



global environmental solutions

ROF FEATHERSTONE, STAFFORDSHIRE (PHASE III)

Standing Building Survey

SLR Ref: 406.00986.00032

Taylor-Wimpey Midlands

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## NON-TECHNICAL SUMMARY

This document reports on the surviving building stock within the eastern section of the former Royal Ordnance Factory (ROF) Featherstone site, near Wolverhampton. The building stock, comprising nine buildings (and associated structures) was recorded using English Heritage's criteria for recording historic buildings. The buildings comprised mainly Group 9 magazine/finished munition buildings and were in operation from April 1942 supplying British and Allied forces during World War II, British and NATO forces throughout the Cold War (1946 to 1991) and NATO-led forces thereafter. Following military use, the buildings were utilised until recently by HMP Featherstone as cattle sheds and for agricultural storage. A *preservation-by-record* programme of work was implemented, the results of which are presented in this report.

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## 1. INTRODUCTION

SLR Consulting was commissioned by Taylor-Wimpey Midlands (contact: Kevin Shelley) to undertake a historic building recording programme (with supporting desk-based assessment) at NOMS [formally ROF] Featherstone, Staffordshire (NGR SJ 92 05). Using National Planning Policy Framework (NPPF) this phase of work - referred to as Featherstone III - follows two earlier building surveys on buildings located within the ROF site. ROF Featherstone was one of twenty establishments engaged in the manufacture of munitions during World War II and the Cold War (Appendix 1).

The eastern section of the site (referred to in this report as the Study Area) comprises a series of nine buildings that date from 1942 and were used for the storage of high explosive munitions and ordnance. The site, which once extended over some 13.1 hectares, remained in use until the early 1990s. The study area also has within its bounds three blast walls (and associated earthen bunds); a north-south service road connects all buildings, although during its early history each building would have been connected to the site railway network (Figure 2).

ROF Featherstone is located immediately south of HMP Featherstone and north of the M54 (and the northern city boundary of Wolverhampton on slightly undulating land) (Figure 1).

**Figure 1**  
**Site Location (in red)**



Based on previous investigations, South Staffordshire Council's Conservation Officer – Dr Paul Collins has recommended that an English Heritage Level 2 record is required using English Heritage's publication *Understanding Historic Buildings: A Guide to Good Recording Practice* (2006). Dr Collins also considers the blast walls to be of significant heritage value.

SLR Consulting is a Registered Organisation with the Institute for Archaeologists (IfA).

## 2. HISTORY AND DEVELOPMENT OF ROF FEATHERSTONE

Royal Ordnance Factory (ROF) Featherstone was one of twenty large filling factories within Western Britain and was in operation between April 1942 and 1991 (Appendix 1).<sup>1</sup> Although little is known of the full extent of operations that were conducted on this site, ROF Featherstone was essentially a 'pack and fill' site, dealing mainly with the production of live shell cases. The majority of the workforce especially during World War II, were women, recruited from the locality. During peacetime the site was under the control of the Ministry of Munitions. However, during wartime Featherstone, referred to as a National Filling Factory, came under the control of the Ministry of Supply and Royal Ordnance Factory organisation (ROF).

Propellants such as cordite were manufactured and transported to other Royal Ordnance supply depots using both the internal and external railway systems. Within the production buildings, high explosives such as trinitrotoluene (TNT) was melted to form a liquid which was then poured into heated shell cases. ROF Featherstone also manufactured pyrotechnics, such as fuses and detonators. These devices, assembled separately on site were added directly into the munitions (filled shell casements).

Due to the volatile nature of the substances used, different types of munitions were segregated into different compatibility Groups and at Featherstone three different types of munitions were organised into the following recognised groups:

**Group 1:** Initiators (caps and detonators for primers and fuses).

**Group 5:** Filling cartridges (e.g. cordite into cloth bags and brass cartridge cases).

**Group 8:** Filling of shells.

Recognised within the Study Area are Group 9 Buildings; all are designed and constructed similarly and used to store the end product. Following plans submitted by architects practice Sir Alexander Gibb & Partners in November 1941, ROF Featherstone's buildings were completed in April 1942 and the manufacture and development of tungsten carbide components and munitions commenced soon afterwards that year. Much of the surviving fabric from this section of the site dates from this period including a fully integrated standard gauge railway (Figure 2). By 1943, sections of the site had been placed into the ownership of specialist munitions companies; Hard Metal Tools Ltd. (Featherstone) occupied much of the northern part of the study area (south of Avenue A). The layout of many areas of the site

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<sup>1</sup> A synthesis of the site's development and history has been reported in Nash *et al.* (2008).

appears to have been radically altered by 1975 when a new furnace complex (Buildings 5A24 – 5A27) replaced earlier buildings such as the Powder Shop (Building A10), Electrolytic Building (Building A14X<sup>2</sup>), Final Sintering complex (Building A24) and the Grinding and Despatch Building (Building A26). These buildings are in addition to the Group 1, 5 & 8 Buildings which in 1975 were still in use. The Group 9 buildings and their surrounding earthworks, however, remained intact.

