestigious residential, commercial and civic district, characterised by elegant Victorian buildings, healthcare institutions, churches and thriving local businesses. Although the construction of the Ring Road in the twentieth century weakened connections with the city centre and altered the character of the area, Chapel Ash remains one of Wolverhampton's most distinctive neighbourhoods, retaining a strong identity, an active high street and a rich collection of heritage assets.

What's Planned

Chapel Ash presents an opportunity to re-establish itself as a thriving inner-city neighbourhood that is better connected to the city centre and surrounding communities.

Our Plan supports investment in the area's public spaces, high street and development sites, helping to strengthen its role as a place to live, work and visit. Key regeneration opportunities are provided by the former Park Brewery and Eye Infirmary sites, both of which have the potential to deliver high-quality residential-led development alongside complementary uses that respect and celebrate their historic

significance. These sites offer the opportunity to bring more people into the area, support local businesses and create a critical mass of activity that reinforces the vitality of Chapel Ash and the wider city centre.

Central to this ambition is West Park, Wolverhampton's premier Victorian park and one of the finest surviving examples of a 19th-century municipal park in the country. While already an important green asset for local communities, Our Plan seeks to strengthen its relationship with the city centre through improved walking and cycling connections, public realm enhancements and stronger visual and physical links

to the city centre. By better integrating West Park into the everyday experience of the city centre, it can become a key component of Wolverhampton's wider green infrastructure network and a destination for residents, workers, students and visitors alike.

These opportunities will help Chapel Ash reclaim its historic role as one of Wolverhampton's most desirable urban neighbourhoods. By reconnecting the area with the city centre, bringing key development sites forward, celebrating its heritage and making better use of assets such as West Park, Chapel Ash will contribute significantly to the ambition of Our

Key

-  City centre development sites
-  Developable area
-  Indicative site layout
-  Activation of vacant and underused buildings
-  Street enhancement schemes
-  Enhanced connections
-  Public space enhancement
-  Gateways and junction enhancements
-  Ring road junction enhancement
-  Green space creation & enhancement



New development potentially includes:

- 300-350 homes.
- Retail and hospitality.

Our Priorities:

A city centre that looks and feels renewed:

Transform vacant and derelict sites into high quality urban development.

A place to be, a reason to stay:

Support Chapel Ash as a location for independent retail.

A place to call home:

Create a more cohesive neighbourhood with new homes and facilities..

Healthy, green and connected:

Improve links to West Park and create green connections.

Proposals



PEOPLE-FOCUSED LOCAL CENTRE STREET (GLASGOW)

B3 ARTERIAL ROAD CORRIDOR ENHANCEMENTS — CHAPEL ASH

Chapel Ash is the main multi-modal movement route through the area, as well as being a focal point for independent businesses which serve the neighbourhood and wider city. The road is currently traffic dominated and has a poor public realm.

Our Plan proposes to enhance public realm quality, provide greening, and improve connectivity along and across the street. This will help to encourage active travel and pedestrian dwell time, supporting local businesses.

D5 CHAPEL ASH

Across the Chapel Ash Area there are a number of vacant buildings and spaces, including unused upper floors above retail units.

Through Our Plan the council will work with other building owners to fill these vacant buildings and spaces, including transforming unused upper floor units for residential use.



PARKLETS WITHIN AN ENHANCED RETAIL-FOCUSED STREET (BATH)

W CONNECTIVITY TO WEST PARK

West Park is Wolverhampton’s main civic park, providing a mature and historic landscape and a major space for recreation and large events. The park, and adjacent Central Baths, are detached from the city centre by the ring road.

Our Plan proposes to strengthen the connection between West Park and the city core by improving Southgate and Park Crescent, with potential to provide improved at-grade active travel crossings and better wayfinding.



CHAPEL ASH



IMPROVED CONNECTIVITY TO WEST PARK

U NEW PRIMARY SCHOOL - CHAPEL ASH

The city centre and inner urban area currently lack primary school facilities, and there is pressure to expand or replace existing ageing facilities close to the city centre. New residential development within the city centre will increase the need for a new primary school.

Our Plan identifies the potential for the Chapel Ash Area to accommodate a new primary school, either within the defined development sites or nearby underutilised sites.



**MIXED-USE DEVELOPMENT INCORPORATING HISTORIC BUILDINGS
SET AROUND PUBLIC SPACE (MANCHESTER)**

Development Sites

7 PARK BREWERY

Site Size: 3.05 ha / 7.54 acres

Ownership: Private

Housing No.: 250 Low-Rise

Land Use: Class C3 – Residential

Class E(g) – Commercial,
Business and Service

E(g)(i) – Offices

E(g)(iii) – Light Industrial uses
that can operate in a
residential area without
adverse impacts.

For 150 years, the brewery was at the heart of Chapel Ash’s identity and economy. Established by William Banks in 1875, the site grew to become one of Wolverhampton’s most recognisable industrial landmarks, helping to establish the city as a major brewing centre through the formation of Wolverhampton & Dudley Breweries and, later, Marston’s. The brewery’s prominent buildings, historic features and longstanding presence shaped the character of Chapel Ash, providing employment, investment and a strong sense of place for generations of Wolverhampton residents.

Following the closure of brewing operations in 2025, the site now presents a once-in-a-generation opportunity to redefine the future of Chapel Ash. Its scale, strategic location between Bath Road and the Ring Road, and mix of historic and modern buildings provide the opportunity to create a new development that respects and celebrates the area’s brewing heritage while meeting contemporary needs.



Through Our Plan, the site is envisaged as a mixed-use development incorporating new homes alongside commercial, community, leisure and social uses, with the retention and adaptation of significant historic buildings and features where appropriate. The redevelopment of the Park Brewery site will play a pivotal role in helping Chapel Ash reclaim its historic role as one of Wolverhampton’s most desirable urban neighbourhoods. By bringing more people to live within walking distance of the city centre, strengthening links to West Park and Chapel Ash High Street, and creating new public spaces and amenities, the scheme will support a vibrant and sustainable community. As one of the largest regeneration opportunities on the western edge of the city centre, the site will not only transform Chapel Ash but also contribute to the wider ambitions of Our Future City Centre by increasing the city centre population, supporting local businesses, enhancing connectivity and creating a distinctive neighbourhood rooted in Wolverhampton’s heritage while looking confidently to the future.

17 EYE INFIRMARY

Site Size: 1.12 Ha / 2.77 acres
Ownership: Private
Housing No.: 75 Conversion
Land Use: Class C3 – Residential

The locally listed former Eye Infirmary site is a heritage-led regeneration opportunity, having a significant role in the transformation of Chapel Ash. Established to meet the growing demand for specialist eye care in the Black Country’s industrial communities, the Wolverhampton and Midland Counties Eye Infirmary opened on its purpose-built site in 1888. At a time when eye injuries and vision problems were common among workers employed in factories, foundries, mines and metalworking industries, the hospital became an essential part of Wolverhampton’s social infrastructure, providing specialist treatment to generations of industrial workers and their families. Designed by local architect T.H. Fleeming in a distinctive Victorian Gothic style, the complex became a prominent local landmark and a symbol of Chapel Ash’s historic role as a centre for healthcare, philanthropy and civic services.



HISTORIC IMAGE OF THE EYE INFIRMARY

Following the relocation of services to New Cross Hospital in 2007, the site has remained largely vacant, creating a prominent gap within the urban fabric of Chapel Ash. Its redevelopment presents an opportunity to bring a long-derelict site back into productive use while retaining and repurposing its historic buildings. Through Our Plan, the site is envisaged as a residential-led development, creating a new destination that reflects the site’s historic purpose while meeting contemporary needs.

The regeneration of the Eye Infirmary will be critical in helping Chapel Ash reclaim its historic role as one of Wolverhampton’s most desirable urban neighbourhoods. By introducing new homes, supporting community services and securing the long-term future of an important heritage asset, the scheme will increase activity, strengthen local vitality and support the wider revival of Chapel Ash.

10 GRAISELEY

The opportunity at Graiseley is to build on the considerable momentum already evident across the area and guide its evolution into a more cohesive, vibrant and mixed-use urban area. Historically characterised by employment uses and industry to the south of the city centre, the area today benefits from an increasingly diverse character shaped by established retail provision at St John's Retail Park, the successful conversion of the historic Sunbeam bicycle factory into a thriving residential community, and distinctive cultural destinations such as KK's Steel Mill and The Hangar, which have established Graiseley as an important part of Wolverhampton's live music and entertainment offer.

These assets provide a strong foundation for the area's future growth. The arrival of new residents at Sunbeam has helped reposition Graiseley as a place to live as well as work, supporting local businesses and creating greater activity throughout the day and evening. At the same time, successful cultural venues are contributing to a growing evening and night-time economy, attracting visitors from across Wolverhampton and the wider region and helping to diversify the city centre's leisure offer.

What's Planned

Our Plan seeks to support this transition by encouraging a more integrated pattern of residential, leisure, cultural, commercial and employment uses, while retaining space for existing businesses and supporting opportunities for small enterprises, particularly within the creative, arts and cultural sectors. Vacant and underutilised sites will be brought forward for development in a way that responds to the area's distinctive character, strengthens its identity and supports continued organic growth.

Improved connectivity and public realm will play a key role in this transformation. Enhancements to key routes, gateways and public spaces will strengthen links between Graiseley, the city centre core and surrounding communities, while improving access into and around St John's Retail Park. Better walking and cycling connections will encourage sustainable travel and help integrate Graiseley more closely with the wider city centre.