At ROF Featherstone there would have been facilities for testing munitions and burning grounds for the disposal of waste explosive material; this area was probably located east of the Group 9 buildings.<sup>3</sup>

Within the ROF site were administration offices, pay offices, workshops, infirmary (medical centre) and military and security buildings (e.g. machine gun posts and air-raid shelters); many of these buildings/structures were located within the northern section of the site. ROF Featherstone and a number of other factories remained in use after World War II, serving the requirements of the British Army and NATO during the Cold War (and beyond).

Following the Cold War the site was managed by a number of defence companies including British Aerospace (now BAE Systems). The production of tungsten carbide and tungsten alloy components within a small area of the northern section of the site continued until 2002. The southern section of the site though ceased production by 1991, whilst the eastern section of the site (the Study Area) was used by HMP Featherstone as an agricultural training facility for prisoners.

Outside the main perimeter of the site and during the 1940s nearby Brinsford Lodge was built to house agency factory employees whilst to the north of the site the then Home Office in the late 1970s commissioned the construction of HMP Featherstone; the expansion of which resulted in the complete demolition of buildings/structures located within the northern section of the site; the Group 9 buildings though remained intact during this period.

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<sup>2</sup> Note the changes to the Building codes.

<sup>3</sup> Based on personal communication with former BAE Systems staff.

### 3. ARCHAEOLOGICAL BACKGROUND

A study of Staffordshire's HER and associated online heritage resources revealed that within the site boundary and the immediate area of the site there are no Scheduled Monuments (SMs), nor Listed Buildings. The site is not a Registered Park or Garden and does not stand within a Conservation Area or a World Heritage Site. However, there are four sites (including the generic ROF Featherstone site itself) within the site boundary that are present on the Historic Environment Record (HER) (Table 1).

**Table 1**  
**List of Heritage assets that lie within a 2.5km radius of the site**

Site Name	PRN	Grid Ref.	Discussion
ROF Featherstone	50418 MST11527	SJ 9272 0535	Packing and filling site during World War II and Cold War, containing over 200 buildings and 9km of railway track.
Linear feature	20063 MST5335	SJ 9164 0534	Unknown linear feature, possibly a field boundary. Discovered by aerial photography in 1963.
Pillbox	50419 MST11528	SJ 9238 0459	World War II pillbox, located within the SE corner of site.
Pillbox	52323 MST13756	SJ 9245 0491	World War II pillbox located within the central section of the site and identified in 2008 and accidentally destroyed in 2011.
Pillbox	52324	SJ 9243 0489	Cold War pillbox, originally located next to a World War II infirmary, identified in 2008.
Moseley Old Hall cottage	LB 1039170	SJ 9315 0431	16 <sup>th</sup> century dwelling which has been substantially remodelled in the 19 <sup>th</sup> century, located south of Moseley Old Hall.
Moseley Old Hall Park and garden	PGDP 2333	SJ 932 044	Garden located to the south and east of the house. Remnants of the historic park are to the north and west.
Moseley Old Hall and attached walls and gatepiers and gate	LB 1039208	SJ 9316 0441	Late 16 <sup>th</sup> century timber-framed building now faced with brick (c. 1870). Original H-plan hall and is in the ownership of the National Trust (1986).

#### ***Prehistoric and Roman Periods (c 500,000 BC – 5<sup>th</sup> century AD)***

According to the Staffordshire HER and the PAS<sup>4</sup> no archaeological sites or find-spots are present within a 0.25km radius of the study area. However, one cannot assume that prehistoric and Roman occupation/activity did not exist within this area of Staffordshire. The ground-works programme, prior to construction of the site

<sup>4</sup> Portable Antiquities Scheme

undertaken between November 1941 and April 1942 may have severely disturbed much of the land within the Study Area, up to a 2m depth in places.

#### ***Early Medieval Period (5th - 11th centuries AD)***

According to the Staffordshire HER and the PAS no early medieval archaeological sites or find-spots are present within a 0.25km radius of the study area. However, one cannot assume that Early Medieval activity did not exist within this area of Staffordshire and possible elements belonging to the field system that originally stood prior to development of the site may have dated to this period.

#### ***Medieval Period (11th - 16th centuries AD)***

According to the Staffordshire HER and the PAS no medieval archaeological sites or find-spots are present within a 0.25km radius of the study area. However, one cannot assume that medieval activity did not exist within this area of Staffordshire and possible elements belonging to the field system that originally stood prior to development of the site may have dated to this period. To the south-east of the Study Area is Moseley Old Hall, a late 16<sup>th</sup> century estate residence. It is probable that the north-western grounds of this building were within the boundary of the Study Area.

#### ***Post-medieval period (16<sup>th</sup> century to 1850 AD)***

According to the Staffordshire HER one post-medieval archaeological site is present within a 0.25km radius of the study area. To the south-east of the study area is the parkland that once belonged to Moseley Old Hall. The setting of the 16<sup>th</sup> century status building has been partially lost with the severing of its northern garden by the M54 motorway.

#### ***Modern period (1850 to present)***

According to the late 19<sup>th</sup> century mapping and the limited inventories listed on the HER, six modern sites are identified within the study area; three of these are within the boundary of the site and date from World War II. Prior to the construction of the Featherstone ROF complex, the immediate area comprised an extensive rectilinear field system that was partially interrupted by several lanes (including New Cat and Kittens Lane).

Any remnants of parkland belonging to Moseley Old Hall would have, at this time, been requisitioned by the Ministry of Works and incorporated into the south-east section of the site. To the north of the Moseley Old Hall, identified through aerial photography and historic mapping is the northern approach to the hall. This feature along with possibly several unidentified anomalies is present within a field immediately north of the motorway (and east of the Study Area).

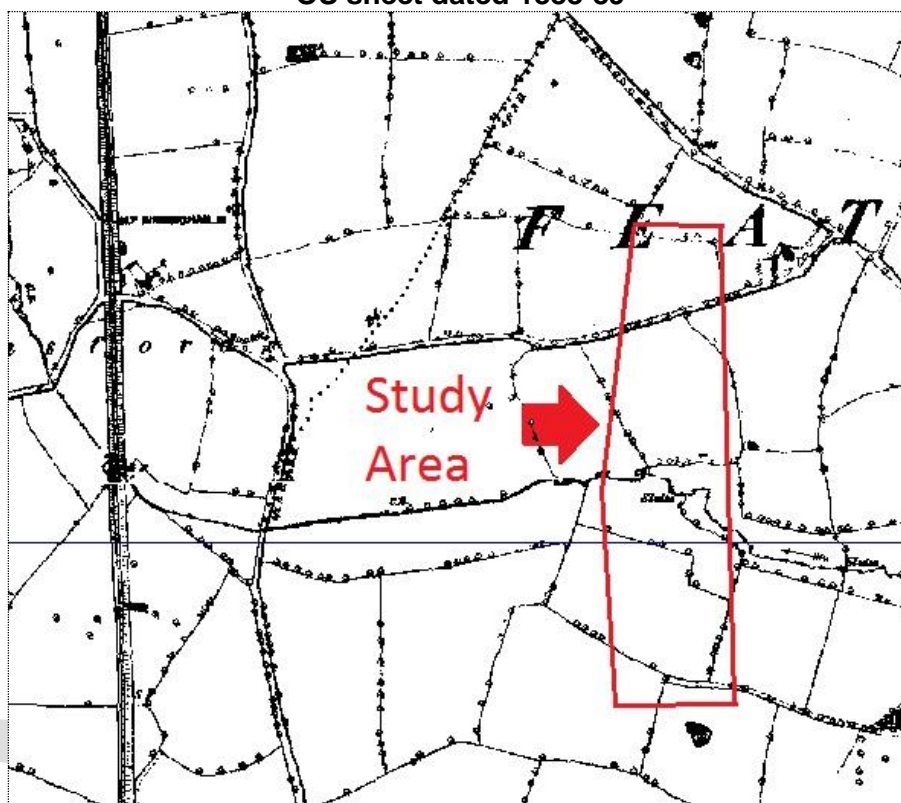
ROF Featherstone continued in use as an operational BAE Systems site until the early 1990s. At this time the southern section of the site were not in use. Within the northern section only selected buildings were in use. Based on the paper refuse left within several of the Group 9 buildings, the eastern section of the site (to include Buildings 9.1 to 9.9) ceased to be used during the mid to late 1990s.



#### 4. MAP REGRESSION<sup>5</sup>

Based on a limited map regression, little or none of the pre-site landscape survives. The earliest map included within this report is the Ordnance Survey map of 1888-89 (Scale 1:10560). According this and later mapping the site and the area around it comprised enclosed rectangular and sub-rectangular fields (**Figure 3**).