Key

- City centre development sites
- Developable area
- Indicative site layout
- Retail upgrade
- Street enhancement schemes
- Enhanced connections
- Public space enhancement
- Gateways and junction enhancements
- Ring road junction enhancement
- Green space creation & enhancement
- Creative Industries Cluster



New development potentially includes:

- 300-350 homes.

Our Priorities:

A city centre that looks and feels renewed:

Transform vacant and derelict sites into high quality urban development.

A place to be, a reason to stay:

Support Graiseley as a location for grassroots cultural destinations.

Getting around the smarter way:

Provide active travel routes through the area and across the ring road.

A place to learn, live and create:

Support Graiseley as a location for small businesses and creative enterprise.

Proposals

X GRAISELEY STREETSCAPE ENHANCEMENTS

Streets in the Graiseley Area are primarily designed to serve industrial uses and make a poor environment for pedestrians.

Our Plan proposes a programme of low-key environmental enhancements on Ablow Street/ Pountney Street and other key streets including Thomas Street, Pool Street, Bell Place and Drayton Street, balancing greening and people-focused improvements with continued operational needs of surrounding businesses.

Y CREATIVE INDUSTRIES CLUSTER

Cluster of independent creative and cultural businesses, as well as a range utilising low-cost, small-scale units which provide space for local enterprise.

Our Plan consider there to be opportunities to further foster a 'Creative Industries Cluster', including programmes to support creative and cultural businesses, creation of 'maker spaces' for small and emerging businesses, and inclusion of affordable business spaces within new developments.



REFURBISHED INDUSTRIAL UNITS (BRISTOL)



SIMPLE PUBLIC REALM ENHANCEMENTS (BATH)

B3 ARTERIAL ROAD CORRIDOR
ENHANCEMENTS — PENN ROAD &
DUDLEY ROAD / BIRMINGHAM ROAD

Our Plan seeks improvements to the major road corridors to reduce severance of walking and cycling routes including to St John's Retail Park.

C1 ADDRESSING THE RING ROAD -
CROSSING ENHANCEMENTS

Our Plan seeks improvements to connectivity with crossings on desire lines and enhancements of the route from Church Lane into St John's Square.



▲ RING ROAD ST JOHN'S

Development Sites

18 DOBBS STREET

Site Size: 1.80 ha / 4.45 acres

Ownership: West Midlands
Combined Authority

Housing No.: 220 Low-Rise

Land Use: Class C3 Residential

Dobbs Street is a collection of sites located in the middle of the Graiseley Area. The site contains a number of industrial and commercial buildings and yards, some of which are vacant and some of which are occupied.

Our Plan promotes the site for residential and mixed-use development in the long-term, subject to the requirement of existing businesses in the site, with potential for meanwhile uses of vacant spaces in the short term.

19 BELL PLACE

Site Size: 0.53 ha / 1.31 acres

Ownership: Private

Housing No.: 100 Low-Rise

Land Use: Class C3 Residential

Bell Place is a vacant site with frontage onto Dudley Road. The surrounding area is characterised by a mix of small scale industrial and commercial sites and buildings.

Our Plan promotes the site for residential development providing a strong new frontage to Dudley Road.

OUR PROPOSALS

- A** Activating the Canal Corridor
- B** Streets, Spaces and Places
- C** Addressing the Ring Road
- D** Vacant and Under-Utilised Buildings
- E** Townscape Enhancement
- F** Car Park Re-Orientation
- G1** Sustainability and Resilience
- G2** District Heat Network
- Z** Community Infrastructure

Our Plan Proposals

[A] Activating the Canal Corridor

The activation of Wolverhampton’s canal corridor is a transformative proposal of Our Future City Centre Plan, recognising the canal network not as a hidden or under-utilised asset, but as one of the city’s most distinctive defining features. Stretching across the Canalside, Interchange and Springfield regeneration areas, the canal has the potential to become a continuous waterside destination that connects key parts of the city centre through a shared identity of heritage, recreation, living and innovation.

Historically, the canal network played a vital role in Wolverhampton’s industrial growth and prosperity. Today, while these waterways remain an important part of the city’s character, many stretches are disconnected from surrounding activity and development. Our Plan seeks to reverse this by transforming the canal corridor into an attractive and active route that supports movement, leisure and investment, creating a focal point for regeneration across multiple city centre regeneration areas.

Through new development, public realm improvements and enhanced connections, the canal corridor will become a destination. New residential neighbourhoods at Canalside, improved arrival experiences around the Interchange, and the innovation-led growth of Springfield will all be linked by a high-quality waterside environment. This will create opportunities for safe walking, cycling, recreation, hospitality and leisure uses.

Importantly, the canal will act as a unifying feature across the city centre, helping to connect people, places and opportunities. By revealing and celebrating the canal as a major city-wide asset, Our Plan will support new homes, attract investment and create a greener, healthier and more attractive city centre. The canal corridor will evolve from a legacy of Wolverhampton’s industrial past into a defining feature of its future growth and prosperity.



▲ BROAD STREET BASIN OPEN SPACE



▲ TRANSFORMATION OF CANALSIDE AREA INTO A DESTINATION (CAMDEN, LONDON)



▲ PUBLIC PARK WITH PLAY AND PLANTING (MAYFIELD PARK, MANCHESTER)

Our Plan Proposals

[A] Activating the Canal Corridor

A1 CANAL CORRIDOR CONNECTIVITY AND ENVIRONMENTAL ENHANCEMENTS

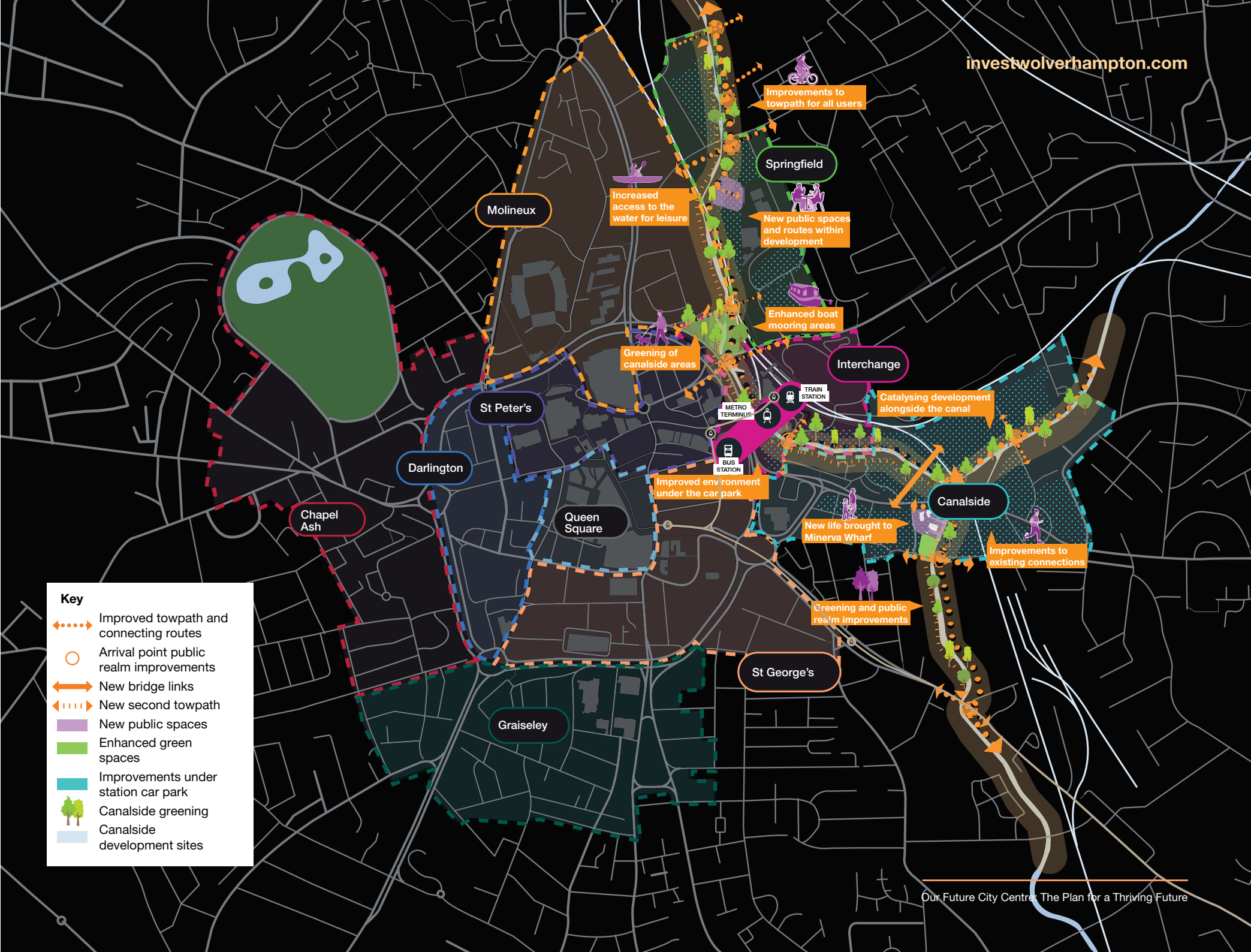
Localised and small-scale improvements to accessibility, personal safety and appearance:

- Enhanced towpath and connections, step and ramp access, path widening and improvements for pedestrian/cycle route sharing.
- Greening, including tree planting, green walls, and floating planters.
- Safe access to the water for sport and touring, with increased ladder access, pontoons and moorings.
- Public realm improvements, seating, wayfinding, public art, and lighting. Key locations include arrival points, green spaces, and areas under bridges / under the station car park.
- Increased promotion of the canal as a city destination.