**Figure 3**  
Approximate extent of the Study Area on the 1<sup>st</sup> edition  
OS sheet dated 1888-89



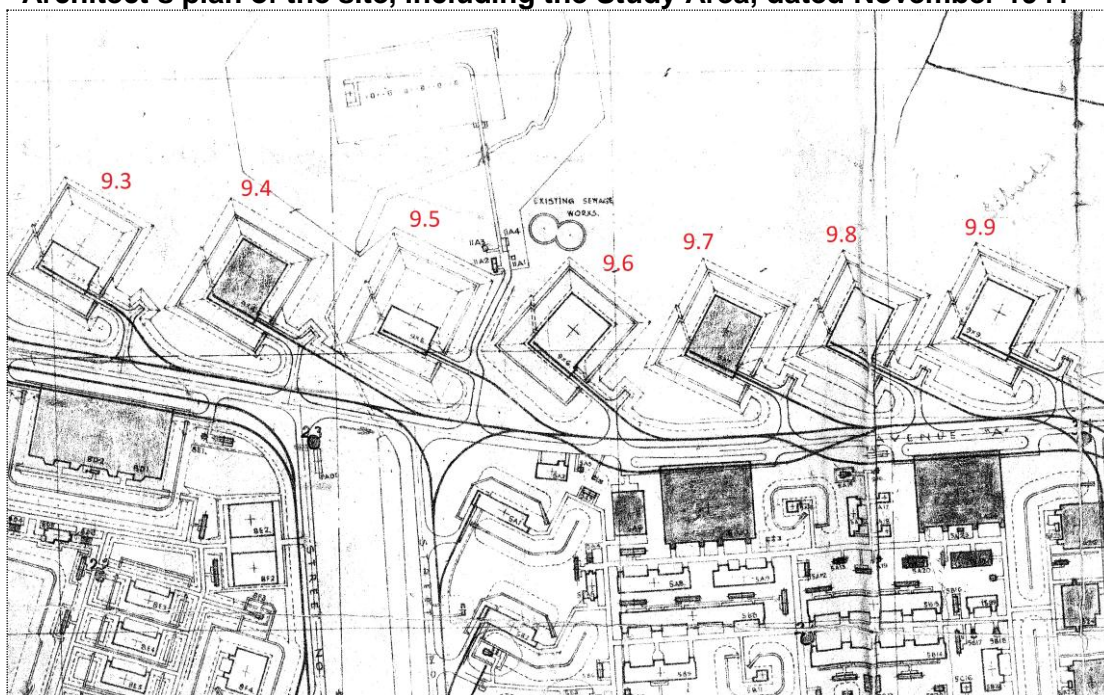
A west-to-east flowing stream, cutting through the area of the site and several lanes is also present on this and later maps. To the west of the study area and severing a number of earlier field boundaries is a section of the Grand Junction Line of the London & North Western Railway which was constructed around 1846. The route of the line is currently used by Virgin Trains. Between the study area and the railway line is the route of Cat and Kittens Lane, this thoroughfare still acts as a western boundary of the site. Prior to construction of the site, a narrow country lane - Brinsford Lane - extended east-west through the study area. There are no surface remains of this or any other pre-ROF structures surviving within the site boundary.

The development of the site commenced in November 1941 and was limited to a small annex located south of Brinsford Lane and east of Paradise Lane. By April 1942, however, the site was designated *Agency Factory 17 Featherstone* and as result the site was substantially expanded, to include a series of Group 9 buildings located within the eastern section of the site (**Figures 4 & 5**). Along with this building programme, a series of railway sidings (referred to as *Fordhouses Sidings*)

<sup>5</sup> During World War II and the Post-War an embargo was placed on the mapping of buildings within this and other ROF complexes.