A2 CANAL CORRIDOR CROSSINGS AND ACCESS

As sites along the canal are developed, more transformative changes will be possible:

- Enhancement of the heritage assets at Minerva Wharf, improving visitor interpretation of the canal's history.
- Development of active uses and destinations alongside the canal.
- Improved or new access routes in more complex locations, including adjacent to the railway line and at the Railway Station.
- Additional bridges provided across the canal, aligned to key desire lines and destinations.
- Second towpath and green corridor created along the left bank, delivered as sites come forward for development.



Our Plan Proposals

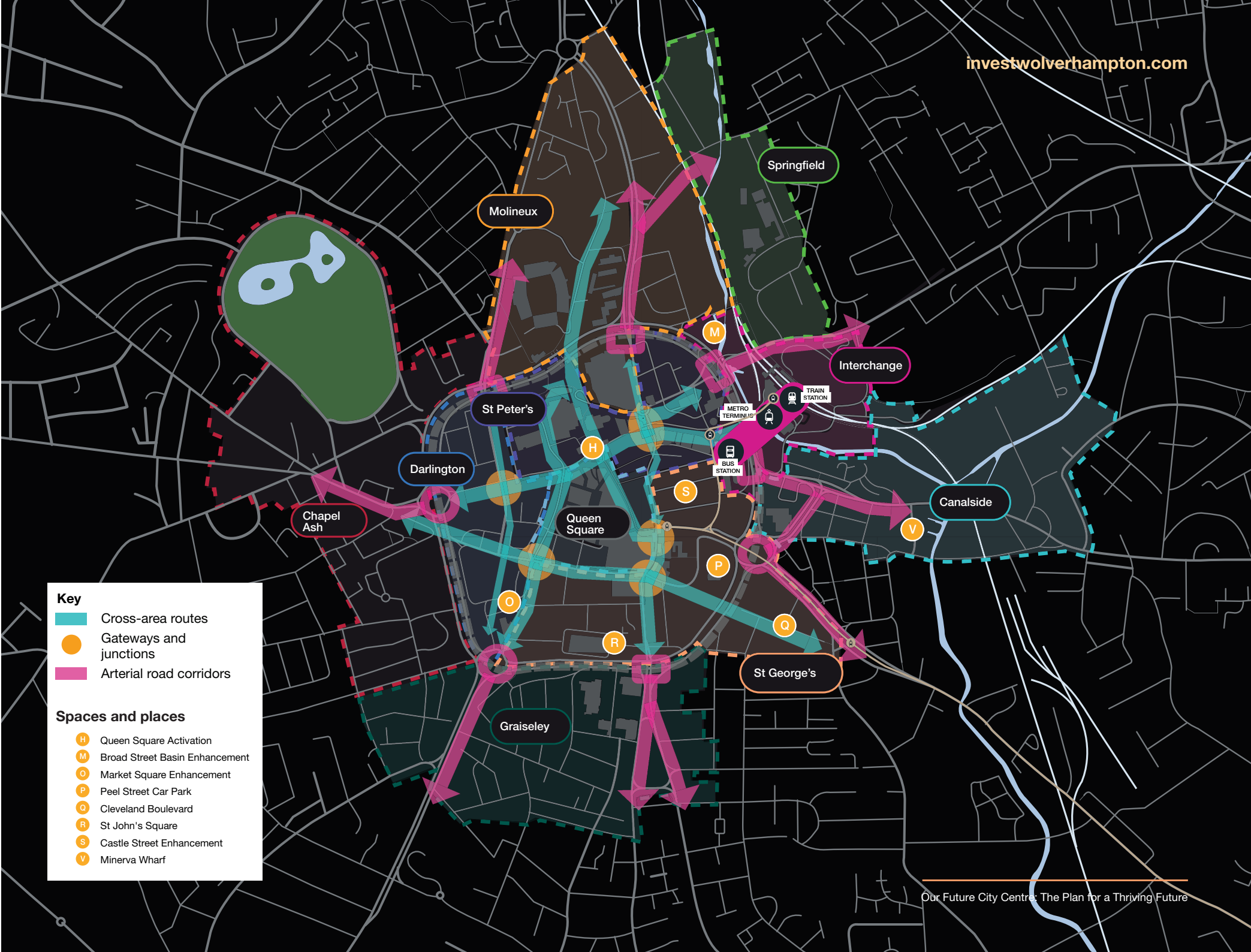
[B] Streets, Spaces and Places

The proposal will transform the quality, appearance and functionality of Wolverhampton's city centre, creating a more attractive, welcoming and people-focused environment. Through investment in high-quality public realm, enhanced landscaping, improved lighting, better wayfinding and upgraded street furniture, the Plan will create streets and spaces that are safe, easier to navigate, more comfortable to spend time in and more reflective of Wolverhampton's ambition and identity.

This will strengthen the connections between key destinations, helping residents, workers, students and visitors move easily throughout the city centre. A key element of the proposal is the creation and enhancement of a network of green spaces, pocket parks and civic spaces that bring nature and biodiversity into the urban environment. New and improved green infrastructure will provide places for relaxation, social interaction and recreation, that will improve wellbeing and create a greener and more resilient city.

The proposal will provide opportunities for new and improved event spaces, capable of accommodating markets, festivals, cultural activities, outdoor performances and community events throughout the year. These flexible spaces will support Wolverhampton's growing visitor economy and cultural programme, helping to animate the city centre and create reasons for people to visit more frequently and stay longer.

Investment in this proposal will create a network of high-quality streets, spaces and places that improve the amenity and appearance of the city centre, support local businesses, encourage city centre living and enhance Wolverhampton's appeal as a destination. By creating greener, more attractive and more active public spaces, Our Plan will help deliver a city centre that looks and feels renewed while providing a vibrant setting for future growth and investment.



Our Plan Proposals

[B] Streets, Spaces and Places

B1 CROSS-AREA ROUTES

Improving and activating the setting for retail, hospitality, leisure, business, living and other activities in the city centre can encourage longer dwell times and attract further investment, while still serving the needs of traders and other essential city centre activities.

- Improvements to paving and surface quality.
- Sustainable drainage features.
- Street trees and a diverse range of planting.
- Review of highway capacity, routes and priorities.
- Improvements to public transport infrastructure.
- Palette of street furniture.
- Public art, lighting and wayfinding.
- Space for spill-out seating for food and beverage vendors.
- Electrical points and support for activation spaces used for events and performances.

Improvements to cross-area routes will be prioritised at:

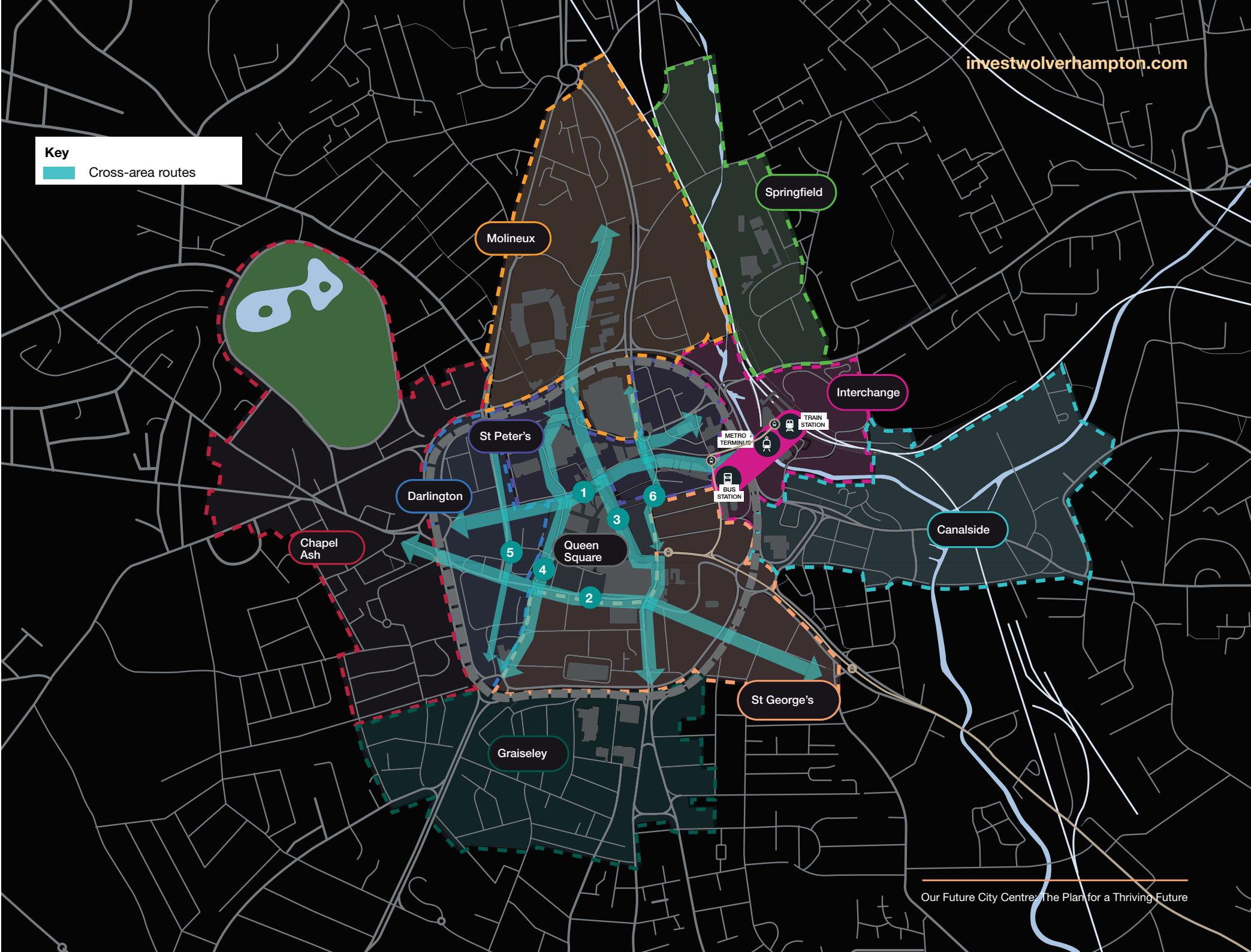
1. Chapel Ash to Railway Drive with a spur onto Broad Street, via Darlington Street, Queen Square, and Lichfield Street.
2. Salop Street to Cleveland Road via Cleveland Street and St George's Parade
3. Molineux Street to Snow Hill, via Exchange Street, Dudley Street and Garrick Street.
4. Continuation of the Victoria Street cycle route onto Worcester Street and across the ring road.