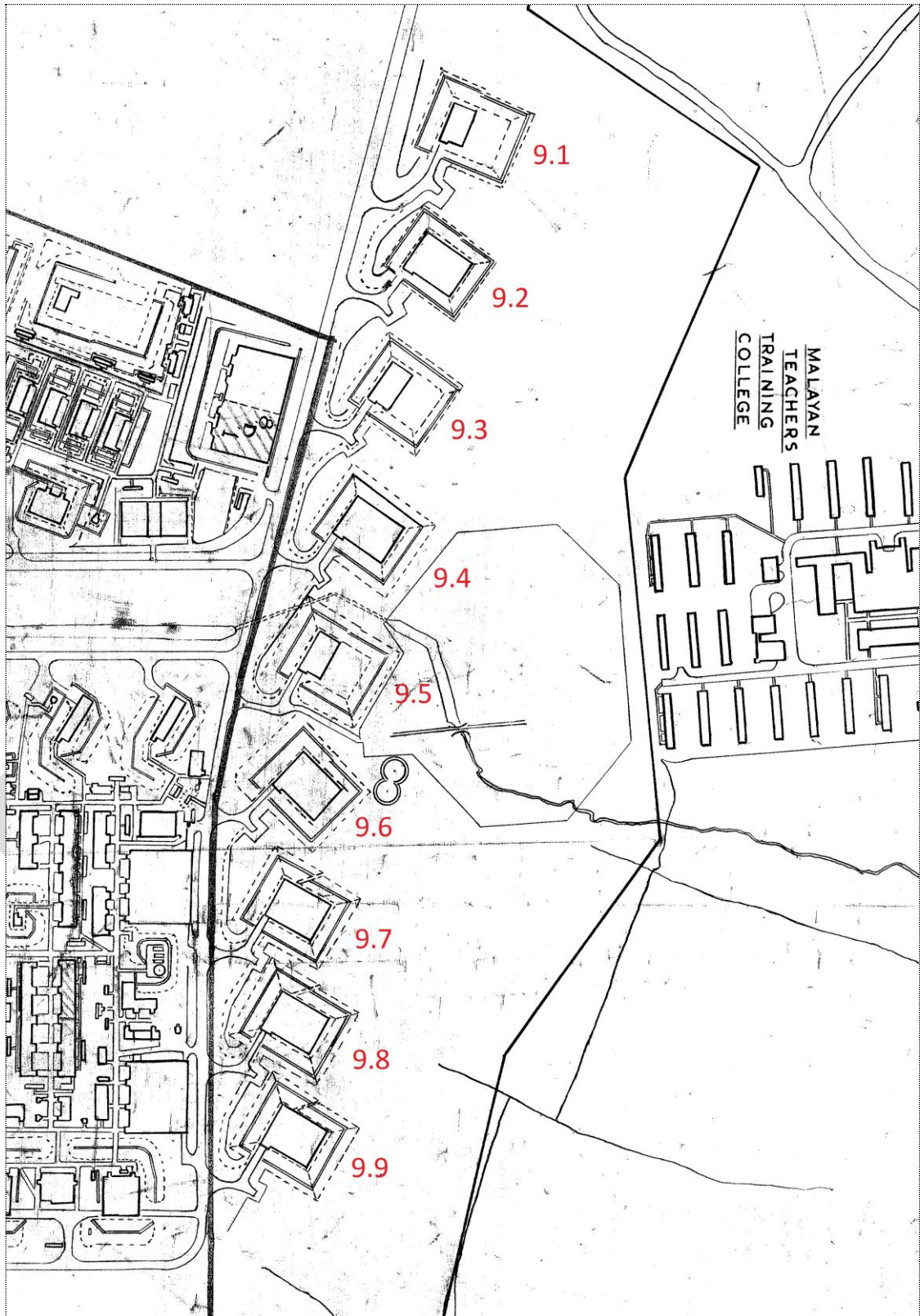
running from the mainline were established. The sidings extended into all sections of the site, circumnavigating the main depot and to those Group Buildings that stored the completed product. Many sections of the track and track-bed remain *in situ* within the north western part of the site. A second localised standard gauge railway network also existed which transported components for packing and filling to specific buildings, in particular to buildings that stand within the Study Area (Figure 4; Plates 19 & 26).

**Figure 4**  
**Architect's plan of the site, including the Study Area, dated November 1941<sup>6</sup>**



<sup>6</sup> Drawn by Sir Alexander Gibb & Partners

**Figure 5**  
**Plan of the eastern section of the site dated 1963 showing all nine Group 9 buildings (north direction to the top of the page)**





## 5. STANDING BUILDING SURVEY

### Methodology

South Staffordshire Council's Conservation Team advised SLR Consulting that a standing building survey in the form of a Level 2 survey should be undertaken, similar to the recording programme undertaken elsewhere across the site. Based on correspondence with the Client, nine buildings/structures are within the Study Area.

Using English Heritage's *Understanding Historic Buildings: A guide to good recording Practice* (2006):

*A Level 2 is an analytical record, and will comprise an introductory description followed by a systematic account of the buildings origins, development and use. The record will include and account on which the evidence is based, allowing the validity of the record to be re-examined in detail. It will also include photographic records that may be required to illustrate the building's appearance and structure and support an historical analysis.*<sup>7</sup>

Building sections/elevations and the setting were photographed using high-resolution digital photography (2.5mb and above). An audit of the fixtures and fittings was created and this, along with the digital images will form the basis of a visual archive. Each building was given a unique recording number (based on existing historic plans of the site) and the digital archive will refer to this numbering system.<sup>8</sup>

The written element – this report – provides an analysis of each building's age, fabric, form, character, development (phasing) and methods/techniques of construction. All sources are fully referenced. As part of the programme of work the report contains a limited desk-based assessment (Section 2) in order to place the building stock into its historical and archaeological context. Accompanying the imagery within the report is a plan showing the location of the building stock (Figure 5). Those images that are not published in the report are filed by [digital] description within the file name.

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<sup>7</sup> To use: drawings 1, and sometimes 2-7; photography 1, 2, 4; written record 1-3, 6 (EH 2006, 14).

<sup>8</sup> Numbering system is based on plans supplied by BAE Systems Ltd and originates from architect plans dated 1941.

## 6. BUILDING DESCRIPTIONS

Recorded within the study area were nine buildings and three structures; all classified as Group 9 Buildings (see Table 2). The buildings are arranged in a north-south line, east of the main body of buildings that make up ROF Featherstone. To the east of these buildings is open ground, which during the site's early history was used as a firing range. The three structures are blast walls which are associated with Buildings 9.7, 9.8 and 9.9. Surrounding all nine buildings (and the three blast walls) is a rectangular earthwork, part of which forms an earthen bund (**Figure 6**). The building stock within the study area dates from April 1942, although plans for these and other buildings within the site were designed and constructed from November 1941 (architect: Sir Alexander Gibb & Partners). All buildings within the study area were constructed similarly and use identical materials – steel-framed rectangular buildings infilled with brick, and with entrances to each to the south. A standard gauge railway network links each of the nine buildings (**Figure 4**).

In terms of architecture, all buildings within this area of the site are standardised and generic throughout; all are single storey rectangular buildings, each constructed from a steel frame with brick panel infill for all elevations (e.g. **Plates 2 & 3**). The main entrance is to the south (e.g. **Plate 5**), whilst several buildings have a rear (secondary) entrance on the eastern elevation (e.g. **Plate 11**). Each building supports a flat concrete roof which overhangs all elevations (e.g. **Plate 8**). Incorporated into each roof space are intermittent ventilation ducts (usually six per building). Window openings are or were present on all elevations (many have been subsequently blocked-in) and standardised in style throughout<sup>9</sup>; comprising cast metal casements and recessed into the surrounding elevation. Inspection of the window casements revealed the survival of the original window furniture (i.e. clasps, hinges etc.).

The furniture associated with the main [southern] door openings to each building comprises two sets of slide runners which would supported a single wooden door; several of these doors and their associated runners partially survive in Building 9.9 (**Plate 28**). The door sections are slatted in order to allow further airflow within each building.

The three blast wall sets (six sections in total) are located within the southern section of three buildings – 9.7, 9.8 and 9.9 (**Figure 6**); it is not clear if blast walls were constructed around all the Group 9 buildings. According to the architects plan of the site – Figure 4 and a later plan dated 1963 (**Figure 5**) there may have been a continuous blast wall which surrounded each building. Each blast wall, constructed of brick is of identical design and is similar to other blast walls recorded within the (former) northern section of the Featherstone site (**Plates 31 & 32**).

The fixtures and fittings for each building include single and double slide door openings (e.g. **Plates 26**), die-cast window casements (with block concrete lintels and sills), light fittings, electrical switches and (internal) electrical fuse boxes. Several of the slide doors have been replaced with roller-shutter steel doors, indicating probable later use by HMP Featherstone] (**Plate 14**). Included within the fixtures and fittings audit was sign writing. This fixture was in the form of stencil signage and originally described the use of the building (**Plates 29 & 30**).

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<sup>9</sup> There are a number of idiosyncratic features within each building but these do not enhance the architectural merit.

A more detailed description of each building is described in Table 2.

**Table 2. List of buildings/structures and their descriptions within the Study Area (i.e. east of Avenue A)**

BAE Group Code	Building type	Grid Ref	Period	Description
9.1	Finished munitions storage	SJ 92964 05237	April 1942	This building is identical to Building 9.3. Due to access issues, much of this building could not be fully inspected. Aerial Cam images could not be obtained due to a potential breach of security with the neighbouring Sandvik Tooling Supply factory and HMP Featherstone.
9.2	Finished munitions storage	SJ 92803 05007	April 1942	This building is identical to Building 9.3. Due to access issues, much of this building could not be fully inspected. Aerial Cam images could not be obtained due to a potential breach of security with the neighbouring Sandvik Tooling Supply factory and HMP Featherstone.
9.3	Finished munitions storage	SJ 92964 05237	April 1942	This building, one of three smaller buildings within the northern section of the range is designed differently to the other six buildings (Buildings 9.4 to 9.9). This building, rectangular in plan is surrounded by an earthen bank and ditch (see <b>Figure 6</b> ). The building is constructed of a steel frame with brick infilled panels ( <b>Plate 5</b> ); whilst internal partitions are of brick and cement render ( <b>Plate 6</b> ). The main entrance is located within the southern elevation of the building and was originally approached by a standard gauge railway line ( <b>Plate 7</b> )
9.4	Finished munitions storage	SJ 92890 05142	April 1942	Building 9.4 is one of six identical buildings within the southern part of the eastern range. Much of this building though has been modified as a large cattle shed ( <b>Plate 8</b> ). A concrete slurry bath stands to the west of the building, whilst to the east and south is the remains of holding pens and cattle parade areas, constructed of concrete. Internally, the building is open-plan and exposed are the steel joists and pillars that support the concrete sectioned flat roof. The floor comprises treaded bricks, purposely laid for standing cattle ( <b>Plate 9</b> ). Similar to other buildings within this range, there would have been a standard gauge railway line entering the western section of the building to a platform and loading bay area, however, this area of the building has been raised to form a continuous floor.
9.5	Finished munitions storage	SJ 92901 05075	April 1942	Building 9.5 comprises a rectangular (in plan) structure that is constructed of steel framing with brick infill panels; the elevations support a flat concrete roof. The original entrance was along the southern elevation ( <b>Plate 10</b> ), however, later remodelling of this building for agricultural use included three slide door entrances incorporated into the eastern elevation ( <b>Plate 11</b> ). Internally, the former open space has been later divided into three rooms (e.g. <b>Plate 12</b> ), one these was possibly