Other potential route enhancements include:

5. Waterloo Road to School Street.
6. Snow Hill to Stafford Street via Garrick Street, Market Street, and Princess Street.



CLEVELAND STREET



Our Plan Proposals

[B] Streets, Spaces and Places

B2 GATEWAYS AND JUNCTIONS

Focused improvements to movement and public realm at key gateways and junctions aim to improve safety and encourage people to travel further across the city centre.

Priority locations include:

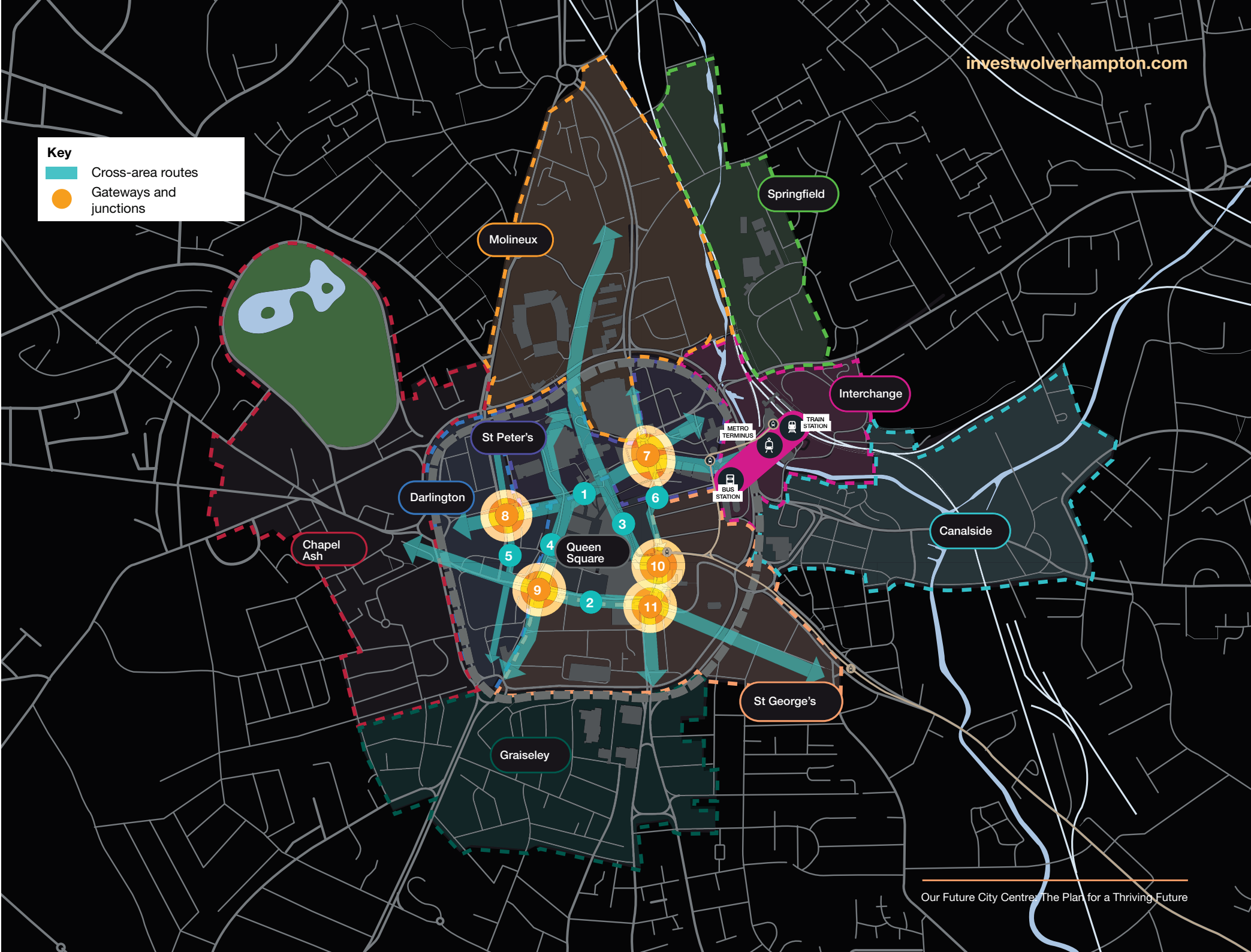
- 7. Stafford Street / Broad Street / Wulfruna Street / Lichfield Street.
- 8. Darlington Street / Waterloo Road / School Street.
- 9. Temple Street / Worcester Street.
- 10. Garrick Street / Bilston Street / Market Street.
- 11. Snow Hill / Cleveland St / St George's Parade.



▲ STAFFORD STREET / BROAD STREET JUNCTION



▲ STREET REDESIGNED TO PRIORITISE PEOPLE AND SOCIAL ACTIVITY (SWANSEA)



Our Plan Proposals

[B] Streets, Spaces and Places

B3 ARTERIAL ROAD CORRIDOR ENHANCEMENTS

Public realm and connectivity enhancements to A Road and other arterial routes into the city centre, reducing the dominance of highways and improving first impressions of the city centre. Aligned to the ring road proposal, improvements may include:

- Accessibility improvements.
- Public realm enhancements including seating, greening and improved street infrastructure.
- Integration of cycle routes.
- Public transport improvements.
- Improved crossing of side roads.



▲ MULTI-MODAL ACCESS ACCOMMODATED WITHIN ARTERIAL CORRIDOR (MANCHESTER)

Priority locations include:

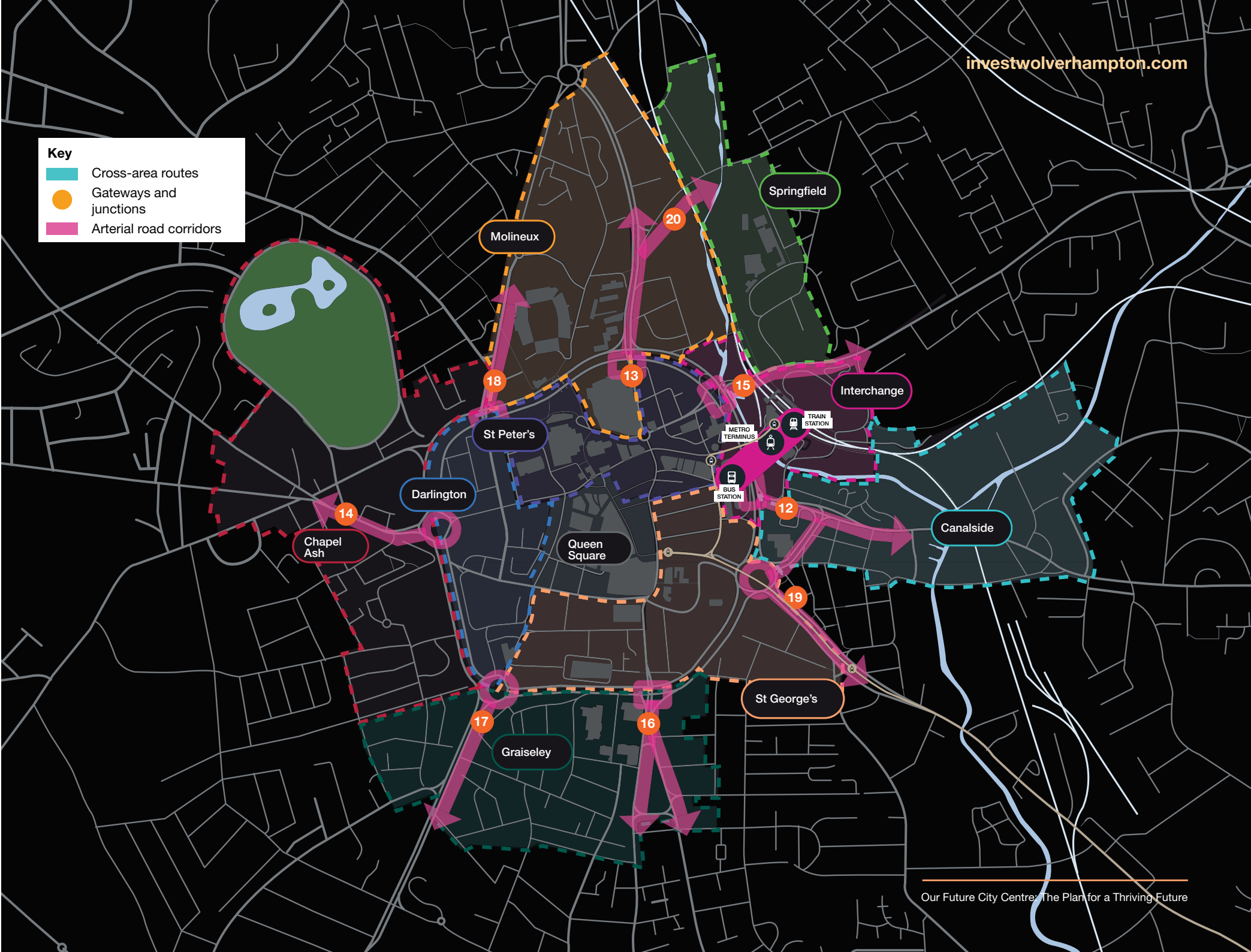
- 12. Lower Horseley Fields, aligned with the A454 City East Gateway scheme.
- 13. Stafford Street.
- 14. Chapel Ash.
- 15. Wednesfield Road.
- 16. Birmingham Road / Dudley Road.
- 17. Penn Road.
- 18. Waterloo Road.
- 19. Bilston Road.
- 20. Cannock Road