				used as a mechanics workshop or a milking parlour; a mechanics inspection chamber or milking pit occupies the central section of the floor space ( <b>Plate 13</b> ). The other two rooms may have been utilised as maintenance workshops.
9.6	Finished munitions storage	SJ 92859 04975	April 1942	This building is constructed similarly to Buildings 9.4, 9.7 and 9.8. The original slide door entrance has been replaced with a roller-shutter door ( <b>Plate 14</b> ). The entrance leads to a platform area, once used for incoming railway wagons; a large workshop/storage space beyond. Externally, a concrete flight of steps leads from the southern entrance to an inspection chamber for the building's drainage system ( <b>Plate 15</b> ). Late 20 <sup>th</sup> century internal development includes a suite of prefabricated offices which abut the northern and south walls ( <b>Plate 16</b> ). A further entrance (for vehicular access is located on the rear eastern section of the building ( <b>Plate 17</b> ). The building, constructed of a steel frame, supports a flat concrete roof, elevations infilled with (London Brick Company - LBC) 'rustic' brick panels ( <b>Plate 18</b> ).
9.7	Finished munitions storage	SJ 92860 04881	April 1942	Rectangular building (in plan), constructed of a steel frame with brick infilled panels, supporting a concrete flat roof. Main entrance is to the south with loading bay extending to the rear of the building. A single standard gauge railway branch line extends into the loading bay from the south (connecting to the main arterial line for the site) ( <b>Plate 19</b> ). The platform, finished in brick and supporting a concrete floor stands around 0.80m in height. Within the central and eastern sections of the building are a series of bays – used for storage. This building is one of three that has an intact blast wall set, located on the southern approach to the building ( <b>Plate 20</b> ).
9.8	Finished munitions storage	SJ 92864 04793	April 1942	Rectangular building (in plan), constructed of a steel frame and brick infilled panels, supporting a concrete flat roof. Main entrance is to the south. A single standard gauge railway branch line extends between two blast walls ( <b>Plates 21 &amp; 22</b> ) through an entrance ( <b>Plate 23</b> ) and alongside a loading bay ( <b>Plate 24</b> ). The platform, finished in brick and supporting a concrete floor stands around 0.80m in height. Within the central and eastern section of the building are a series of storage bays. This is building is one of three that has an intact blast wall set, located on the southern approach to the building ( <b>Plate 25</b> ).
9.9	Finished munitions storage	SJ 92869 04729	April 1942	Rectangular building (in plan), constructed of a steel frame and brick infilled panels; elevations support a concrete flat roof. Main entrance to the building is incorporated into the southern elevation. A standard gauge railway branch line extends through the blast wall set and into the loading bay from the south (connecting to the main arterial line for the site). The platform, finished in brick and supporting a concrete floor stands around

				0.80m in height (similar to other Group 9 buildings). Within the central and eastern sections of the building are a series of storage bays. This building is one of three that has intact blast wall sets ( <b>Plates 26 &amp; 27</b> ). Several original stencil signs are located on the eastern side of the entrance ( <b>Plates 29 &amp; 30</b> ).
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**Figure 6**  
**Aerial view of the southern section of the Study Area**  
**(image taken from Google Earth 2012)**





## SUMMARY

The building stock within the Study Area constitutes an important archaeological and historic resource. Despite the condition of many buildings that lie with this and other sections of the site, the cultural heritage section within the Environmental Statement refers to the building stock as:

*The main features of archaeological interest identified within the application site are the former Royal Ordnance Factory buildings and associated structures, which are assessed to be of regional importance (Featherstone/Brinsford MDA Environmental Statement, Section 16).*

Based on historic mapping and archive plans all the buildings within this section of the site date from April 1942 and comprise Group 9 Buildings types, all of which were directly involved in the storage of high explosives. The current building stock includes nine single-storey factory-type open-plan buildings that are arranged in a north-south line (**Plate 1**). In addition to these buildings are three sets of blast walls, each standing east of Buildings 9.7, 9.8 and 9.9 (e.g. **Plates 21, 22, 25**). These structures are considered to be unique to ROF Featherstone and as such should be retained. It is noted from other blast walls within the northern section of site that each are constructed in order to deflect any potential blast away from neighbouring buildings (see **Plates 31 & 32**).

The fieldwork along with additional research supports comments made within the Environmental Statement assessment. The Council of British Archaeology's *Defence of Britain Survey*, Lowry (1996) and Schofield (2004) have highlighted the vulnerability of such building stock; indeed Cocroft uses the ROF Featherstone site in detail within his publication *Dangerous Energy* (2000).

The building stock that lies within the Study Area reveals, in essence a largely unwritten, secret history that would have involved the employment of many hundreds of people, mainly women, from Wolverhampton and the outlying areas, and is a testament to their contribution to the war effort. Interestingly, with all the sensitive activity at Featherstone during World War II, the German *Luftwaffe* never found its target!

## 7. RECOMMENDATIONS

The building stock within the Study Area can be considered an important archaeological and historical resource and as such a desk-based assessment and building survey have been preferred in order to create a *preservation-by-record* account of the surviving heritage assets.

Based on fieldwork undertaken within the Study Area and previous work within the northern and southern sections of the site, SLR Consulting suggests that at least one of the three blast walls, each located east of Buildings 9.7, 9.8 and 9.9 should remain in-situ. Based on research from other ROF sites, blast walls of the type and construction along other munition buildings are now becoming a scarce heritage resource.

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## 9. CLOSURE

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

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## APPENDIX 1

Twenty World War II Filling Factories were planned, but only 16 were built.<sup>10</sup> ROF Chorley and Bridgend were the largest of the British filling factories:

ROF Chorley, (Filling Factory No. 1)

ROF Bridgend, (Filling Factory No. 2)

ROF Glascoed, (Filling Factory No. 3)

ROF Hereford, (Filling Factory No. 4) (First opened during World War I)

ROF Swynnerton (Filling Factory No. 5)

ROF Risley, (Filling Factory No. 6)

ROF Kirkby, (Filling Factory No. 7)

ROF Aycliffe, (Filling Factory No. 8)

ROF Thorpe Arch (Filling Factory No. 9)

ROF Queniborough, (Filling Factory No. 10)

ROF Brackla, (Filling Factory No. 11)

ROF Swindon (Wootton Bassett), (Factory No. 12)\*

ROF Macclesfield, (Factory No. 13)\*

ROF Ruddington, (Filling Factory No. 14)

ROF Walsall, (Filling Factory No. 15)

ROF Elstow, (Filling Factory No. 16)

**ROF Featherstone, (Filling Factory No. 17)**

ROF Burghfield, (Filling Factory No. 18) (later formed part of the AWE)

ROF Tutbury, (Factory No. 19)\*

ROF Northampton, (Factory No. 20)\*

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<sup>10</sup> Four sites – marked with asterisks – were proposed but never built

## PLATES

### Aerial views



Plate 1. View of the eastern range of buildings (Buildings 9.5 to 9.9) within the Study Area, looking south (Aerial Cam)



Plate 2. A Group 9 Building (9.7), looking east (Aerial Cam)





Plate 3. Group 9 Building (9.6), looking east (Aerial Cam)



Plate 4. Building Nos. 9.8 and 9.9 with their respective blast walls, looking south





Plate 5. Building 9.3 showing sliding door entrance leading to loading platform, looking north



Plate 6. Internal partitions within Building 9.3, looking north





Plate 7. Standard gauge railway line leading to Building 9.3, looking north



Plate 8. Building 9.4, modified and recently utilised as a cattle shed, looking NE





Plate 9. Internal view of Building 9.4, looing north-east



Plate 10. Loading platform and main entrance into Building 9.5, looking north-west





Plate 11. Rear elevation of Building 9.5, looking west



Plate 12. Northern room of Building 9.5, looking west





Plate 13. Western room within a subterranean chamber within Building 9.5, looking south



Plate 14. Roller-shutter entrance leading into loading platform area of Building 9.6, looking NE





Plate 15. Concrete steps leading the southern elevation and rear of Building 9.6



Plate 16. Internal view of loading platform of Building 9.6, looking north-east





Plate 17. Rear elevation of Building 9.6, looking south-west



Plate 18. Frogged brick – London Brick Company – from Building 9.6





Plate 19. Railway line leading to Building 9.8, via a blast wall set

Plate 20. East-facing section of the western blast wall associated with Building 9.8, looking west



Plate 21. The western blast wall, associated with Building 9.8, looking north-west





Plate 22. The eastern blast wall associated with Building 9.8, looking north-east



Plate 23. The southern entrance of Building 9.8, leading to loading bay





Plate 24. Loading railway platform within Building 9.8, looking north-east



Plate 25. Blast wall set belong to Building 9.8; internal view, looking south-west





Plate 26. Southern approach to Building 9.9, looking north





Plate 27. Western blast wall section, associated with Building 9.9, looking north-west



Plate 28. Southern entrance to Building 9.9 with original door sections, looking north





Plate 29. Eastern return of Building 9.9 showing factory office entrance and painted building information  
Plate 30. Detail of original painted building number - FL5



Plate 31. Blast wall from the northern section of the site (dated 2009)  
Plate 32. Section cut through the same blast wall prior to demolition (dated 2009)