Key

Cross-area routes

Gateways and junctions

Arterial road corridors



Our Plan Proposals

[B] Streets, Spaces and Places

B4 INCLUSIVE ACCESS

Simple improvements to streets and spaces to meet/exceed current inclusive access standards including:

- Increase of step-free access options.
- Provision and design of pedestrian crossings.
- Narrowing of junctions and improvements to side road crossings.
- Level, smooth pavement surfaces.
- Tactile paving and navigable routes with increased pavement widths and removal of obstacles and barriers.
- Inclusive seating options.

The project will improve access for all city centre users, allowing everyone to access the full city centre offer.

Prioritisation will be given to the inner-city areas, including Queen Square, St Peter's, Darlington, Interchange, St George's and Molineux Areas. These areas encompass retail, leisure and cultural destinations within the city and capture key connections to public transport.

B5 CYCLE INFRASTRUCTURE

Continued improvements to the city centre's cycle connectivity and infrastructure, including segregated cycle routes, redesigned 'quiet streets' and an increase in cycle parking at key destinations. This project is relevant for all Our Plan Areas. Alignments of future routes are subject to future assessment.



VICTORIA STREET CYCLE ROUTE



CYCLE PARKING (MANCHESTER)

Our Plan Proposals

[B] Streets, Spaces and Places

H QUEEN SQUARE ACTIVATION

Queen Square is the focal point of the historic street network, playing a key role in legibility and movement for the area. Its role as a traditional location for banking made it a focal point for activity, with numerous grand commercial buildings. The changing role of city centre service provision creates an opportunity to give the square a new lease of life.

Our Plan proposes a wider mix of activity around Queen Square to activate the space throughout the day and evening, promoting food and drink venues which spill out into the square to create a vibrant public space.

O MARKET SQUARE ENHANCEMENT

Market Square presents a key placemaking opportunity at the centre of the emerging Smithgate neighbourhood and supports Our Plan’s commitment to creating high-quality streets, spaces and places. Currently a largely hardscaped area, the square has the potential to become a vibrant community destination that serves the growing residential population within the Darlington area.

Our Plan will transform the space through enhanced greening, landscaping, seating, public art, play features and flexible event space, creating an attractive destination that encourages activity and draws footfall along Victoria Street, strengthening links between Queen Square, Smithgate and the wider city centre.

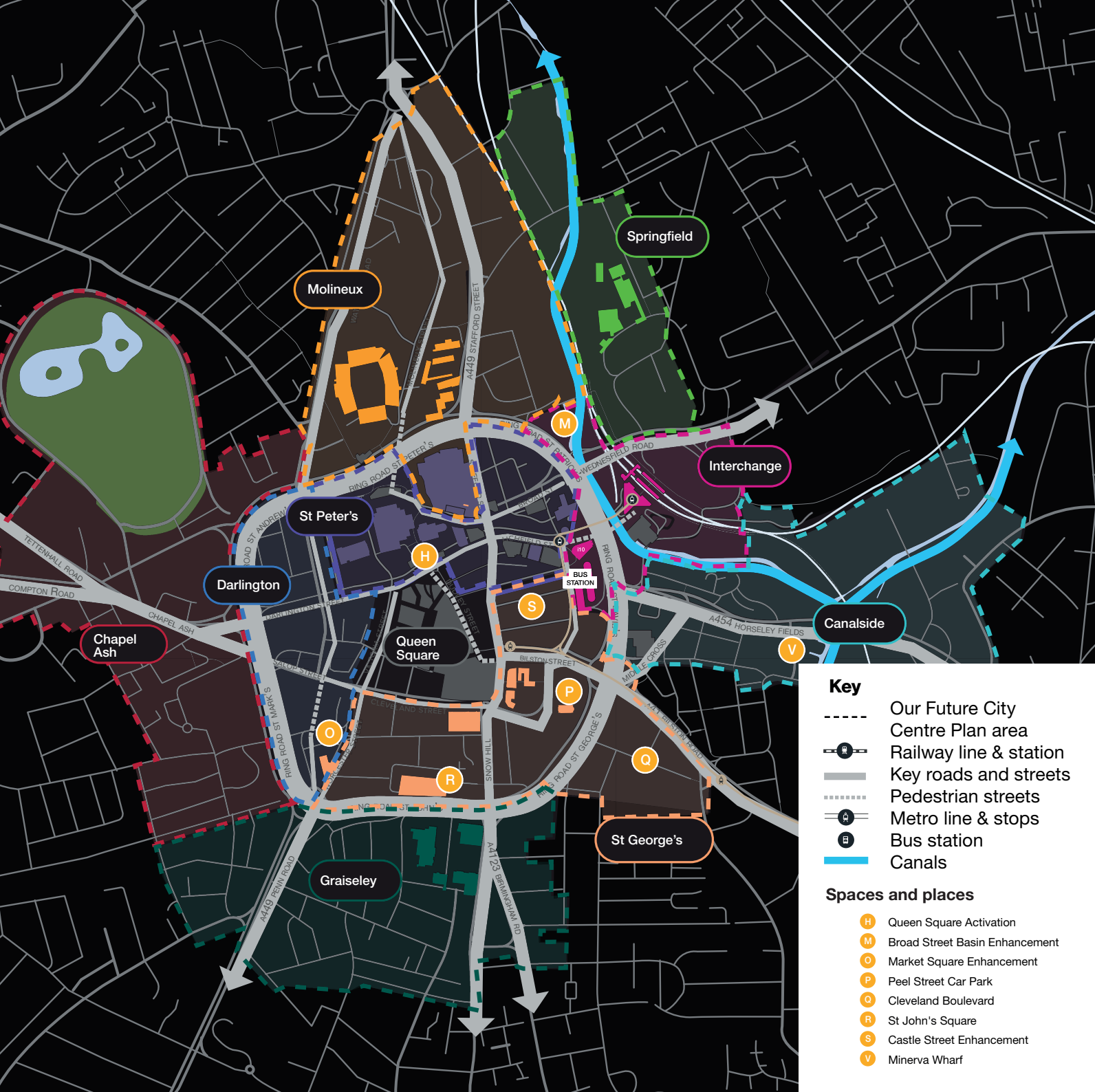
The design of the square should be rooted in Wolverhampton’s industrial heritage, celebrating the historic “smith” trades including lock making, metalworking and engineering that helped shape the city’s identity. Through public art, interpretation and landscape design, the space will create a strong sense of place and a meaningful connection to the wider Smithgate development.

These proposals will deliver a distinctive and memorable public space that supports city centre living, strengthens community identity and establishes Market Square as a focal point and destination in its own right.

M BROAD STREET BASIN ENHANCEMENT

St Patrick’s Park at Broad Street Basin is an important waterside green space and community asset. The park reflects the rich history of the surrounding neighbourhood, which has long been home to diverse migrant communities, and is now marked by the recently unveiled Windrush Monument by renowned artist Luke Perry, celebrating the contribution of Caribbean communities to Wolverhampton’s story.

Our Plan will enhance St Patrick’s Park and Broad Street Basin as a greener, safer and more attractive destination, building on its cultural significance and canal-side setting. Improvements will strengthen the public realm, enhance the waterside environment and explore opportunities for improved moorings, heritage restoration and recreational access to the water. These interventions will create a vibrant and welcoming public space that celebrates the area’s heritage while supporting the wider regeneration of the Interchange.



Our Plan Proposals [B] Streets, Spaces and Places

P PEEL STREET

Peel Street is located within the central reserve of the ring road, contributing to the traffic dominated character of the area and the sense of severance.

Our Plan proposes to replace the car park with significant greening, continuing the ring road parkland to the north. This will help to create a more attractive setting for the Smithgate development, and facilitate a street-level active travel crossing between Pitt Street and Great Brickkiln Street.

Q CLEVELAND BOULEVARD

Cleveland Road and Cleveland Street form a significant pedestrian desire line into and through the city centre from the east, linking to the Royal Metro stop. The route passes through the recently completed Cleveland Road residential developments and the proposed St George's development site, crossing the ring road which separates these sites.

Our Plan proposes to create an active travel corridor along this route, transforming Cleveland Road from its current car dominated character to a route with a boulevard character. This will include providing a super-crossing over the ring road and reinstating the street pattern through the St George's development, passing through new open space within that development.

R ST JOHN'S SQUARE

St John's Square is a historic green space surrounding the 18th Century church, encompassing its churchyard and a public footpath which forms part of a pedestrian desire line from the south into the city centre. The square is enclosed by formal townscape set out in the same period as the church, however many buildings have been replaced with modern buildings of mixed quality, and the southern edge of the square is now formed by the ring road.

Our Plan proposes sensitive enhancements to the churchyard and pedestrian routes, strengthening the square's role as a public space which serves the needs of new residents whilst responding to the attractive historic environment.

S CASTLE STREET ENHANCEMENT

Castle Street is a historic street which links Market Street with the Pipers Row Metro stop. The street includes numerous historic buildings associated with the former Express & Star newspaper site which contains large modern buildings and an enclosed footbridge over the road. Part of the Express & Star buildings have recently been renovated to form a new cultural venue.

Our Plan proposes to enhance the streetscape of Castle Street to recognise the increased importance of this route into the centre of the city, potentially removing vehicle traffic to create an intimate pedestrian street. This links to the proposed redevelopment of the Express & Star site, with potential for mixed-uses and more evening activity.



▲ MARKET SQUARE, WOLVERHAMPTON. CONCEPTUAL ILLUSTRATION. CREDIT IMAGE: INTERVENTION ARCHITECTURE

V MINERVA WHARF

Minerva Wharf is a canal basin on the Birmingham Canal, set within an existing mix of small historic industrial buildings and modern industrial units and yards, including some barge facilities.

Through Our Plan the council will work with land owners to explore the potential to create a canalside destination and public space as part of the Horseley Fields development site, repurposing existing historic wharf buildings and yard spaces, providing access to the canal edge, and potentially providing facilities for canal-based water sports and other leisure.

Our Plan Proposals

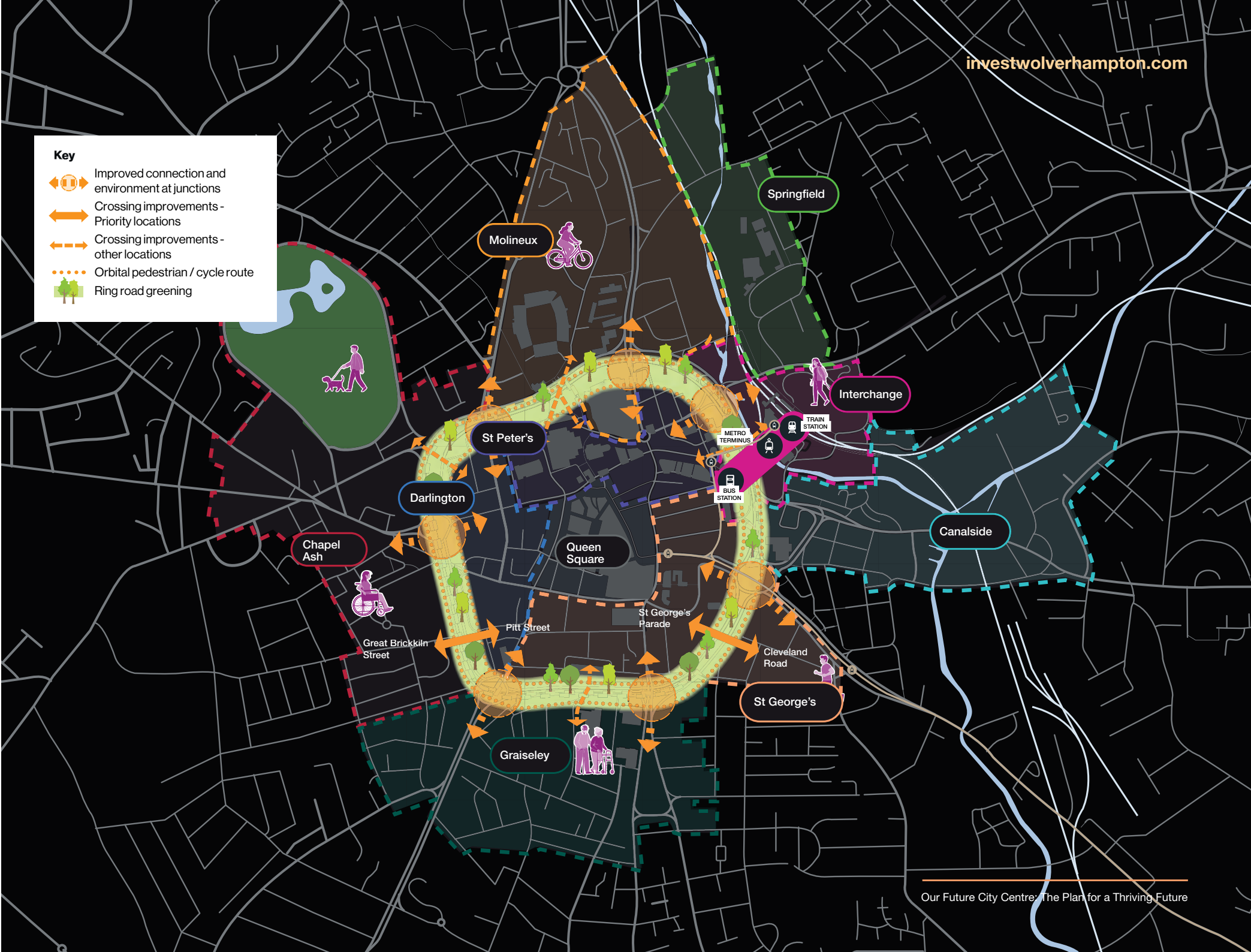
[C] Addressing the Ring Road

The Ring Road has played an important role in facilitating movement around Wolverhampton for decades, but it also creates significant severance between the city centre core and surrounding neighbourhoods, development sites and key destinations. Wide carriageways, large junctions and pedestrian crossing points can make movement between the city centre and adjacent areas feel disconnected, limiting opportunities to fully integrate destinations such as Springfield, Canalside, Molineux, and the Interchange.

Exploring opportunities to address the severance caused by the Ring Road is therefore critical to delivering the ambition of Our Future City Centre. By creating safer, attractive and convenient routes for walking, cycling and public transport, the city can better connect its existing and emerging communities, cultural attractions, employment locations and regeneration areas.

Improvements to key gateway junctions, crossing points and public spaces will help transform the Ring Road from a barrier into a connector, improving accessibility and creating a more coherent city centre experience. Reducing the impact of the Ring Road will also unlock development opportunities and support investment by bringing disconnected sites closer to the city centre in practical and perceptual terms.

In the longer term, a more people-focused Ring Road will help create a city centre that feels larger, more connected and easier to navigate. By connecting the city centre and its surrounding neighbourhoods, Our Plan will create a stronger network of places that work collectively to support growth, investment and regeneration.



Our Plan Proposals

[C] Addressing the Ring Road

Public Realm and Connectivity Enhancements

C1 SHORT-TERM ENHANCEMENTS

Localised improvements to accessibility for walking and cycling:

- At-grade crossings at key locations, prioritising Pitt Street and Cleveland Road, to align with adjacent developments.
- Improved underpasses where this remains the best option, with widening improved approaches and better lighting / appearance.
- Orbital pedestrian and cycle routes on either side of the ring road, well-connected into other local routes.
- Public realm improvements including public art, lighting, planting, and extension of the park within the ring road.
- Improved wayfinding and signage, linked to a city centre-wide strategy.
- Inclusive access enhancements.

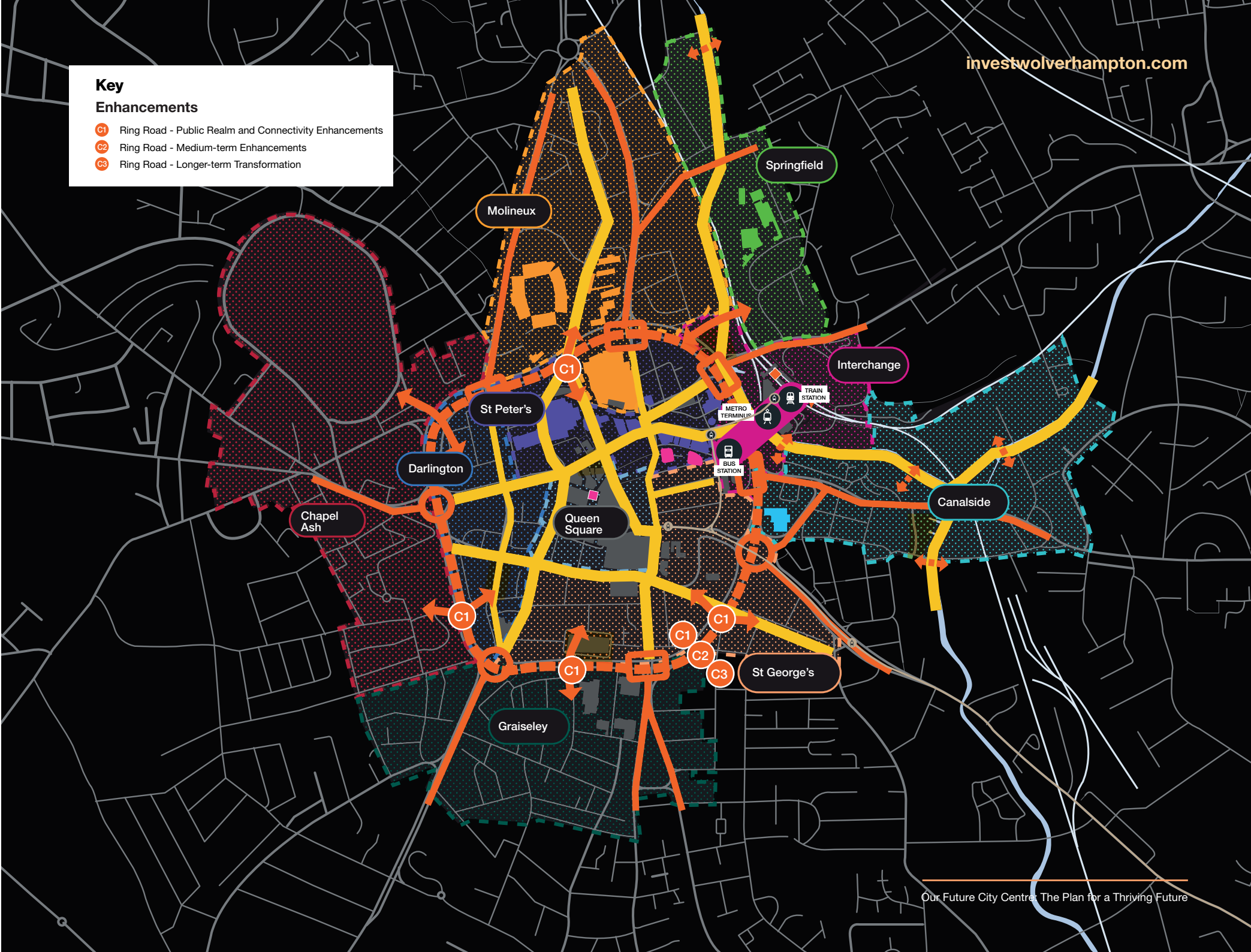
C2 MEDIUM-TERM ENHANCEMENTS

More significant interventions which re-allocate highway space, reduce speed, or reconfigure junctions. This could allow for further improvements to pedestrian crossings, reducing the number of individual stages, as well as additional space for active travel and green infrastructure.

C3 LONGER-TERM ENHANCEMENTS

Larger scale interventions which fundamentally changes the way the ring road functions, subject to future changes in the wider network.

Potential creation of developable sites through highway reconfiguration.



Our Plan Proposals

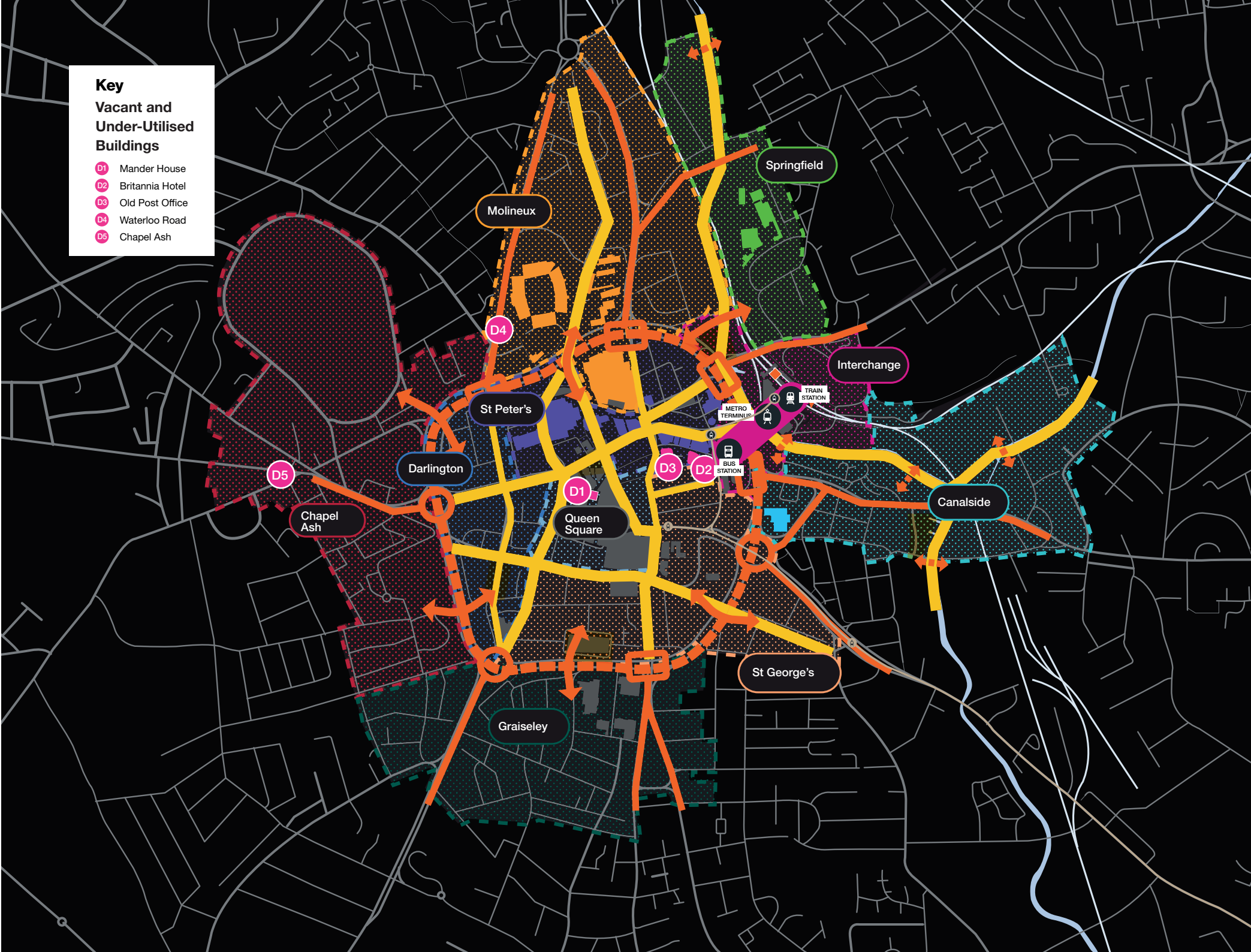
[D] Vacant & Under-Utilised Buildings

Addressing vacant and under-utilised buildings is fundamental to delivering the ambition of Our Future City Centre. These buildings often occupy prominent locations, contribute to perceptions of decline and represent missed opportunities for economic activity, housing, cultural uses and investment. Bringing them back into productive use will help create a city centre that looks and feels renewed, strengthening confidence among residents, businesses, investors and visitors.

The reuse of existing buildings also presents a significant opportunity to celebrate Wolverhampton's heritage while supporting contemporary needs. Many of the city centre's vacant properties are architecturally distinctive landmarks that contribute to local character and identity. Sensitive refurbishment and adaptation can preserve these historic assets while introducing new uses that generate activity, attract investment and support the wider cultural, commercial and visitor economy.

Reactivating vacant upper floors and underused spaces will also play an important role in growing the city centre population and community infrastructure. New homes within existing buildings can help create a more balanced and vibrant city centre, supporting local shops, services, leisure destinations and cultural venues throughout the day and evening. Increased occupancy will improve natural surveillance, strengthen community activity and contribute to a safer and more welcoming environment.

This proposal will link up potential owners and occupiers with current landowners and provide assistance with conversion and refurbishment, alongside licensing and operational support.



Our Plan Proposals

[D] Vacant & Under-Utilised Buildings

D1 MANDER HOUSE

Mander House, a modern 10 storey building which forms part of the Mander Centre, is a notable landmark on the Wolverhampton skyline.

We will work with the owners to explore future uses, including office, hotel and/or residential. Investment in the refurbishment and re-use of Mander House would help to bring new activity to the city centre and build confidence in the city.

Across the Queen Square Area we will work with other building owners to fill vacant buildings and spaces, including unused upper floors above retail units for residential use.



MANDER HOUSE

D2 BRITANNIA HOTEL

The Britannia Hotel is a substantial historic (unlisted) building located in a prominent location on the corner of Lichfield Street and Pipers Row. It is located close to Wolverhampton Railway Station, Bus Station and Metro stops, at a key gateway into the city centre.

We will explore opportunities to encourage owners to refurbish the building, with the potential to provide a new high-quality hotel or other uses which complement the area.

D3 OLD POST OFFICE

The Old Post Office (later part of University of Wolverhampton) is a significant historic (Grade II listed) civic building with an ornate façade and large internal hall.

We will explore opportunities to work with the owners to restore the building with the potential to create a new leisure and entertainment venue as a significant new destination for the city centre.

D4 WATERLOO ROAD

Waterloo Road developed as one of Wolverhampton's most prestigious Victorian residential addresses, reflecting the city's growing prosperity during the nineteenth century. Grand townhouses and terraces were constructed for wealthy industrialists, professionals and civic leaders, many of which still survive today, including the Grade II listed terrace at 3, 5 and 7 Waterloo Road. These elegant buildings make an important contribution to the character and heritage of the Darlington area and provide a tangible link to Wolverhampton's period of industrial and commercial success.

Our Plan focuses on bringing vacant and underutilised buildings back into productive use and Waterloo Road presents an opportunity to sensitively refurbish historic properties and reoccupy vacant upper floors for residential, commercial or complementary city centre uses. Bringing these buildings back to life will not only safeguard valuable heritage assets, but also increase activity, support city centre living and strengthen the local economy. By growing the resident population and reactivating underused spaces, investment in Waterloo Road can help create a more vibrant, lived-in and sustainable city centre while reinforcing the distinctive character that makes the Darlington area of the city unique.



THE OLD POST OFFICE

D5 CHAPEL ASH

Across the Chapel Ash Area there are a number of vacant buildings and spaces, including unused upper floors above retail units.

Through Our Plan the council will work with other building owners to fill these vacant buildings and spaces, including transforming unused upper floor units for residential use.

[E] Townscape Enhancement

E TOWNSCAPE ENHANCEMENT

Programme of potential projects improving the character and condition of townscape buildings, with a focus on heritage and landmark buildings. Prioritisation for this project include the inner-city areas: Queen Square, St Peter's, Darlington, Interchange, St George's and Molineux.

This could include repairs where buildings have become dilapidated, restoration and reinstating of historical features, and improvements to building signage.

The programme will link up potential owners and occupiers with current building owners and occupiers and provide assistance with project development. Locations of townscape enhancements are subject to future assessment.

Our Plan Proposals

F CAR PARKING RE-ORIENTATION

Rationalisation and consolidation of public car parking provision, potentially including a new multi-storey car park (MSCP) to accommodate a large amount of the city centre's parking demand. The project has the opportunity to use smart technology to enable better utilisation of spaces at car parks.

Changes will be based on further study of current and future parking demand, including the impact of proposed developments and population growth.



▲ HOTEL SITED ABOVE MULTI-STOREY CAR PARK (MANCHESTER)



▲ MODERN MULTI-STOREY CAR PARK (WARRINGTON)

The project can free-up land for potential development and public space. It can also help focus traffic movements on fewer key routes, improving pedestrian and cycle connectivity across the rest of the inner area. Some existing sites are of a low quality and offer a poor welcome to the city centre.

Prioritisation will be given to potential MSCP sites that are:

- Located in areas with lower visual sensitivity or impact on the historic environment.
- Close to the ring road with access that minimises traffic through city centre streets.
- Can be integrated with other development and connectivity projects to maximise combined benefits.

Reducing the amount of surface car parking in the city centre is key to facilitating new development and land uses and promoting more sustainable and active patterns of travel.

This must be balanced against the need to maintain an appropriate amount of car parking to ensure the future vitality of the centre, particularly considering competition from other centres with cheap and convenient parking.

Redevelopment of surface car parks should be based on the strategic assessment of car parking requirements across the full city centre, considering:

- Site-by-site impact on overall capacity and utilisation.
- Site-by-site impact on capacity in each area, including proximity of spaces to support access for people with reduced mobility.
- Changing trends in travel behaviour towards sustainable and active modes of travel, and mobility as a service (MaaS) modes (and opportunities to influence this).
- Opportunities to influence travel / parking behaviour (e.g. pricing and time-restrictions).
- Opportunities to use smart car parking technology to maximise utilisation.
- Opportunities to consolidate parking in key locations, including provision for new car multi-storey car park(s) if this is required.

- Strategic decisions to support reduced car parking or re-provision of parking in new locations.
- Potential increased demand for parking resulting from new development and increased visitor numbers.

A **City Centre Car-Parking Plan** will be prepared which sets out an approach to when and how decisions should be made about releasing CWC owned car parks for redevelopment in the short and medium term. This should include an approach to monitoring and projecting car parking demand, and key trigger points for developing replacement car parking, responding to anticipated phasing of development which results in loss of surface parking.

This is key priority for supporting the delivery of the plan.



Our Plan Proposals

G1 SUSTAINABILITY AND RESILIENCE PROGRAMME

A programme of sustainability related activities including some which overlap other projects and developments, helping to ensure Wolverhampton meets targets to deliver Net Zero in 2041 alongside other objectives. This could include:

- Providing new digital and energy infrastructure to support carbon reduction.
- Promoting low-energy buildings.
- Provision for on-site renewable energy generation and storage.
- Providing electric vehicle charging.
- Promoting sustainable methods of construction which utilise circular economy, nature-based, and low environmental impact principles.
- Incorporation of natural elements such as green roofs and walls.
- Incorporating digital infrastructure (such as full fibre) into new development and projects.
- Incorporating sustainable drainage into new development and projects.
- Developing local skills bases in sustainable construction and infrastructure.
- Promoting and supporting behaviour change including sustainable travel.

This project is relevant to all Our Plan Areas.

G2 DISTRICT HEAT NETWORK

Potential development of a city centre district heating network, likely linked to major development opportunities or existing big demand uses. This project is relevant to all Our Plan Areas.

Investment in the city centre offers an opportunity to shape infrastructure which supports future sustainability, contributing to the city’s strategy towards Net Zero by 2041 (ahead of national target 2050) and support other environmental and wellbeing outcomes. This should include:

- Improving electricity grid infrastructure to support increased loading from net-zero technologies, such as heat-pumps and electric vehicles.
- Supporting delivery of sustainable energy infrastructure such as district heating and renewable energy generation and storage, including identifying potential sites for associated plant.
- Managing council (and other public sector) property in a way which meets sustainability objectives, including connecting to district heating.
- Supporting transition to Electric Vehicle including provision of EV charging points and solar canopies, prioritisation for EVs in council car parks, together with influencing city partners / private sector also, and managing how higher-emissions vehicles enter the city centre.



Policy within the Local Plan should set out how infrastructure and development can contribute to a holistic approach to sustainability, the role of regional and national partnerships in shaping investment, and how council owned sites can help to set a precedent for high standards.

Our Plan Proposals

[Z] Community Infrastructure

Creating a thriving and sustainable city centre requires investment in a broad range of community infrastructure that supports the needs of existing and future residents, workers, students and visitors. As the city centre population grows and becomes more diverse, there will be a need for enhanced education, health, wellbeing, community and leisure facilities to ensure that Wolverhampton remains an attractive place to live, work, learn and visit.

Analysis of forecast growth suggests that approximately two new primary schools and the expansion of secondary school provision may be required to support future residential development. In response, Our Plan will explore opportunities for new primary school provision in Canalside and Chapel Ash, helping to support family living in the city centre and underpinning the creation of sustainable residential neighbourhoods. These locations have been identified due to their existing and planned residential growth and their potential to serve both new and established communities.

Future growth will also generate demand for accessible healthcare services, including GP surgeries, dental practices, pharmacies and community health facilities, alongside nurseries and childcare provision to support families choosing to live in the city centre.

Investment in fitness, wellbeing and recreational facilities, including gyms and community sports facilities, will also help create healthier and more active communities. There is also an opportunity to develop a network of flexible community hubs that bring together a range of services and activities under one roof. These could provide space for community organisations, advice and support services, learning and skills programmes, cultural activity, creative production, maker spaces and business incubation. Such facilities can respond to Wolverhampton’s unique strengths, support the city’s growing student population, foster entrepreneurship and strengthen social cohesion.



Our Plan Proposals

[Z] Community Infrastructure

U NEW PRIMARY SCHOOL – CANALSIDE, QUALCAST ROAD

The city centre and inner urban area currently lack primary school facilities, and there is pressure to expand or replace existing ageing facilities close to the city centre. New residential development within the Canalside Area and across the city centre will increase the need for a new primary school.

Our Plan considers the Qualcast Road site as having the potential to accommodate a new primary school, either within the defined development site or through nearby underutilised sites. This could include co-location with a nursery and other social infrastructure. The new school could replace / extend an existing site, integrating neighbouring communities.

U NEW PRIMARY SCHOOL – CHAPEL ASH

The city centre and inner urban area currently lack primary school facilities, and there is pressure to expand or replace existing ageing facilities close to the city centre. New residential development within the city centre will increase the need for a new primary school.

We will explore the potential for the Chapel Ash Area to accommodate a new primary school, either within the defined development sites or nearby underutilised sites.

The following principles should guide the planning and delivery of future community infrastructure:

- Locating new community infrastructure within the city centre and key growth areas to support sustainable communities and encourage a more diverse residential population. Particular consideration should be given to locations such as Canalside, Chapel Ash, Springfield and Molineux, including opportunities for new primary schools at Canalside and Chapel Ash.
- Co-locating complementary uses such as schools, healthcare services, nurseries, community hubs, libraries, sports facilities and cultural venues to maximise accessibility, social impact and opportunities for shared use.
- Supporting a city centre-first approach where appropriate, recognising the accessibility of the city centre by walking, cycling and public transport and its role in serving both local and wider communities.
- Providing infrastructure that supports city centre living, including healthcare, childcare, wellbeing, recreation and community facilities, helping to create complete neighbourhoods where people can meet their day-to-day needs locally.
- Recognising Wolverhampton’s role as a regional centre, creating infrastructure that serves not only new residents but also workers, students, visitors and communities across the wider city and region. Planning infrastructure early to ensure that adequate contributions are secured through development, sites are identified in advance of need and delivery can be coordinated with population growth.
- Encouraging innovation and flexibility in delivery, including the use of mixed-use buildings, multi-functional spaces and new delivery models that maximise regeneration and community benefits.
- Engaging with service providers and operators to monitor changing needs and ensure that the scale, type and phasing of community infrastructure remains aligned with future growth and demographic change.

GET INVOLVED

consultation

[https://consultation.wolverhampton.gov.uk/
cwc/our-future-city-centre-plan](https://consultation.wolverhampton.gov.uk/cwc/our-future-city-centre-plan)



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